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THE BOATING BIBLE

First LOOK

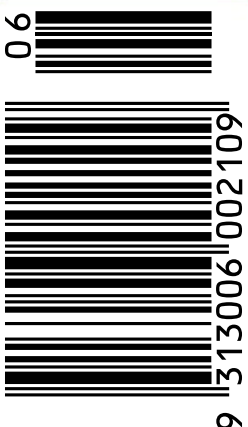
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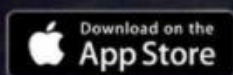
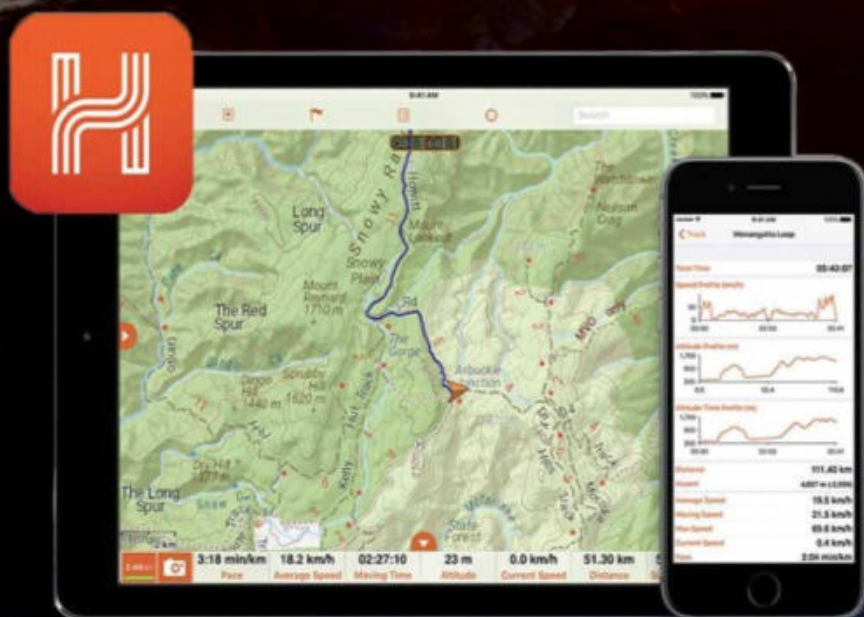


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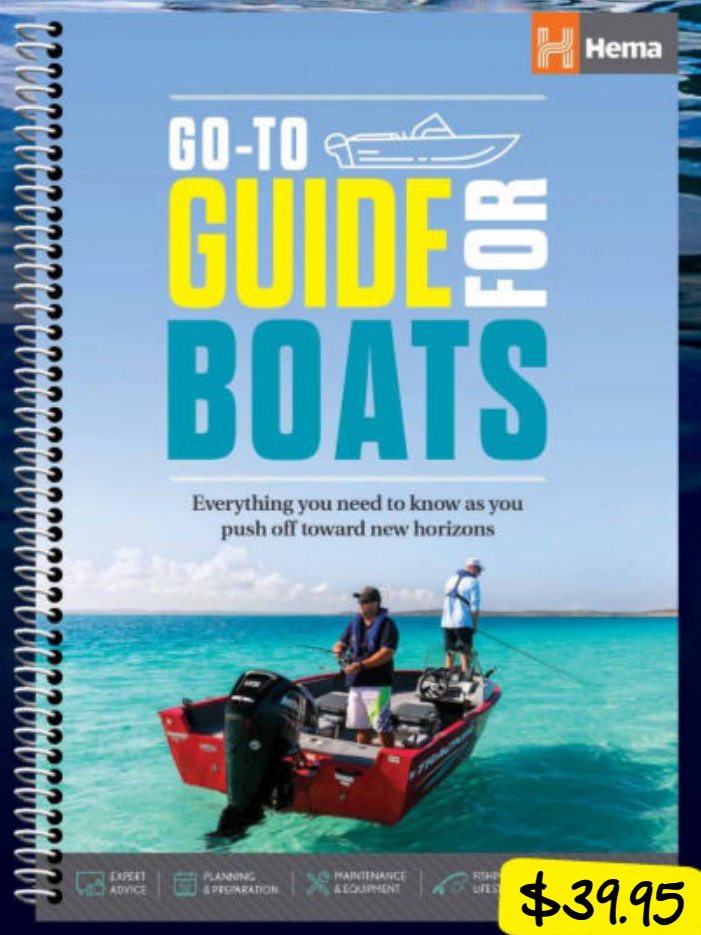
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SHUTE HARBOUR

MARINA RESORT



Artist impression

GATEWAY TO THE WHITSUNDAYS

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Artist impression

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Act quickly as 57 expressions of interest already received.



86

“There are a few definitions for the word ‘moda,’ including fashionable, limited, stylish, even beautiful — and that’s exactly what these boats embody”



106



78

Issue 540 June 10–July 7

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On Watch

with TIM VAN DUYL



HATS OFF TO SCIBS

With over 50,000 visitors, this year's SCIBS was the best it has been in a long, long time. I believe the last time the show saw that many visitors was pre-GFC, around 2007.

This year's success comes off the back of last November's Boating Festival, the free-to-enter substitute for the cancelled May 2020 International Show. The Festival was a big hit too with tens of thousands of people making it in but only Queenslanders as the borders were still shut.

Why is Sanctuary Cove so successful? Two things. There is no denying the location is perfect for a boat show. The cove is large and with recent work, able to take super yachts up to ~30m, and the parking and amenities around the village are ideal for entertainment and trailer boats displays.

Then there is what I think makes the real difference, the people that run the show and the owners of the properties and marina around it. The managers, owners of the show and locals of Sanctuary Cove are assertive, proud and

willing to try: three attributes that are obvious when you think back to the day they decided on the Festival dates, early April 2020 in the depths of the pandemic.

The team at Mulpha penciled a date and worked towards it as if it was to happen, with the knowledge it might not. They did not focus on the possibility of it not happening; they focused on the chance to do it and when it was clear they could, they were ready and knocked it out of the park.

That same mentality is there now. Led by Johan Hasser and Dominic O'Brien with capable help from Corey Rattray-Wood and Donna Long, the team at SCIBS took the initiative to change the layout of the Marina displays and to aggressively negotiate for the best brands to deliver the best boat displays. The outcome was fantastic and had regulars like us reminiscing and comparing the show to years before, forgetting 2020 even existed. Here is hoping the same mentality and approach makes it to Sydney in a few months.

IS IT TIME?

At the back of this issue, in the pages that made Trade-a-Boat famous, are the classifieds. Doing my cursory skim before this issue went to the printers, I noticed what felt like more watersports boats than usual so maybe there is something in the old wives tale that you can get the best deal buying a boat in winter.

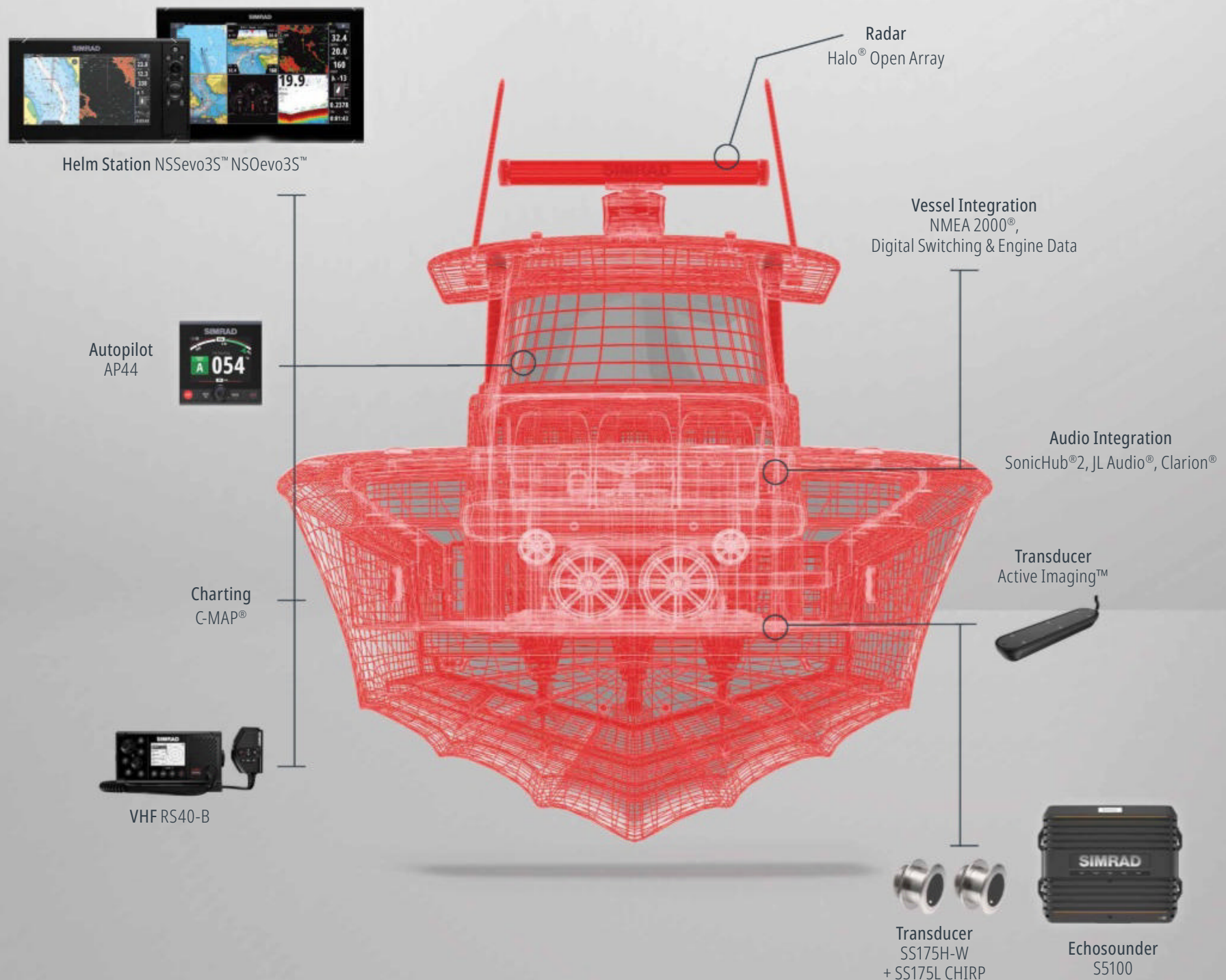
Winter is one of the best times for people in our southern states to buy watersports boats as prices tend to dip a bit. They dip because it's not an ideal boating environment so people are less motivated to invest in the dream if they can't immediately live it but that's also an opportunity, so if you're thinking about getting into boating this summer, now's the time to start researching.

*Safe travels,
Tim*



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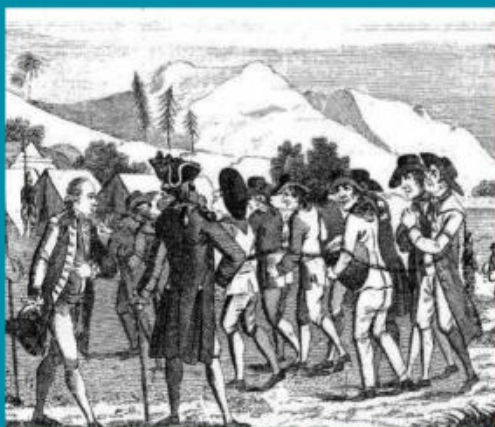


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The Sympathetic Convict



The landing of convicts at Botany Bay

The exploits of Australian convicts have long been the subject of history books, films, and television programs. Among the likes of famous convicts such as William Swallow, Mary Wade, Frank the Poet and John 'Red' Kelly (Ned Kelly's father), convict Mary Bryant (née Broad) was one of the few given the moniker of pirate.

Convicted of robbing a woman of her silk bonnet and other items, Mary was transported to Australia in 1787, arriving in 1788 onboard the *Charlotte* as part of the First Fleet. Mary's crime typically carried a penalty of death, though her sentence was commuted to seven years. She married fellow convict William Bryant upon arrival and had another child, Emanuel (she had given birth to baby Charlotte on the voyage to Australia).

In March 1791 Mary, her husband, children, and seven other convicts stole Governor Arthur Phillip's boat and set off for West Timor, which

was under Dutch rule. Despite their claims of being shipwreck survivors, their secret was discovered and the group was transferred to Britain for sentencing. It is believed the group was outed after Mary's husband William drank too much and bragged about their adventures. William and the children died of fever on the voyage, and Mary was ordered to serve out the remainder of her original sentence.

Mary's tale garnered the attention and sympathy of the public and she was pardoned and released in 1793. Her surviving co-conspirators were released later the same year, but were released on proclamation, not by pardon. Biographer and lawyer James Boswell supported Mary financially after her release, giving her a £10 monthly pension. In an era when the public generally had little sympathy for convicts, Mary's case is certainly an interesting one.

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News & events from far and wide

THE CROW'S NEST

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Boat Works Project Signals Industry Confidence

The Boat Works has announced that it will bring stage four of its Coomera River development project forward. The marina has reached capacity with berths booking out months ahead. The Boat Works is set in 55 acres of waterfront property, 25 acres of which is dedicated to the Superyacht Yard.

"We will commence work on Stage four ahead of schedule to be ready for the return of the superyacht fleet and motor yachts heading back south after winter cruising in The Whitsundays," stated General Manager Shane Subichin of the marina's development aims to meet growing demand for sheds.

The \$100 million, 25-acre Superyacht Yard is one of the few marinas with the capacity to house boats over 40 metres. Stage three of the development included the construction

of a new marine services hub, which has already attracted four tenants. Captain of the privately owned superyacht Batavia, Mark Clacher, has confidence in the industry. "It's heartening to see the confidence in the industry with so much investment. There's a lack of berths for vessels over 40 metres, so we're pleased we can book at The Boat Works on our return trip."

The Boat Works project has also been praised for stimulating industry demand for specialised tradespeople. Adam Chanter, Maritime Employment, Skills and Training Officer at TAFE QLD anticipates that demand will see even more growth.

"As Covid-19 removed the opportunity for international travel and considerably restricted domestic holidaying, it appears

from the high demand of forward orders to locally manufactured vessels, coupled with long wait times for maintenance and refit work to second-hand boats, the current shortages for skilled, semi-skilled, and entry-level workers across all disciplines of the industry has been pushed further than we have previously experienced. As we see an increase in Marine/Maritime activity within Cairns (8000 staff over 10 years) and South Australia, these issues are only going to be exacerbated as skilled labour demand increases," he said.

The Boat Yard is owned by Tony Longhurst, described by City of Gold Coast Mayor Tom Tate as typifying the "can-do" spirit of the Gold Coast.

CXO300 POWERS ITS WAY TO VICTORY

Cox Powertrain has proudly announced its new diesel outboard, the CXO300, as the winner of the annual Boating Industry's Top Products program. The 2021 program was open to any new products developed since January 2020. The CXO300 is suitable for recreational or commercial purposes and is a clean-burning diesel outboard option.

Cox Powertrain Head of Sales Hugh

Hudleston stated that the company is pleased to be recognised for its innovation after a difficult 2020. "Receiving acknowledgment for this award is hugely rewarding. 2020 was, by no means an easy year, and there were many milestones and challenges that we needed to overcome to get us to where we are today. It's incredibly encouraging to hear that the success of the 300hp diesel outboard has been recognised as a 2021 Top

Product of the year by the Boating Industry editors," he said.

The CXO300 is reported to offer high torque at low RPM and comes with EPA Tier 3, RCD II and IMO II certifications. The company is proud of the product's success and says its innovation does not stop there. The Coxswain™ mobile app was launched in early 2021 to complement the company's customer service operations.



NEW ECO-FRIENDLY SOLAR SKIN SYSTEM FOR YACHTS

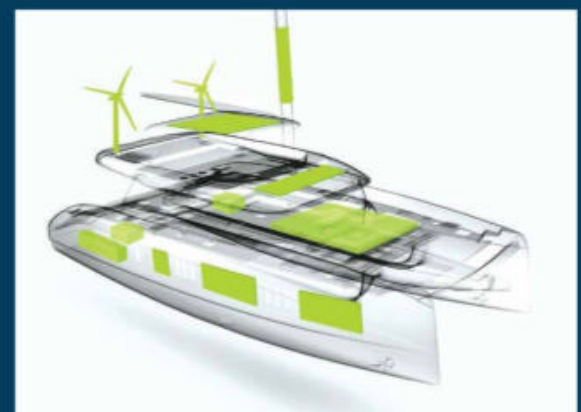
Sunreef Yachts Eco R&D has just revealed the industry's first composite-integrated photovoltaic technology.

Weighing at just 1.9kg/m², the system is now the lightest marine photovoltaic solution on the market.

In addition to the integration technique giving the panels an extremely high resistance to shock and abrasion, the panels deliver a peak performance of 24 per cent.

The solar skin system is in the process of being integrated on both the power and sail catamarans within Sunreef Yachts Eco range of luxury catamarans, giving them maximum solar power.

Laying flush with all the curved composite structures on the yachts, including masts, hull sides and biminis, the design and system now delivers the industry's top solar power efficiency.



Coral Sea Marina Enters Hall of Fame

Coral Sea Marina in The Whitsundays has proudly announced its entry into the Club Marine Marina Industry Association Hall of Fame. The 250 wet-berth marina was purchased eight years ago by Paul Darrouzet, who has since invested significantly in its development. Darrouzet is proud of what the marina has achieved.

“Eight years ago when I bought Abell Point Marina (now Coral Sea Marina Resort) my vision was to create the Monaco of the South Pacific. Through major investment in infrastructure and priding ourselves in outstanding service and impeccable facilities that vision has been realized. Having this recognized is a true honour.”

The Hall of Fame honour is not the last of the marina’s potential victories. It has been named as a contender for the Best Australian Superyacht Marina award by the ACREW Superyacht Business Awards. The marina’s plans for the future include a focus on innovative educational events and environmental sustainability.



2021 SCIBS DECLARED BEST SHOW EVER

The Sanctuary Cove International Boat Show (SCIBS) has been deemed a huge success. Some 51,832 boating enthusiasts visited the show in May 2021, an increase of 10 per cent on the last show’s crowds. SCIBS General Manager Johan Hassler described the show as “the Southern Hemisphere’s premier marine event,” stating that \$250 million in sales was

achieved across the four-day event. Hassler is confident that the economic benefits will extend beyond the SCIBS event. “It’s also expected that the economic impact of this year’s event will far exceed the \$336 million that was injected into the local economy in 2019. Today marks a special moment in the SCIBS story and for the marine industry as a whole.”

Exhibitors and visitors alike praised the event for the quality and variety of its marine displays, with many describing 2021 as the best show in the event’s 32-year history. Highlights of the show included Riviera Australia’s launch of the magnificent Riviera 645 SUV and Maritimo’s debut of its sleek new M55 and S55 models.

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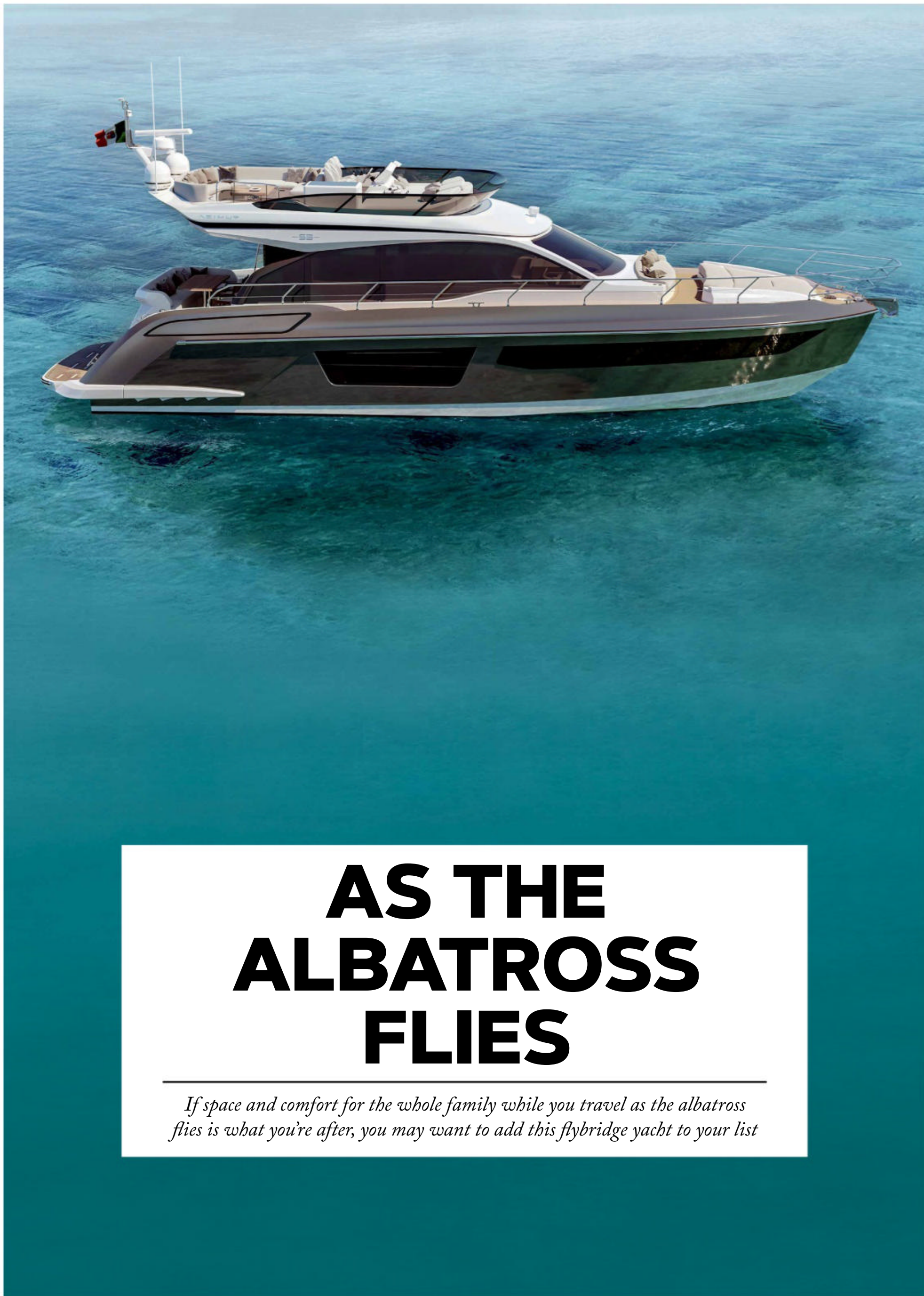
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AS THE ALBATROSS FLIES

If space and comfort for the whole family while you travel as the albatross flies is what you're after, you may want to add this flybridge yacht to your list

Traversing the world's oceans and chasing the horizons is no longer the risky endeavour it once was. In fact, not only can it now be done in comfort most often seen in high-rise, luxurious apartments, the whole family can join in on the adventure. This new offering from Azimut, the 53 Fly, has everything you need and more to make this happen.

Airiness and freedom of movement come together in this yacht, which offers the ability for long stays on board. Staying true to Azimut's hallmark style, the open feeling inside is created by the day area being laid out almost on the same level, with the galley found near the entrance, separated from the lounge by a step. Windows run all around, uninterrupted by uprights from the entrance area to the windscreen.

Luxe finishings are found throughout, with minute attention having been paid to everything from the depth of sofas and armchairs to galley appliances and storage spaces. But these details don't stop here.

The master stateroom is located amidships, featuring unbelievable storage space, including a full walk-in robe, and the styling that has come to be expected from Azimut. Rounding out the accommodation is a VIP cabin and a twin-bed cabin.

Externally, views from the journey can be taken in from a variety of spaces. A swim platform, foredeck and flybridge sunpads, plus a cockpit lounge and flybridge dinette, provide

more than enough areas for the whole family to relax in peace.

There are options to power the whole operation, most often featuring two Volvo Penta IPS 950s, ensuring comfort, manoeuvrability and efficiency when underway. With a top speed of 31kt, a cruising speed of 27kt, and a fuel tank capacity of 2400L, far off destinations will be well within reach. All that's left to do is pick which direction you want to fly. 🌊



Quick Specs

AZIMUT 53 FLY

PRICED FROM POA

LENGTH 16.78m (55ft 1in)

BEAM 4.95m (16ft 3in)

DISPLACEMENT 28.9 tonnes

MAXIMUM DRAFT 1.34m (4ft 4in)

FUEL 2400L

WATER 590L

ENGINE 2 x Volvo Penta IPS 950 D11
725hp

WEB dalboramarine.com.au



LOCAL POWERBOAT REVIEW

Riviera 645 SUV

THE GREAT ENTERTAINER

The 645 from Riviera is the largest in its SUV range. Trade-a-Boat was the first in the world to review its latest model before its release at Sanctuary Cove International Boat Show.

WORDS **John Ford** PICS **John Ford and Supplied**

There's always a buzz around the launch of a new Riviera, and the internet has been talking up another model for months, ever since details were first leaked of the SUV. So, being the first to review the latest example from the Coomera factory was a real highlight for me, especially as we got on board before the official launch at the Sanctuary Cove International Boat Show.

We were invited to view the latest in the single deck SUV range, the 645, on a clear Gold Coast morning. The first release for 2021, it's a triumph for the design and production team in these difficult times. After more than 40 years, Riviera holds its own as a world-class brand that continually enhances the quality and style of its models while refining the usability for a contemporary lifestyle.



CLOCKWISE FROM ABOVE

The 645 shares the same hull design as the flybridge 64 Sports Motor Yacht; Comfortable and spacious, entertaining is a breeze; In the 645, design prioritises luxury and convenience



Despite the current boat-buying frenzy and solid orders for the existing range, the Riviera team, in collaboration with 4D Designs, continues the development of their fleet. Stand still in the marine industry, and you lose as demand grows for increased volume and sophistication.

Using the same hull design as the recent flybridge 64 Sports Motor Yacht, the 645 becomes the largest in the single-deck SUV range, expanding to six versions from 39 to 64

feet. It's worth keeping in mind, though, that the current range includes 19 different iterations as well as the Belize range and that in their 41-year history, Riviera has launched more than 150 individual models.

In the year or so since the launch of the 64 SMY, the designers have considered owner feedback and boating trends to introduce many innovative features into the 645.

Viewed from the dock, it's clear Riviera has jumped ahead with a stunning and contemporary

appeal. Dazzling Platinum top coat highlights the elongated sculptured lines of a hardtop that extends well over the largest cockpit in the SUV range. Up front, the bow lounge area is perfectly integrated into the design rather than being the awkward afterthought they can sometimes be.

A sensuous sweeping sheerline rides over a pair of dark hull windows and joins with the low profile to emphasise the length of the hull. For me, this is the prettiest Riviera ever.



THE BUILD

Out of the same mould as the SMY64, the hull is a hand lay-up with a solid reinforced GRP keel, chines and bottom at the engine room. Topsides are all new mouldings, and the hardtop is from light and strong resin-infused GRP. Cabin tops and hull sides are foam-cored, as is the forward hull structure for extra strength and noise suppression. The outer layer of the hull is vinylester for its osmosis resistance, and the exterior white isothalic gelcoat is formulated to stay colourfast under fierce UV attack.

THE EXTERIOR

The large boarding platform can drop deep enough into the water to make it ideal for swimming and diving, and then lift well clear of the wake when moving. With a lounge on the foredeck, there's no room for a davit and tender, so, the platform is also the perfect spot to store a RIB for travel. Slots on the floor can house a cradle for the tender and allow for safety rails.

Gates at either side open for access to the teak-clad cockpit with ample room for entertaining or fishing. A twin lounge snuggles up to the transom,

“A sensuous sweeping sheerline rides over a park of dark hull window and joins with the low profile to emphasise the length of the hull”

and a small fold-out fishing table is secreted into the space of the optional live well. Deep holds in the cockpit sole will handle any amount of water toys and dive gear, while lockers neatly store lines and electrical leads.

Moulded cabinets either side of the stairway leading to the versatile mezzanine deck open to reveal a wet bar with a large freezer and electric barbecue with a sink. These two outdoor levels combine for either a welcoming, laid back entertaining space or a more formal alfresco dining experience protected from the elements by clears and ducted temperature control.

Steps lead up to wide walkways to the bow, but you also have access from a portside pantograph door direct from the saloon. The bow area is exceptional. The Sunbrella clad U-Shaped lounge should have seating for a dozen under the optional sunshade, and Four JL speakers play your favourite tunes from a separate Fusion sound system. The teak deck here is an unusual extravagance and conjures impressions of warm days absorbing the relaxing timber texture through bare feet.



CLOCKWISE FROM LEFT The sleek exterior of the 645; Teak is found throughout the interior; There's space aplenty for fishing and relaxing

Sea Trials



Two onboard, light load, 4000L fuel tank and 750L water.
Slight sea. Range calculated on 5850L (90 per cent).

RPM	SPEED (KT)	FUEL BURN (L/H)	RANGE (NM)
650 (idle)	6	14	2507
800	7	30	1365
1000	8.5	60	828
1200	10.4	110	553
1400	12.6	160	460
1600	16	220	425
1800	21	286	429
2000	25	392	373
2200	28	448	365
2350 (WOT)	31	520	348

*Sea-trial data supplied by the author.





“The new layout has given full range to innovative ideas that add to the liveaboard experience without harming entertainment value”



CLOCKWISE FROM LEFT It's a skipper's dream; If you keep this well-stocked, you'll never be thirsty; Meal prep is simple thanks to Miele appliances and generous bench space

COME INSIDE

A large saloon door and window extend the wide-open, flow-through experience all the way to the helm when the occasion demands. Or close it up tight for more intimate evenings inside. The review boat has a more traditional Classic interior with rich glossy walnut furnishings and curved cabinetry. An optional, more edgy Newport design will be available down the track.

The new layout has given full range to innovative ideas that add to liveaboard experience without harming entertainment value. The island

bench is a practical way of adding prep space and storage without interrupting the flow to the helm and accommodation deck. The galley is equipped with the right Miele appliances and plenty of refrigeration for extended travel.

Over to starboard, an L-shaped lounge has an upholstered ottoman with a coffee table insert that at first seems a little incongruous. Where's the dining table? Well, as if by magic, a mahogany table folds out from behind the lounge, and with some additional seating, there's room for six or more.

Aft of the helm is a timber cabinet from which a 50in television appears, and with a swivelling arm, it can face the lounge for better viewing. But there's more. In the ceiling, a central overhead handrail is surrounded by vinyl panels that hinge down for access to storage options for soft furnishings on one side and rod storage on the other.

A companionway to starboard of the helm area takes you down to the accommodation area with a bow VIP cabin, a master and two smaller cabins with bunks and a convertible double/twin layout. The timber theme continues, and the finish is superb.

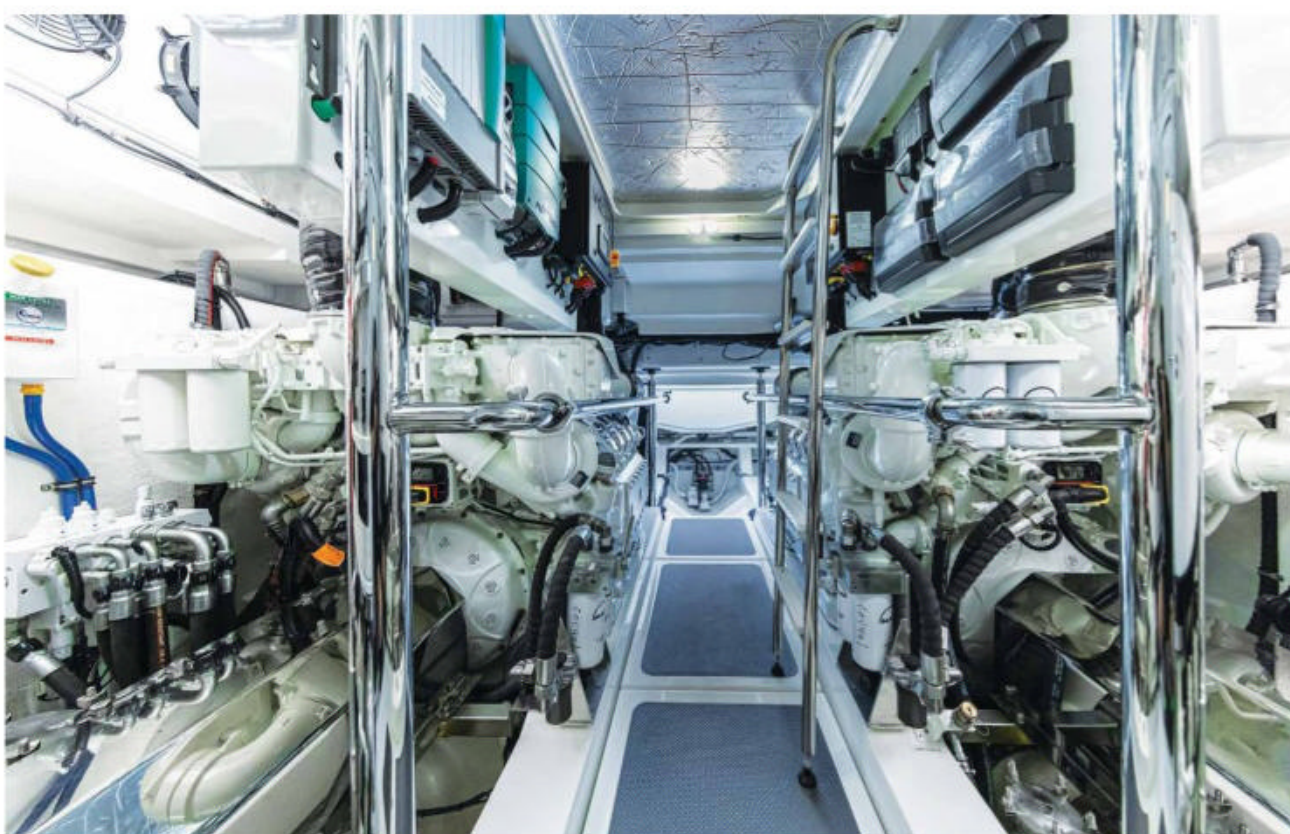
Layout follows the SMY64 theme, so I won't dwell too much other than to say the master suite deserves special mention. The full-width cabin has clear views through hull windows and generous

head height all around the king-size bed. Aft is a substantial ensuite with a monster shower and plenty of ventilation. Walk through to a utility room with Miele washer and dryer and loads of storage space.

MAN UP

Engine options are a choice of twin MAN diesels in either a 1300hp V8 or a 1550hp V12. Our review boat has the standard V8 power, and it seems a sensible choice, especially after our drive.

Access to the motors is either through the mezzanine hatches or more easily through a Bulkhead door in the utility room aft of the master cabin. In typical Riviera fashion, the engine room is beautifully finished, and there's plenty of room and an easy reach for maintenance of the well-positioned filters and oil checks.





CLOCKWISE FROM LEFT Several sleeping quarters are on offer; Engine access is through a Bulkhead door in the utility room aft of the master cabin; Views surround the beds in the Master stateroom; The bathroom is designed for luxury and space



Facts & Figures

RIVIERA 645 SUV

PRICED FROM

\$3,295,000

OPTIONS FITTED

EJS upgrade, Mezzanine air conditioning, Hydraulic lift for a swim platform, Bow awning, Raymarine electronics package, radar, FLIR camera, Underwater lighting, KVH satellite connection, Humphree Fins and Active ride control, teak decking, more.

PRICE AS TESTED

\$3,714,315

GENERAL

TYPE Monohull Cruiser

LENGTH 21.3m (69ft 8in)

HULL LENGTH 19.41m (63ft 8in)

BEAM 5.8m (19ft 1in)

WEIGHT 39,990kg (dry)

CAPACITIES

PEOPLE 8 (NIGHT) 16 (DAY)

FUEL 6500L

WATER 750L

ENGINE

MAKE/MODEL MAN V8-1300

TYPE Turbo diesel V8

RATED HP 1300hp (956kW)

DISPLACEMENT 16.2L

GEAR RATIO 1.96:1

PROPELLER Veem 5 Blade

MANUFACTURED BY/

SUPPLIED BY

Riviera Australia
50 Waterway Drive
Coomera 4209

PH (07) 5502 5555

W rivieraaustralia.com

THE HELM

Three black leather Aras helm and companion chairs face a dashboard full of 24in Raymarine Axiom screens and controls for autopilot, EPS, sounder, GPS, radar, FLIR and onboard cameras, a Siren Marine Monitoring system and more. The skipper's chair is front and centre, and you can set it just right with electronic controls.

Vision is excellent to the front and sides, but you don't get a 360-degree perspective, unlike a flybridge. The Quick Shift throttles are well-positioned, so with joystick and autopilot controls fitted to the armrest, the skipper can set a course and sit back to enjoy the ride.

THE DRIVE

Riviera has embraced the latest technologies in ride, handling and slow speed manoeuvring to transform the 645 into a skipper's dream. Ok, the Humphree carbon stabiliser fins and Electronic Joystick System add up to a \$250,000 option, but in the context of a \$3.7m boat and after experiencing them in action, they are a no-brainer.



CLOCKWISE FROM LEFT Classy and well appointed, the 645 layout is fairly simple; The laundry contains a Miele washer and dryer; John enjoying the drive; The 645 offers a smooth drive, aided by Humphree Zero Speed fins



None of this is to suggest the Riviera hull is lacking in finesse or capability. Without electronic assistance, you can still park the boat, travel the oceans and enjoy the experience. The technology just makes everything easier and more seamless.

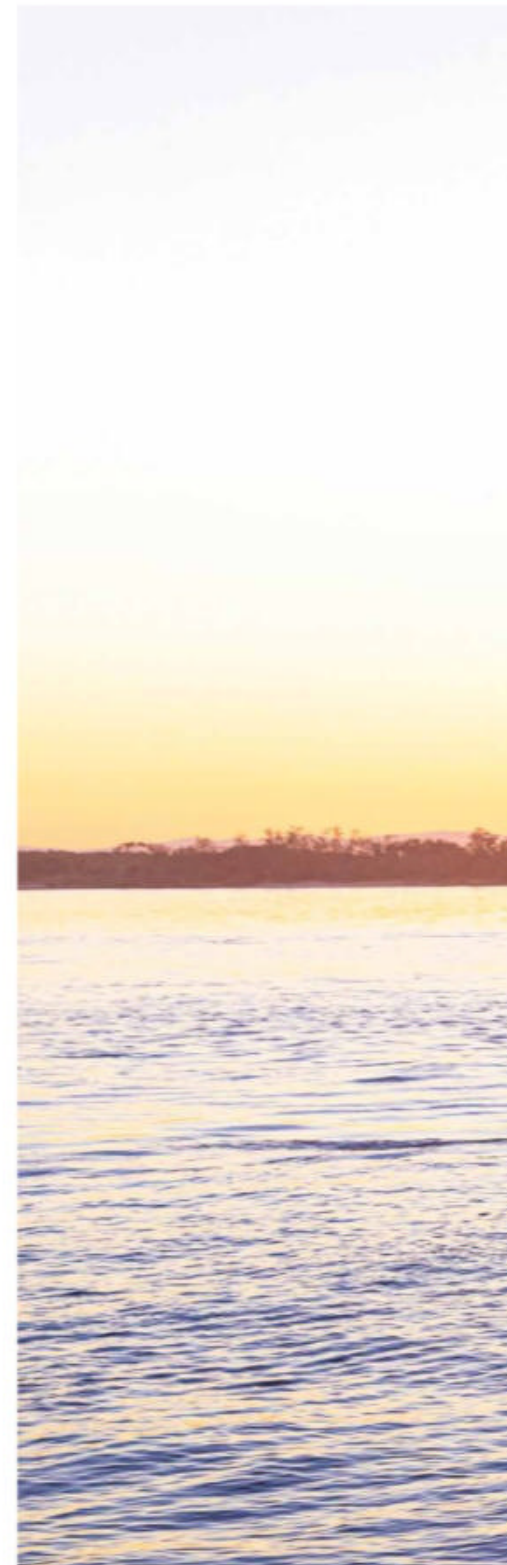
With the Humphree Zero Speed fins doing their thing, the boat is that bit more stable both when moving and at rest. But even in the most vigorous flat-out turns, the hull hardly leans at

all, staying almost entirely vertical. At first, it feels pretty strange, then you just say, “Wow.”

Making almost any skipper look like a veteran old salt, the Electronic Joystick System combines the thrust of the engines with front and rear thrusters to place the boat exactly where you want it. Docking is a simple light touch of the conveniently located joystick to move, turn and stop. Convenient? There’s

a control at the helm and also in a portside cockpit locker so you could easily dock the boat on your own — lock the position, tie off, and it’s sundowner time.

The 2700hp had us moving quickly and quietly. Once the turbos spooled up, and we were up on the plane, transition to 25kt was almost instant. We saw 31kt at wide-open throttle of 2350 rpm, but a sensible cruise would be 21kt,



CLOCKWISE FROM LEFT The master cabin; Riviera's signature lines are unmistakable; The luxury cockpit has everything needed

About the Author



John Ford's background as a photographer saw him start with *Trade-a-Boat* in the days when the Packer family held the reins, making him one of our longest-serving contributors.

He initially shot boats for other journalists, but graduated to writing reviews when editors realised he knew more about boats than he was letting on.

His boating experience grew out a love of fishing on the South Coast of NSW, and he has owned many trailer boats over the years – he's currently running a 2001 six-metre Seafarer Victory.

He is on the committee of the Merimbula Fishing Club, and his recent catches include the boating of a 128 kilogram striped marlin.

As well as motorboats, he and wife Heather have owned a 30-foot sailing yacht, and for a long time, he campaigned a six-metre two-

man Flying Dutchman dinghy, competing at Australian championships with moderate success (in his own words, he didn't sink or run into anyone).

John also writes extensively for caravan and travel magazines, spending much of each year on the backroads searching for photographs and stories.

With more than 500 photoshoots and reviews behind him, John quickly gets a feel for what a boat is all about.

And with his sharp eye for detail can give the reader a feel for what it would be like to live with, whether it be a 3-metre inflatable or a luxury 80-foot cruiser.



where a 439nm range should be possible with 10 per cent of the 6500L tanks in reserve. Riviera describes the SUV range as a marriage between the seaworthy Motor Yacht range and the free-flowing Sports Yacht, and it's a fair summary. The 645 is a long-distance cruiser, a family weekender and a plush party platform wrapped into one stunning looking package.

THE WRAP

I'm told the first 645 is heading to a loyal Riviera customer looking forward to long-distance cruising with his family, and after a morning on board, I can see why the 645 SUV is the right choice. The single-level platform keeps the crew together when travelling but has separate entertaining spaces to give everyone room and some privacy when they want it. Large sunroofs in the saloon and Mezzanine, meanwhile, allow an open, airy atmosphere when the sun shines and a protected all-weather space when it's gloomy outside.

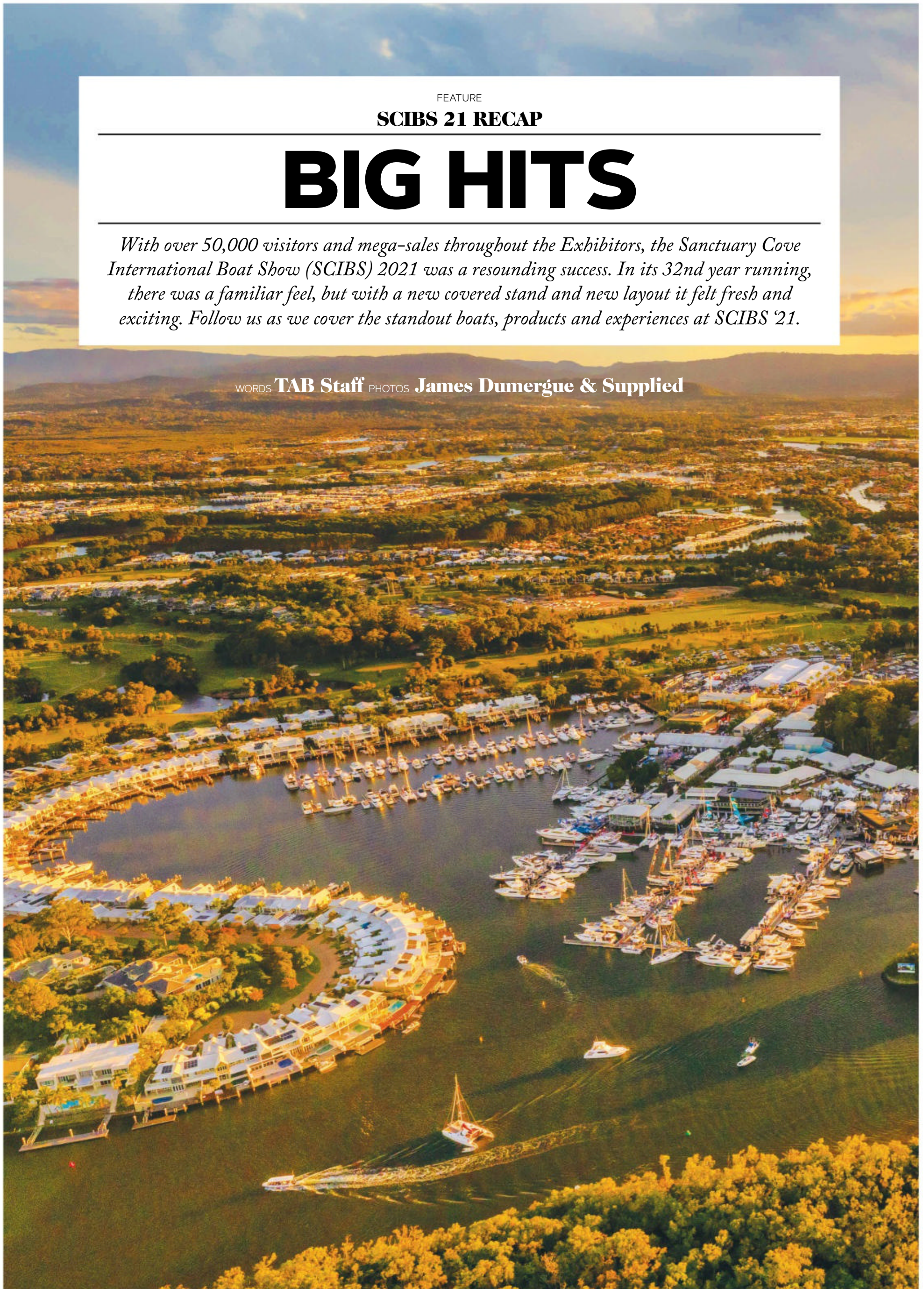
Riviera continues to surprise with each new release, and the 645 makes the most of current technology to create a luxury yacht that's a joy to be on board while taking the ease of ownership to a new level. [🔗](#)

FEATURE
SCIBS 21 RECAP

BIG HITS

With over 50,000 visitors and mega-sales throughout the Exhibitors, the Sanctuary Cove International Boat Show (SCIBS) 2021 was a resounding success. In its 32nd year running, there was a familiar feel, but with a new covered stand and new layout it felt fresh and exciting. Follow us as we cover the standout boats, products and experiences at SCIBS '21.

WORDS **TAB Staff** PHOTOS **James Dumergue & Supplied**



HORIZON

It is good practice to lead with good news and none comes better than the immediate sale of TAB darling and cover boat from issue #526, the RP100. In true Horizon Australia fashion, the whole industry knew of the 10am Thursday sale (day one, an hour after opening) as MD Mark Western blew the fog horns to celebrate.

The 100ft superyacht is staying local, sold to an industry legend who had been interested in the \$10m stunner for a while but only showing so recently. Buoyed by the Show and we suspect knowing the chance to own her would slip by, the deal was done in Horizon's VIP lounge before some exhibitors had even set up.

We met with Mark a day later, learning of new models that we'll cover in coming issues. Calling to confirm details, we heard one new model, the V78, was sold off the plans at the show. Horizon has sold in the tens of millions through SCIBS before and with deals being done as we go to print, it may end up another record year for Horizon.

MARITIMO

Hot on the heels of Horizon, Maritimo's lead designer and brand director, Tom Barry-Cotter, said the show has been a great success, with multiple sales across a range of models.

"The M55 has been our most successful model on debut ever and the S55 is fast following in its footsteps," he said. "If the response to our new models and others in the range this weekend is any indication, we are going to have a very strong year and the future is looking extremely positive" — so strong, forward orders are now out to mid-2023, we heard. Wow.

Tom continued, "After the cancellation of SCIBS last year because of COVID, everyone was excited to be back this weekend and the feeling was very positive." It's a sentiment shared across the industry and public.



CLOCKWISE FROM LEFT Late in the day, Sanctuary Cove shines; A Trade-a-Boat favourite, the Horizon RP100 sold one hour into the show; Maritimo bought one of their race boats to emphasise their race pedigree



AIMS

SCIBS is also an opportunity also to learn and network. SCIBS-newcomer AIMS (The Australian Institute Marine of Surveyors) found the show highly valuable.

Talking to the team at their well-presented stand, Tim from AIMS remarked, “The brand exposure was simply phenomenal! Our members were able to directly engage with huge numbers of the public, assisting them on the spot with their marine survey queries whilst raising the profile of the industry and awareness of the pitfalls. As first time exhibitors Donna (Event management) and her team really looked after us. The show was a massive success for our Institute.”

NEW AXOPAR RANGE

With the all-new Axopar 37 X Cabin and X Sun Top on display for the first time, Eyachts’ stand was one to remember. The striking design and bright

hull colours were seen by all and drew in the crowds.

For many, Axopar is about speed, efficiency and offshore capability, but at a boat show, it is the layout that takes the prize, with walkaround capability and options such as aft cabin, wet bar or open topsides making these boats versatile enough for any adventure.

GREENLINE 39

As always, the Greenline 39 never fails to impress. For many, Greenline Yachts has been a beacon for those who want a powerboat without the environmental impact. However, it’s not just the solar and hybrid propulsion that makes the Greenline 39 such a star. Hopping aboard, show-goers immersed themselves in the possibility of long term travel.

Inside, the Greenline 39 felt light and spacious, featuring a full-size fridge and freezer, electric microwave oven, induction cooktop, two cabins

and plenty of storage. With so many standard inclusions, such as 1.2kW solar, 600Ah service battery bank, 3000VA inverter, bow thruster, reverse cycle air conditioning, and electric opening transom, everyone was impressed with the attractive price.

LAGOON

As to be expected from the number one catamaran company in the world, the Lagoon stand was nonstop, with visitors walking through the bestselling Lagoon 42 and new Lagoon 46. Both are a fabulous representation of cruising cats ideal for families or short-handed sailors.

The Lagoon 42 is currently the fastest-selling catamaran in the world, and it is no surprise that 750 boats have been sold since its introduction in 2016. However, the new Lagoon 46 adds another dimension with the flybridge, a comfortable social area but also a practical helm station with incredible visibility.



CLOCKWISE FROM ABOVE Axopar's new X models impressed; The Riviera stand from above; Fleming's latest arrival, the 65 was a standout; Greenline demonstrated that power boating can be eco-friendly



RIVIERA

Riviera completed SCIBS with achievements that included a world premiere, the announcement of a new era of Riviera motoryacht design, the welcoming of more than 25 new Riviera owners (rumoured to be expanding towards record numbers in post-show negotiations), and being awarded the industry's Exporter of the Year.

Riviera presented 12 yachts from 39 to 72 feet. The line-up featured an impressive display, including our cover boat this issue, the 645 SUV in her world premiere, the 575, 505, 445 and 395 SUVs which were accompanied by the 72, 64 and 50 SMY; the 57 Enclosed Flybridge; and the full collection of the Platinum Sport Yachts — the 6000, 5400 and 4800 SY.

Announced and with four confirmed sales and two vessels in build, we spent spoke with the team about the new 78 Motor Yacht which we throw in the Spotlight on page 46. We anticipate the 78MY will soon have sister ships, though the company would not confirm, only telling us that the company is investing heavily in new-model development to meet historic demand.

FLEMING

Boats built by Fleming can be said to be traditional in design, but also timeless. The 55, Fleming's first release, is as popular today as it was when first built in 1986.

Fleming's latest vessel, a brand-new Fleming 65, was on display at SCIBS and was the first in Aus to feature electric Humphree fin stabilisers with at-rest stabilisation. She also is the first to have Lithium-Ion batteries which have a higher power capacity than AGM or lead-acid batteries with the same footprint. Both features come as standard.

Other standouts on the new 65 are the latest Raymarine navigational equipment and a Forward

Looking Sonar from Echopilot, UK, fabulous Twin Disc EJS/EPS system with Position Hold feature, which must be seen to be believed.

As always, engineering and joinery are phenomenal, and the extensive monitoring and alarm systems integrated with her digital switching as designed exclusively for Fleming by Bøning of Germany.





GRAND BANKS & PALM BEACH

There are few vessels that stop you in your tracks as much as Palm Beach — their lines, workmanship and attention to detail are second to none.

We previewed the launch of the GT60 last issue and saw images, but they weren't a substitute for the real thing. On board we were met with meticulous detailing and a quality of finish that genuinely have us lusting after one of the high-performance sedans.

Not to be outdone, sister-brand Grand Banks was well represented with the GB60 and drawings of the full range. The GB60 is familiar, having launched in 2017, but is of unquestionable quality courtesy of CEO Mark Richards' unwavering demand for perfection. We spent an early evening talking with Joel Butler on the bridge of the GB60 and learned a secret or two that TAB will hopefully be part of in the future, while taking in details of the changes since the first GB60 left Singapore yards, that add to the owner's experience.

NAVICO

This year's Sanctuary Cove Boat Show was abuzz with a range of new boat owners, existing boat owners and boating enthusiasts.

Inside The Pavillions, sponsored by Stellar Marine, Navico, parent to top marine electronics brands Simrad, Lowrance and B&G, found a crowd keen to learn and to buy the latest gear.

With a new interactive display and a focus on education and support for new customers and those who need assistance with their existing electronics, the Navico sales team were able to engage with hundreds of boaters, fisherman, divers and skippers with all of their electronics needs.

The newly launched Lowrance Elite FS was a crowd favourite, offering exceptional value in a standalone MFD with built in C-MAP mapping and the inclusion of an Active Imaging transducer, enabling the boater to have access to StructureScan along with traditional Sonar.



CLOCKWISE FROM TOP Sentimental favourites, Palm Beach brought two models to SCIBS; QMC, distributors for Boston Whaler, saw constant interest in their high-horsepower models; The Aquila 36 was a real sales success

The sailing aficionados were equally impressed with the latest B&G products on offer including the Nemesis displays, which provide a digital, high resolution, easily viewable screen designed by sailors, for sailors.

A new mapping solution from C-MAP was also popular. The latest versions have extra features, including shaded relief which shows 3D rendered land and underwater elevation. C-MAP Reveal was proving a real game changer for anglers and divers.

QMC

Stalwarts of the Gold Coast and brand champions for leading American brand Boston Whaler, QMC split resources, with small vessels on the hard and 30+ foot models in The Marina.

We bumped into various staff when trying to get a chance to dig deep into some of the show stoppers, like the 330 Outrage that reportedly saw over 60kt on the way show, but had to fight to get close, such was the popularity of both stands.

We did however get a date to review a few for coming issues, so stand by for them, and comments that sales were strong on all brands.



PACIFIC MARINE LAWYERS

PML found the show invaluable with networking and education, telling TAB, "What a great four days! We had some fantastic conversations about how people can protect themselves when purchasing, operating, repairing or selling their boat. It was great to network with others in the industry, and to reinforce our firm's commitment to those who work and play on the water."

AQUILA AUSTRALIA

The Aquila 36 Cruiser was one of the darlings of SCIBS, attracting significant attention. Not only was the display boat sold, the team also issued contracts on two more on this model.

Equally the Aquila 44 and Aquila 54 were popular. Three Aquila 44 were sold during the show and, even before her Australian debut in Sydney later this year, the team took deposits on two Aquila

54s. Aquila's are popular due to the affordability, space, level of comfort and features these multihulls offer.

In a sign of confidence and local support, Aquila Australia is purchasing production spots in the lead up to the Sydney Festival of Boating to reduce lead times on yachts sold.

INTEGRITY MOTOR YACHTS

Integrity Motor Yachts had four yachts on display, ranging from 34 to 46 feet, showing off both the modern SX designs as well as TAB favourites, the Classic. Demand was so strong, the team was fielding enquiries during build up and sold the 380SX the day before the show opened. Thursday and Friday were strong days for serious buyers and over the course of the show six contracts were issued, with several more expected.

WHITEHAVEN MOTOR YACHTS

Whitehaven Motor Yachts used SCIBS to launch new concepts for the Flybridge 6000, Flybridge 7000 and Sports Yacht 7000. They complement the existing Flybridge 6000 and Flybridge 7000 which were on display. Enquiries were strong as were serious potential buyers, with ten in final design conversation.

With a significant number of existing Whitehaven owners jetting in for the show, Whitehaven held a small gathering on Friday night to celebrate the return of Boat Shows.

SEALEGS

Only ten steps from our tent was none other than Sealegs, the hugely popular and innovative Kiwi company. We watched as walkers by stopped to check out the only boats with legs at SCIBS.

Local agent, Peter Small, told us SCIBS was, “Another successful show done and dusted where we welcomed a number of interstate travellers and clients to the Sealegs stand. The 8.5m Alloy was the crowd favourite, followed closely by the just-launched, compact 3.8m Amphibious Tender.”

Sealegs also had a popular 6m RIB on display, ideal as a high-end tender for access to remote beaches.





CLOCKWISE FROM LEFT The team from Stella Marine who not only exhibited in The Pavilions but sponsored it; For land and sea, Sealegs; Whitehaven's lineup was inviting



SAXDOR

The 320GT from Saxdor, sold via Adventure Boats, was another boat that always had a crowd.

Designed in Scandinavia with an ocean-slicing axe-bow, we know the smaller models can handle the chop around our part of the world, so are looking forward to testing the current top of the range model soon.

Talking to the distribution team, leads were strong enough to confidently say the 320 will sell but it hadn't at the time of writing.

STELLA

Stella made a statement at SCIBS 2021, showcasing their incredible engineering skills

and manufacturing capabilities with the reveal of Australia's first Hydraulic Swim Platform with integrated steps. With patented technology and their in-house naval architect heading their design team, they designed and built the innovative hydraulic swim platform in only a matter of weeks. Plenty of interest was generated, from manufacturers and owners alike who are looking for the easiest way to move into the water from the back of the boat.

Alongside the new hydraulic swim platform was a host of premium marine equipment that Stella manufactures and distributes including Stella watermakers, Waveless electric fin stabilizers, Exalto wipers, Planus toilets and more.

Friday and Saturday brought plenty of serious punters and they look forward to the coming months, which will show the success of the show. Overall, Stella loved the show and considered it to be a roaring success.

STEYR

Rob from STEYR and, Focus and retailer for Cummins shared his excitement post-SCIBS, remarking, "We're back! It felt like the industry is finally back on its feet following the GFC. With a great crowd lapping up the displays and entertainment, there were plenty of genuine leads for both our Focus FP33 Sports Cruiser, and our STEYR and Cummins diesel engines."

SUNDANCE MARINE

Sundance Marine attended SCIBS this year as the dealer for PRESTIGE YACHTS in launching the 420 S-line. Made in France, the 420 S-LINE captivated attendees with the natural light and entertaining space it offers.

The 420 S-line model is unique with its full beam master cabin. Located at the centre of the boat, it is a unique concept that Prestige Yachts brings to the 42-foot range.

David Beck, Nationwide dealer for PRESTIGE mentioned, “This year’s SCIBS was one of our most successful years yet. It was great to see people interested in the innovation PRESTIGE have towards their layout design.”

Surprisingly, as the display model carried a price around \$1.1m, the 420S shown at SCIBS is still available for viewing and purchase. With new boat order times pushed to 12 months it represents a great opportunity.

SHUTE HARBOUR

With a plethora of people in or looking to enter the marine lifestyle, businesses like Shute Harbour Marina Resort are always popular. Only their second SCIBS, the team remarked that the show was a great success.

“Our marina development was again extremely well received, with many who are familiar with the

location in the beautiful Whitsundays commenting on how great it will be for the area. But it was not just the berths for sale that grew attention, the interest in the land & berth packages far exceeded our expectations.”

OCEAN ALEXANDER & GALLEON

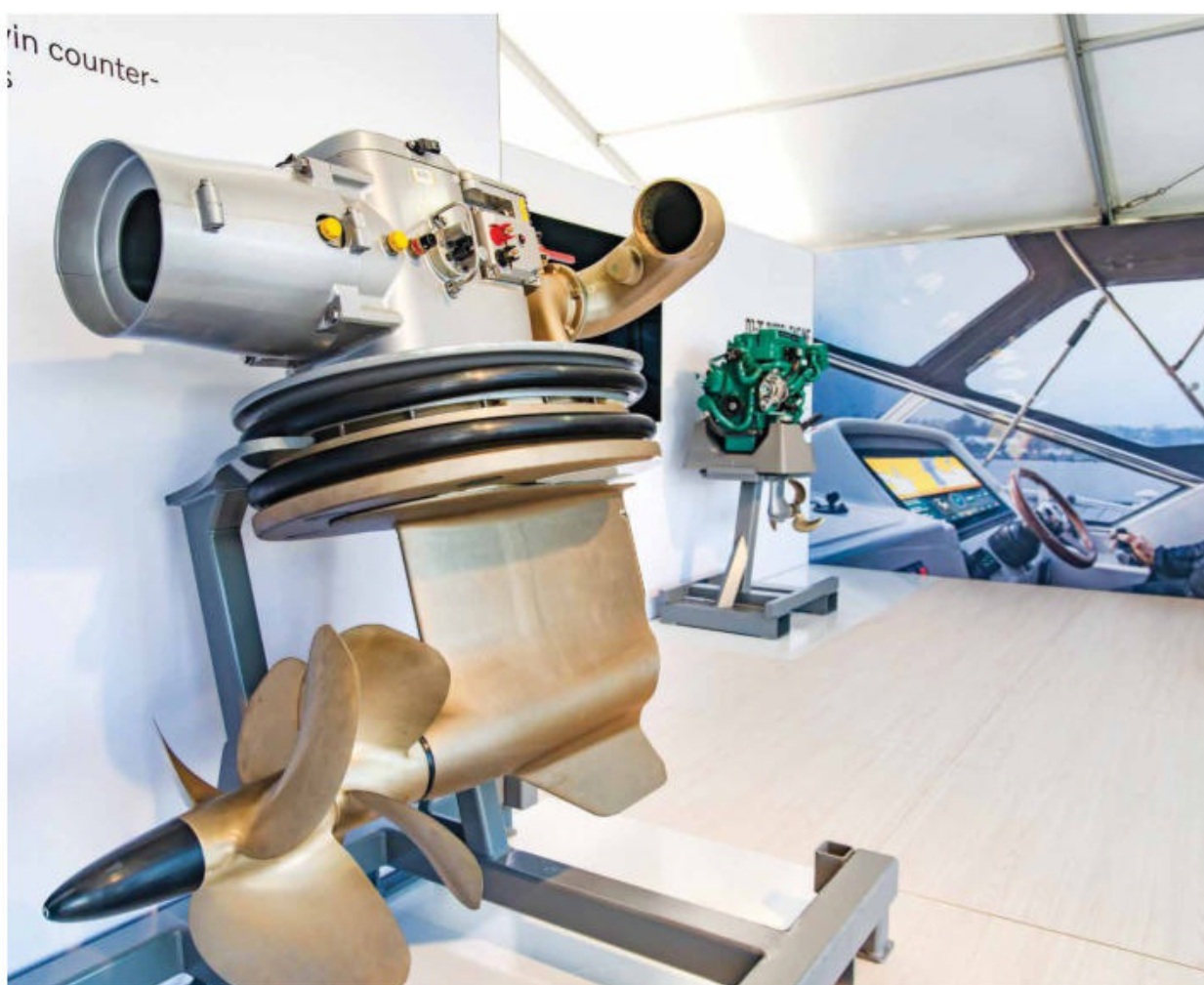
One of the best displayed vessels had to be the OA 26R, and with the prominence came massive

interest. Roped off, available for private viewing only, the line to experience the sharp looking 26m vessel was ever-present. Alongside the 26R was a Divergence 40, the outrageously opulent centre console from the famous marque and TAB favourite.

Distributed by the team at Ocean Alexander is Galleon, a Polish-built brand that surprises in design ideas and affordability. On display was a new 610 Fly, which we heard sold quickly.



CLOCKWISE FROM LEFT Turtle Pac are a stalwart of SCIBS and always up for a chat; Shute Harbour saw good interest in their Hamilton Island Resort; A star of the show, the Ocean Alexander 26R; Volvo Penta’s stand celebrated the successful IPS drive



TURTLE PAC

Every SCIBS we go to, so does Turtle Pac, and every show we stop and admire the brand. It seems we are not the only fans as Lazio Torok said, “The second show day, 21 May, was a full house! I could hardly see the floor, and everyone was happy and chatty.”

Importantly, the chats lead to sales with genuine buyers.

VOLVO PENTA

Volvo Penta had a commanding presence at SCIBS as a major sponsor and with their stunning stand. They celebrated a successful week starting with a presentation at the ASMEX Conference pre-SCIBS, in which Volvo Penta’s largest marine leisure customer won an award as Exporter of the Year.

A celebration was held at Volvo Penta’s stand for the 15 years of boating with more than 2200 IPS units installed at the world class Riviera production facility at Coomera. We were also pleased with the launch of two new Maritimo vessels powered by Volvo Penta.

The show was a great success with many opportunities during that week and the confirmation that Volvo Penta brand continues to be number one in Oceania’s market share.



VOYAGER CATAMARANS

Sitting stable in the water, Voyager Catamarans displayed their V930, a cruiser that can sprint thanks to a pair of Suzuki outboards. Inside is spacious and clean, with a simple layout. We were thoroughly impressed and are looking to review it soon.

Talking to Derek of the company, he said, “It’s been a great show, good for everyone to get back to some sort of normality for a few days. Voyager’s latest release V930 layout was very well received with orders placed up to the middle of next year on both the Sports Cruiser and Grand Sport models.”

ZF

For the first time in Oceania, ZF’s TotalCommand, which consists of the joystick, control heads and electronic control system, was on full display.

“The Sanctuary Cove International Boat Show was the perfect setting to launch the versatile TotalCommand system to Oceania,” said Gary Bain, OE/OES Manager for ZF in Oceania.

“As it can be used in a wide variety of leisure and commercial vessels, there was no more appropriate venue than Sanctuary Cove, being the Southern Hemisphere’s largest marine event.

“Reception to the system by visitors to the stand and the industry was extremely positive and we believe that it prove quite popular within Oceania once production starts at the end of 2021.”

CLOCKWISE FROM BELOW Leigh-Smith Yachts' brokerage display was top-notch; Princess Australia debuted the new F55; Quad Mercury 350's power Ocean Alexanders latest Divergence 40; Riviera's display looked fantastic from the boulevard



LSY

Legends and founding partner of SCIBS, Leigh-Smith Yachts had a ripper display of brokerage boats and new Fairline yachts.

The Fairline 33 was stunning. It's sleek look is impressive, its layout both practical and good-looking. We had a look and are hoping to do a full review soon.

Dean and Ryan Leigh-Smith were on site all show, as well as the brokerage team, and by all accounts were busy, with Ryan commenting on the challenge of finding good stock for the legions of buyers in wait.

PRINCESS

If ever there was a brand that fits the mould of SCIBS perfectly, it would be Princess. The proud British brand oozes class without being ostentatious. Now distributed by industry stalwart Greg Haines, the brand is seeing a resurgence within Australia.

At the show were four vessels, two new-releases and a constant crowd.

We didn't get a chance to speak to Greg, the stand was so popular, but we would be surprised if the company didn't see significant success, which will no doubt lead to a more substantial display at the 2022 Show. 🍷



SAIL IN YOUR OWN STYLE

The new Riviera 78 promises elegance and convenience, all customised to the preferences of individual boat owners in collaboration with award-winning designer Luca Vallebona.





When you step aboard the new Riviera 78 MY it becomes clear that this boat was made for entertaining. Capable of housing 10 adults, the yacht comprises several entertaining and dining areas, as well as four state rooms and staff quarters.

Riviera Australia owner Rodney Longhurst says the new yacht was designed to be “timeless and contemporary,” with plenty of room for families or parties. Despite its impressive entertaining capabilities, the yacht boasts sleek designer features perfect for relaxation or quiet time. The interior is lined with a range of premium fabrics and boat owners can choose from a selection of high gloss or satin finishes.

Part of the charm of the Riviera 78 MY is its functional yet classic design. The accommodation deck is accessed through an elegant timber staircase located at the forward end of the main saloon. The master suite features a king-size bed,

while the VIP guest stateroom offers seafarers a queen bed and an ensuite bathroom.

A POWERFUL RIDE

With all these features and generous deck space for socialising, boating enthusiasts may be wondering what kind of engine powers this new-dimension yacht. The twin MAN turbo diesel engines each offer 1550hp (1140kW), ensuring a smooth and powerful ride. In terms of fuel efficiency, Riviera Australia states that the vessel can cruise for more than 1000 nautical miles on its 10,200 litres of fuel (at a speed of around 30 knots). Owners can cruise confidently knowing that the engines come with a five-year limited mechanical warranty for up to 2500 hours of operation.

MAKING IT YOUR OWN

Perhaps the most attractive feature of the Riviera 78 MY is the ability to customise the vessel

from the beginning, and the company makes a concerted effort with owners to personalise their yacht. Avid sailors have praised the ability to make the yacht “their own,” modifying the design to suit their own needs and preferences. During the design process, owners are able to select colours and fabrics, furniture placement, and how they will make the most of their deck and entertaining spaces.

Owners of the Riviera 68 Sports Motor Yacht Jacky and Rudi are excited by the prospect of creating their own version of the Riviera 78 MY. “The opportunities to personalise the interior of the 78 Motor Yacht is particularly attractive. It will allow us to make it very much our own yacht,” Jacky says.

The Riviera 78 MY prioritises lifestyle, elegance, and customisation, being the latest offering from a company that has produced 5700 yachts in many styles over the past 40 years. [👉](#)

Quick Specs

RIVIERA 78 MY

PRICE \$5.5m

LENGTH (OVERALL) 24.58m
(80ft 8in)

BEAM 6m (19ft 8in)

FUEL 10,200L

WATER 800L

ENGINE MAN 1550 x 2 –
1550hp ea

WEB rivieraaustralia.com





TRAVEL

Port Davey, Tasmania

NEXT STOP, ANTARCTICA

Keen for adventure but not so keen on roughing it? Here's the perfect solution.

WORDS AND PICS **Carolyn Jasinski**





Have you ever wondered what the very bottom of Australia looks like? It's a large pocket of World Heritage-listed wilderness and a marine reserve in the south-west of Tasmania that is so rugged and isolated, the only way to get there is by foot or by boat. There are no roads.

The region is dominated by a harbour — more than twice the size of Sydney Harbour — with seemingly endless waterways full of dark, rusty water. It's as if Mother Nature made a cuppa and left the tea bag in too long.

All around are buttongrass plains, jagged

quartzite ridges rising straight out of the Southern Ocean and layer upon layer of tall mountain ranges reaching into the clouds and fading off into the distance.

We were on board the *Odalisque* in Bathurst Harbour, a 20m 'floating hotel' moored in protected Clayton's Corner and, thanks to some clever manoeuvring by our skipper Pieter van der Woude, there wasn't another soul in sight.

Pieter built the *Odalisque* and started boat charters in 2015 after spending decades as an abalone diver as well as a master of vessels working off this southern coast of Tasmania

and resupplying Australian Antarctic bases. He knows these waters well, both above and below the surface.

The day was gloomy and with clouds closing in and night approaching, it was all 50 shades of grey. The atmosphere was dark, but the scenery was beautiful in its bleakness. The thought of being so remote was irresistible. Is this what early explorers felt like as they sailed the coast, not knowing what they would discover around each bay?

The fact that I was relaxing in a high-powered luxury vessel, a glass of bubbly in hand,

“Unlike those intrepid pioneers, I was quelling my sense of adventure in style”



feasting on an enormous cheese platter, makes me think not. Unlike those intrepid pioneers, I was quelling my sense of adventure in style.

Rather than venturing alone, I prefer to have a guide — someone who knows the lay of the land or, in this case, the way of the water, and someone who can explain what I am seeing while we dare to go where not many can.

A gruelling 6–8-day walk to get here from Cockle Creek is not my thing, so I opted for the 5-day Tasmanian Boat Charter instead. This way, I could be immersed in nature by day and immersed in comfort by night, with hot showers, soft beds and some of the best food and wine Tasmania has to offer.

The *Odalisque* is licensed to take 10 people overnight, but we had just five guests and three crew.

WHAT'S IN STORE?

What can you expect on a Tasmanian Boat Charter? Excursions up narrow winding waterways to an ancient gorge, across marine reserves, past sea caves, rock arches and blowholes and through islands — through them!

Expect short walks to historic sites and long hikes to the top of mountains, across buttongrass moors, along beaches and around coastal headlands dotted with rock pools.

“It’s all about getting your feet wet,” said Pieter. And he meant that literally (remember to pack your hiking boots).

CLOCKWISE FROM LEFT The *Odalisque* vessel; Carolynne at the controls; guests Michelle Vickery and Anne Reed on the lower deck



You should also expect the unexpected because Mother Nature can turn all of that around and dish up a whole different itinerary.

FLYING HIGH

The expedition started with a 40-minute flight from Hobart to a remote landing strip in Melaleuca in the south-west. The dark green landscape flanked by mountain ranges and buttongrass plains looked lush to us but, those who know, like our guide Peter Mooney, describe it as pretty barren.

“The forests are mostly gone,” he says, “thanks

to all-consuming fires over many years.”

As the former head of Tasmanian Parks and Wildlife, Peter’s insight into conservation management and this region is extensive. Want to see glacial gouging or learn about the local fauna and flora? Want to see 8,000-year-old Indigenous middens or hear how the damming of Lake Peddar to the north was the start of the worldwide Green Party movement? Then, as we discovered, it’s a good idea to travel with Pete.

A small, solemn crowd was waiting to board our plane. They looked tired — so would I had I tackled the gruelling 6–8-day South Coast

Track from Cockle Creek or the 4–5-day Port Davey Track even further south. They had just trudged through one of the most secluded areas in Australia, over ranges and through valleys — often in mud — and sometimes across creeks and rivers nudging just 8 degrees.

Our short walk to a waiting dinghy was much kinder — along an elevated platform. They get up to 2m of rain a year down here so the raised path was very welcome, and eco-friendly. Peter told us it’s made of recycled Coke bottles.

The dinghy took us up the Melaleuca Inlet to our plush home for the next five days.



LEFT TO RIGHT

A group of kayakers
out at water; Clyde and
Win Clayton's Hut

**HISTORIC HUTS**

Once we had settled into our floating hotel, it was back onto the dinghy to check out Clyde and Win Clayton's Hut. Clyde and Win met against all odds. He was a fisherman who brought mail and stores to the tin mining outpost at Melaleuca. Win was the sister of Deny King, a tin miner and local legend who built the airstrip and opened up tourism in the south-west.

It's an unassuming cottage surrounded by remnants of a once much-loved garden. But when we met up with seven kayakers taking refuge inside from the weather, we soon realised its value goes far deeper than how cute it looks.

We crossed paths a few times with our kayaking companions and each meeting was a reminder of how good we had it. While we were ferried to new discoveries and then returned to gourmet delights, they paddled and camped and dined on reconstituted meals.

We also got our first glimpse of sea eagles who became our constant companions, watching us with wary eyes as their young tested their wings.

A TYPICAL DAY ON BOARD

At 7:30am the genset started and you knew it was time to get up.

The coffee machine was on and our chef, Courtney Drew, was already weaving her magic. The mobile feast Courtney delivers was

as impressive as her credentials — she also owns A'petit restaurant in Hobart, runs the cafe at the Prince of Wales Marina and has a catering business.

She has a pretty impressive workspace — a commercial-size kitchen with large windows opening to gorgeous views.

On the menu was homemade muesli, Tassie yoghurt, fresh berries and hotcakes. Then fresh bread was served with oven-baked mushrooms, spinach and eggs, and the feasting begins.

The weather looked ominous, so the skipper decided the best option was to explore Melaleuca for an insight into the Needwonnee Aboriginals who called this tough country home, and characters like Deny King and Peter Wilson, who forged a living from tin mining.

The rain held off long enough for us to get a good look at the tea-tree-lined Melaleuca Inlet. Tannins from these trees and the surrounding buttongrass are responsible for the water's brown tinge.

Then it's time for a stroll along the Needwonnee Aboriginal Walk, through the Melaleuca Campground, which boasts a visit and helping hand from Sir Edmund Hillary, to the Deny King Heritage Museum.

We spotted critically-endangered, orange-bellied parrots thanks to a rehabilitation project manned by volunteers and supervised by Barbara Wilson who still lives near the priceless clutter of the now heritage-listed tin smelter.



**“And what a reward it was
— views of Bathurst Channel
and all of Port Davey over the
Breaksea Islands”**

NEW HEIGHTS

When the sun rose on day three, Peter pointed to the mountain backdrop we were climbing to.

I spied the saddle between two ranges thinking ‘I can handle that,’ but ‘that’ is just the starting point for a two-hour hike to the top of Mt Milner.

Despite some pretty tough uphill terrain including muddy patches, gnarly bottlebrush and Banksia, tea trees and eucalypts getting in the way, we made it to the top. And what a reward it was — views of Bathurst Channel and all of Port Davey over the Breaksea Islands.

As the name suggests, these islands break the ocean impact, protecting the channel. They are home to thousands of mutton birds, penguins roosting at the very top and black rabbits — brought here by the French as food for shipwrecked sailors.

Courtney hiked ahead of us and ran back down so she could whip up soup and scones before we returned.

Back on board and re-energised with another three-course meal, we crossed Port Davey Marine Reserve on the open ocean side of the Breaksea Islands, the only slightly rough patch of our expedition. I still didn’t need those heavy-duty seasick tablets I packed.



Bright white quartzite layers are exposed all along the coastline, pounded by the Southern Ocean. Somewhere out there was Antarctica.

DAVEY RIVER GORGE

Each time we discovered something new we wondered how we were going to top that experience.

Davey Gorge goes to the top of my list for 'wow' moments. It gives Katherine Gorge in the Northern Territory a run for its money in terms of ancient rock formations, only you're not surrounded by boatloads of tourists.

There were just five of us on this journey up Davey River, plus Peter who was in and out of the dinghy, navigating the rocky riverbed and pushing us through shallow sections. He

was determined to reach 450-million-year-old Davey Gorge to show us where a glacier once gouged out the bedrock on its way downstream.

"It's the only evidence of glacial striation in Australia," Peter said, "and not many people have seen it."

The rippled rock with deep scratch marks forms part of the tall, angled walls of sharp quartzite shards. The forces that heated the rock deep underground and pushed it sideways out of the ground are unimaginable.

Settlement Point on our way back to the *Odalisque*, was not what we expected. It's hard to believe this tangled web of vegetation was once home to 200 settlers who processed the huon pine logs that felled 10km upstream and floated down the river.



CLOCKWISE FROM ABOVE Davey River; Hiking over buttongrass plains; Needwonnee Aboriginal Walk; *Odalisque* dwarfed by surrounded ranges in Bramble Cove



FAST FACTS

For the tech-minded boaties, the *Odalisque* is a Legend 65 mono hull with 1000hp Caterpillar C18 motor.

It runs on Simrad AP28 auto pilot, Furuno hardware based on MaxSea navigation software and has a Techicomar water maker. Water holding capacity is 1500L and black water 1400L. Cruising speed is 14–15 knots, using 120L fuel an hour.

CABIN CONFIGURATIONS

- Two deluxe cabins with double bed, single bed and ensuite
- One standard twin cabin with double bed, single bed and private bathroom
- Single supplements: 6 x single bed with shared bathroom

TENDERS

- Aluminium Powercraft 14ft dinghy with 60hp motor.
- A 5m Yanmar RIB with Williams 110hp jet engine.

A DAY AT THE BEACH

A walk on the beach sounds like an ordinary day out, but there was nothing ordinary about any of our excursions.

It took an hour to hike from Spain Bay, across the headland choked with buttongrass, to get to Stevens Beach, a beautiful stretch of pure white sand and turquoise sea. Here we strolled for another hour, investigating the treasures washed up on shore and collecting plastic rubbish that manages to invade even these pristine waters.

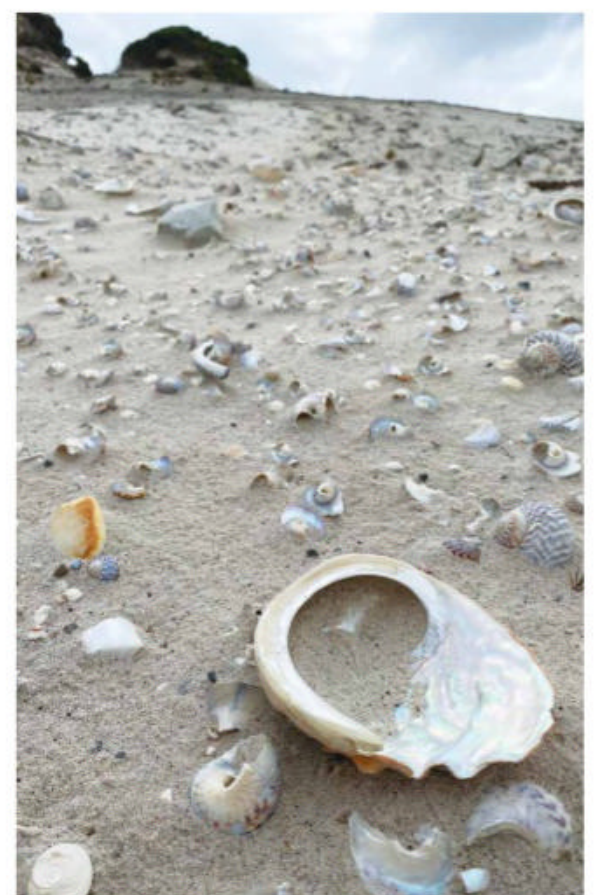
Right at the end of the bay are the real gems — Aboriginal middens believed to be about 8000 years old. This is where Aboriginal tribes would come year after year to feast on seafood.

RELAXING NIGHTS

Each night was a relaxing affair with the focus firmly on the food, company and conversation.

As on the first night at Clayton's Corner, Pieter's first concern was a safe, quiet spot to drop anchor and watch the sun set.

His need to be as far away from the few other boats we passed on this adventure saw us take shelter in Joe Page Bay, Bond Bay and Bramble Cove. We revelled in the isolation and knowledge that our mobiles were not going to ring.



CLOCKWISE FROM ABOVE Aboriginal middens dot the shore Exploring the Breaksea islands; Out on the water



THROUGH THE ISLANDS

Our last day brought another highlight and a 'first' for skipper Pieter. The Southern Ocean swell was kind enough to let us delve deep into caves at Berry Head and to navigate through a hole in the Breaksea Islands. Pieter had explored most of the island caves but this one had remained hidden — until now.

Entering is like taking a highway off-ramp. There's a clear path lined with bull kelp clinging to rocks via big suction cups. Their stems are as thick as forearms. But squeezing all the way through takes some clever handling of the dinghy.

Once we were 'inside' the island, we could see where giant layers of rock had cracked off the ceiling creating our passage and what looks like a caveman-style chandelier.

It was high-fives all around when we got to the other side.

It was quite the experience to go where not many people can, to reach the bottom of a continent, to explore ancient landscapes and take a path where few have trod, and to bear witness to where our Indigenous ancestors roamed for thousands of years.

It's even better to do it in style while leaving the hard work to the experts.

The writer was a guest of Tasmanian Boat Charters. tasmanianboatcharters.com.au 🇺🇸

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CHALLENGING THE STATUS QUO

Australian motoryacht manufacturer Maritimo introduced the newest member of its luxurious family, the S55, at the Sanctuary Cove International Boat Show which prioritises long-range adventuring, luxury living and performance.





The Sanctuary Cove International Boat Show was the place to be in May, with exhibitors and boating enthusiasts flocking to see the latest offerings. Debuting at its first international show was the Maritimo S55. The sleek new model has been described as retaining all the practical elements the line is renowned for while introducing desirable new features.

“The S55 raises the bar in the sedan yacht category with an extraordinary amount of time and effort going into its R&D and an uncompromising commitment to improved performance, seaworthiness and luxurious liveability for the owner and his family and friends,” said Maritimo Director of Design, Tom Barry-Cotter.

The S series is known for its superior performance and suitability for long-range voyages

and offshore cruising. The company, in what is now its 60th year, describes the development of the new S55 as ‘evolutionary’, as it continues to challenge the status quo.

INTUITIVE THINKING CREATES SPACE

The yacht’s cockpit hardtop is accessible from the top deck, giving seafarers greater room for entertainment or storage. The redesigned hardtop can endure weights of up to 350k, opening up never-before accessible space.

“Maritimo’s design division has maximised the practical deck spaces onboard the S55 by enabling the often-unused sedan hardtop to be accessed from the upper cockpit deck via overhead hatch and ladder, in order for the

Quick Specs

MARITIMO S55

PRICE POA

LENGTH (OVERALL) 17.27m (56ft 8in)

BEAM 5.23m (17ft 2in)

FUEL 4550L

WATER 750L

ENGINE 2 x Volvo D11 - 670mhp


WEB maritimo.com.au

hardtop to be utilised as a utility deck space,” said Barry-Cotter. He explained that the offshore cockpit and enclosed transom will appeal to keen fishers who value the extra deck space and the proximity to the sea it brings.

Certainly living up to its aspirations to focus on liveability, the S55 has had modifications to its exterior shape and interior style. “The key practical design features of S-Series models past remain, with an array of exterior form advancements and additional features included.”

SOMETHING FOR EVERYONE

The debut of the S55 coincided with the launch of the M55, a long-range cruising flybridge motor yacht. Barry-Cotter says the two models are indicative of Maritimo’s world-leading depth and diversity.

“We are extremely excited to be globally launching two groundbreaking new vessels, combined with our other M-series and X-series models. The response to this model has been very exciting and we believe its momentum will grow post launch.” 



LIFESTYLE
Good Reads

CALLING ALL BOAT BOOK WORMS

A good book can be a great asset on a boat, either to tide you over on a rainy day, entertain guests of all ages, or simply to relax in peace and quiet. So, if you have finished the latest Trade-a-Boat, here are some recommendations to cover nearly every reading taste.

WORDS AND PHOTOS **Clare Wray**



ADVENTURE

Clive Cussler is known for his amusing, high-stakes and predominantly marine-related action books. *Atlantis Found* follows the adventures of Dirk Pitt as he strives to link mysterious shipwrecks to a seemingly random group of events and people, including a comet colliding with Earth in 7120 BCE, polished obsidian skulls, an ancient race of people and the Nazis. Through his role as a Special Projects Director at the US National Underwater and Marine Agency (NUMA), the book takes the reader to the depths of Antarctic waters, the rock formations of Colorado, the halls of power in Washington and more.

Interestingly, NUMA is a real-life organisation set up by Cussler to search for historic shipwrecks, yet it takes on a whole new life in these fictional works through the humour and charisma of its lead protagonist. Best for those with an armchair love of adventure.

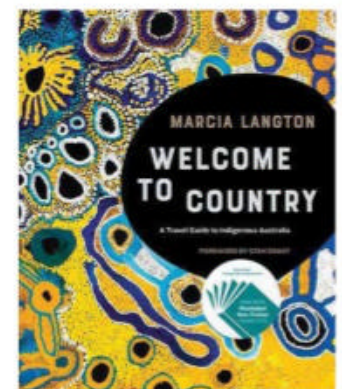
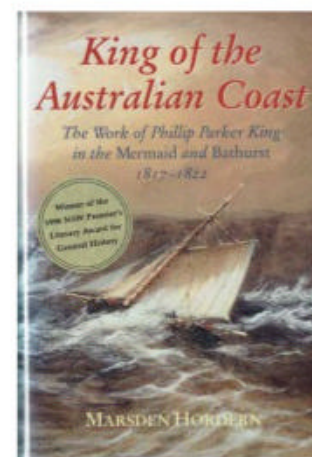
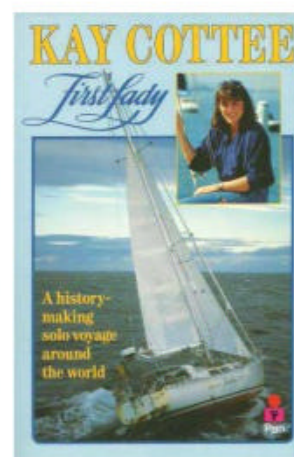
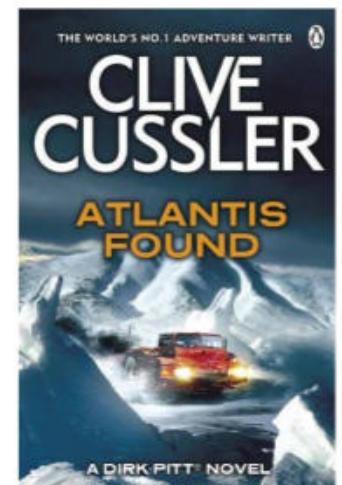
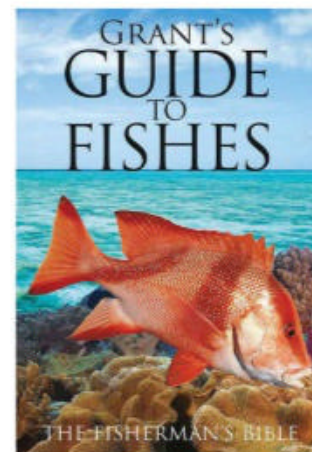
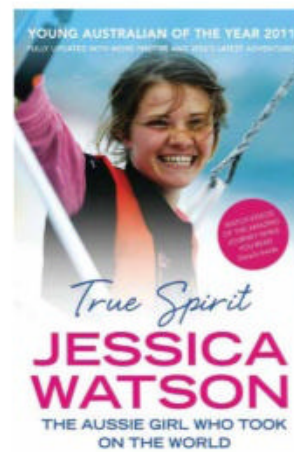
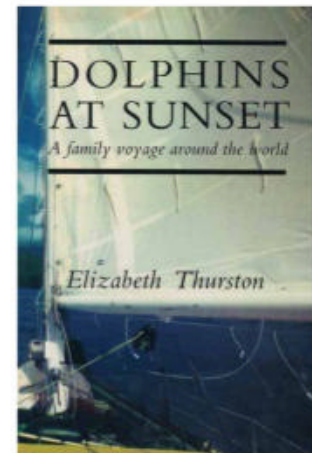
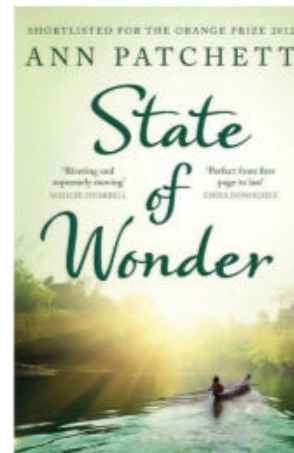
BOOKS ABOUT AUSTRALIA

There are some wonderful books about Australia that beautifully describe our unique and alluring coastline, starting with the seminal classic children's book by Colin Thiele, *Storm Boy*. It is a beautiful and sometimes sad story that follows the relationships *Storm Boy* has with his rescued pelican, Mr Percival, his father, and an Indigenous man, Fingerbone, with the backdrop of the ruggedness of the South Australian coastline. A great read for the young and young at heart.

If you want something more comprehensive and factual, perhaps consider *King of the Australian Coast: The Work of Phillip Parker King in the Mermaid and Bathurst 1817–1822*. It is a biography of Australia's most prolific and little-known marine surveyor Phillip Parker King and although large, it's not boring. His work stretches from the Kimberley to Tasmania and gives an insight into the nautical pioneering days of the 1800s.

For those seeking an Australian history more ancient, Professor Marcia Langton's *Welcome to Country: A Travel Guide to Indigenous Australia* is a guidebook with a difference. It takes you through the places, languages, art, stories and traditions of Australia's Indigenous and Torres Strait Island people, offering a deeper level to the whole country.





DRAMA

For those who enjoy some drama as a juxtaposition to the serenity of being on the water, Ann Patchett's *State of Wonder* is an exciting read. Following the story of Dr Marina Singh, an American pharmacologist sent to the Amazon to discover more about the death of her friend and colleague, she is reunited with her uncompromising teacher, Dr Swenson. The descriptions of the Amazonian jungle and waterways are vivid, the writing is lyrical, the story is intriguing — although a little slow to start — and the end is startling, implying a sequel.

Patchett has multiple awards for her writing and was listed by *Time* as one of the 100 most influential people in the world.

REAL LIFE

There is nothing like a story of a sailor against the elements to ignite the imagination and generate inspiration to get out on the boat more often. Two obvious stories are that of Kay Cottee and Jessica Watson. *First Lady: A History Making Solo Voyage Around the World* by Cottee chronicles her successful attempt as the first woman to sail singlehandedly around the world and Watson's *True Spirit* recounts her attempt as the youngest person. Both are wonderful books but if you want something a bit

calmer, *Dolphins at Sunset: A Family Voyage Around the World* by Elizabeth Thurston is a delightful book. It covers the four years Thurston and her family took to sail around the world on S/Y *Drina*, a 50-foot aluminium ketch. A professional writer, Thurston beautifully recreates destinations they visit and the reality of living onboard as a family with small children. They eventually return to Australia and live in Brisbane and you can still find *Drina* in the harbour at Manly.

REFERENCE GUIDES

A good bit of fiction onboard can be a saviour on a rainy day, yet a great reference book can be invaluable no matter the weather. *Grant's Guide to Fishes* is the lifelong work of Ern Grant. Now in his 90s, the 12th edition is his last and is packed with over 1000 species of Australian marine life with lengthy descriptions, tips for fishing and pictures for identification. Where once it was centric to Queensland waters, it now covers the whole of Australia. Grant is a marine biologist by trade so he certainly knows his fish, coral and marine life. Whether you are a dedicated fisherman or a casual biologist, this comprehensive guide will be a valuable addition to your onboard library.

Happy reading and happy boating. 🍷

CLOCKWISE FROM LEFT Enjoying a relaxing read at sea; How better to enjoy a sunset; These titles are a good place to start





TRAVEL

The Mediterranean Coast

BON VOYAGE

Sailing the French Mediterranean coast is to experience one of the world's greatest and oldest cruising grounds.

WORDS AND PICS **Kevin Green**

Travelling the Mediterranean, or the Middle Sea as the early Arabic traders named this nearly land-locked waterway, is to voyage through the beginnings of western humanity. This fact, among many others, induced me to live on its shores for nearly eight years and return regularly since then.

Its weather changes can be severe, in part due to famous winds that include the southerly flowing Mistral and Tramontana, the easterly flowing Poiniente, the westerly Levante and the northerly flowing desert blasts of the Sirocco. These systems can generate short, steep seas when angry winter time gales blow, but in the summer months, when thousands of yachts arrive from Europe and beyond, they are generally serene — as they were during my September voyage when I double-handed a new catamaran along nearly the length of the French Mediterranean coast.



“Its harbours and bays have fascinated me, both for their natural features and the glamour of areas like the Cote d'Azure which the region is famous for”



CLOCKWISE FROM LEFT On board the Bali, getting ready to head off; Views across the Mediterranean; The Bali 5.4 docked at port

Guidebooks, like Rod Heikell's excellent Mediterranean Cruising Guide, tell us that the French Mediterranean Sea is about 2000km long (1100NM), beginning near the major city of Nice in the east and running west just beyond the large town of Perpignan near the Spanish border. During my 30 years of visiting and sailing along it, including jumping on coastal trains as an impoverished backpacker heading to work on yachts, its harbours and bays have fascinated me, both for their natural features and the glamour of areas like the Cote d'Azure which the region is world famous for.

SETTING SAIL

Sailing out of the Vieux Port in Nice is a good way to begin a voyage along this rock strewn, beach encrusted coastline — it's also a popular place to pick up a charter yacht. A true international city that was Italian until Napoleon marched through on his way to defeat by the Duke of Wellington at Waterloo, the English then descended upon its grandeur and created the seven kilometre long Promenade des Anglais. A favourite climb of mine above the city is up the Grand Corniche limestone slopes that plunge down into nearby Monte Carlo.



The route is part of the historic Aerial Way, a vast Roman road between Italy and Spain that takes the coastal route through southern France. If you hesitate on the Corniche and look north, the foothills of the Alps can be seen, while gazing west allows the mariner to plan a voyage to the far reaches of France.

CATAMARAN COASTING

So it was this last summer as we motored the brand new Bali 5.4 catamaran past the old

port of Cannes towards the nearby Lérins Islands. These islands have a sheltered but rocky channel, the Plateau du Milieu, which is one of my favourite anchorages. One island, Sainte Honorat, is home to an order of monks based in the Lérins Abbey who are also wine makers, fermenting Chardonnay (Saint Césaire) and Viognier (Saint Cyprien) grapes, as well as sturdy reds like Pinot Noir (Saint Salomus). Across the narrow channel, the other island, Sainte Marguerite, with its Fort Royal

was where the Man in the Iron Mask was incarcerated and written about by Alexandre Dumas.

September winds are generally mild, so in the light breeze I sat comfortably at the wheel on the Bali's flybridge with the gennaker and mainsail pulling. A gennaker is essential for Mediterranean sailing, unless the droning of diesels is your thing, so the Bali's cutter rig layout with a small self-tacking jib for those sudden blows typical of the region is ideal —



CLOCKWISE FROM ABOVE The entry to Cannes along the Mediterranean; In full flight onto the next stop; The Cannes Boat Show is a great time to enjoy the glamour of the Cote d'Azur



something to bear in mind if you're considering an ex-factory delivery, allowing a season here before heading to the southern hemisphere via the Atlantic and Panama Canal.

Other notable features on this four cabin 50 foot catamaran built by the experienced Catana yard is the large foredeck lounge and vast sheltered aft cockpit, making it an ideal boat for warm waters. Company representative Will and I were delivering it back to the yard near the Spanish border and dropping off two passengers during the 300 mile voyage west.

As I gazed out from the helm around me, superyachts lined the bay of Cannes and small craft headed to the snug inlets along the rocky coast with its dramatic backdrop of red sandstone peaks of the Massif des Maures Esterel. My views gradually changed to reveal long yellow beaches and pine forests running down from the hills at the ancient Roman town of Frejus. Here, I'd once motorcycled over the mountainous Aurial Way with the scent of pine and lavender thick in the cold air, before heading alongside the town's 2000-year-old aqueduct and fossicked in the ruins the once mighty Roman Empire had built.



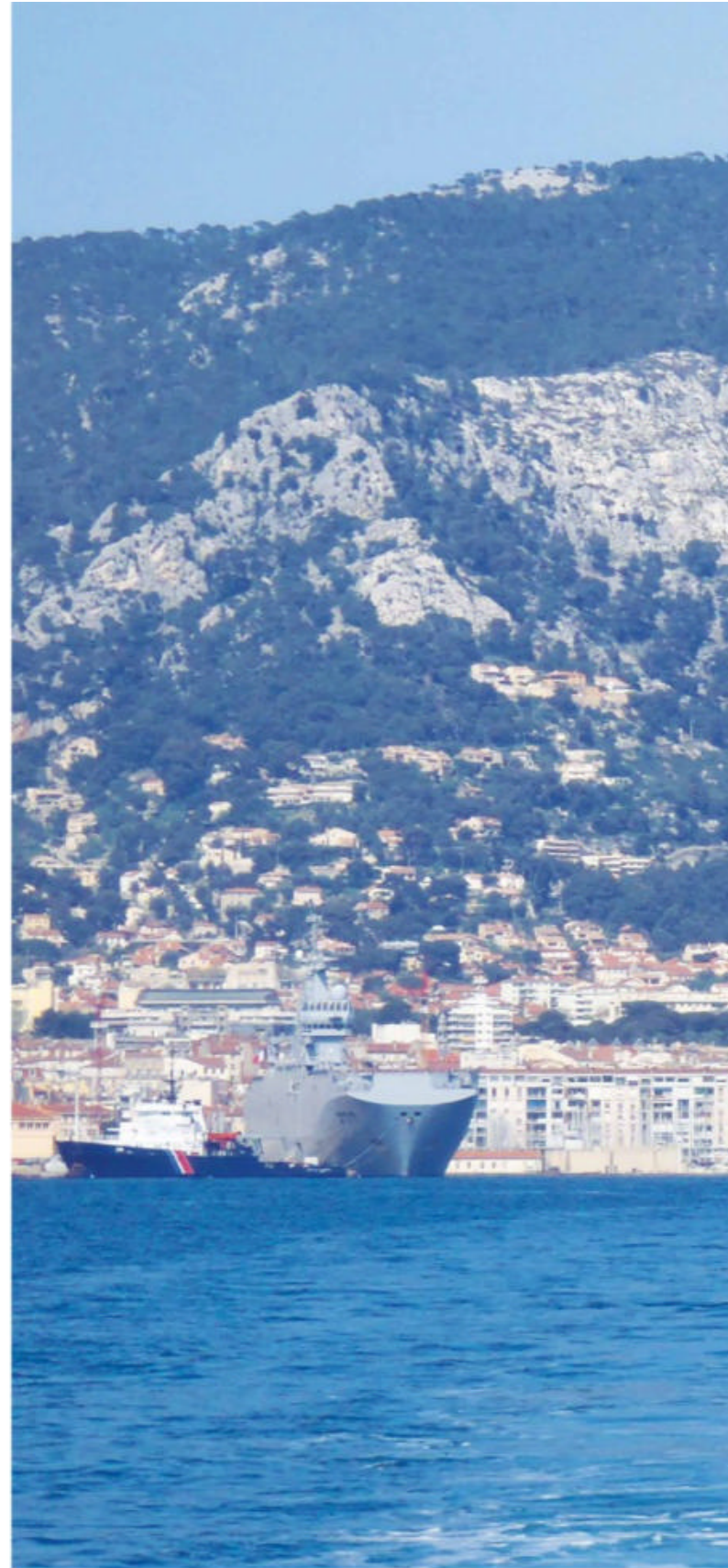
Beyond, the low lying Bay of Saint Tropez was another favourite for its golden beaches and still quaint village feel around the busy fishing port, a place where I watched the supermaxi Magic Carpet rub hulls with humble trawlers. Back in the 1950s, when Brigitte Bardot came to star in the movie *And God Created Woman*, this had all begun to change.

The 16th century citadel with its maritime museum is an interesting place for visiting sailors who can also enjoy the commanding vistas across the shallow bay that hosts the prestigious Les Voiles de Saint Tropez regatta in September. On our catamaran we sailed past some likely participants, such as a J-class

reproduction, and I'd been aboard the 96 foot carbon supermaxi Seativs, newly launched from the Italian Southern Wind yacht.

SNUG ANCHORAGES

Glamour boats and beautiful people are de rigueur on the Cote d'Azur but more importantly for the cruising sailor is the fact a marina is generally never more than an hour away. The coast beyond Saint Tropez is one of the most popular in the entire region and, again, a favourite of mine, so I aimed our bows to the Isles D'Hyres, a group of islands just east of the major naval city of Toulon. On the way, we were approached at high speed by a military launch





CLOCKWISE FROM ABOVE Saint Tropez citadel has a fascinating museum and dramatic views across the bay; Seating area on the Bali 5.4 is generous; Enjoying a meal at the Isle de Hyres; View of Toulon on the way out

to be warned that manoeuvres were under way, so we threaded our way past destroyers and troop landing ships before I dropped anchor in the sheltered bay of Isle d'Porquelles. The two of us dived into the clear warm water to cool down as the sun set over the nearby medieval castle. We needed to be fresh and alert before the approach to the grandest harbour in all France: Toulon.

Along with Brest on the Atlantic coast, this ancient naval port is dotted with forts, arsenals and boatyards. The French built their first submarine here and also scuttled their fleet here in WWII, rather than let the invading Germans seize it. Protected by the natural breakwater of Saint-Mandrier-sur-Mer peninsula that's a lovely day jaunt from the town, Toulon is a rugged navy town but with several marinas. It's a place where the shops sell many kinds of penknives and some of the largest pairs of knuckledusters I've ever seen, and is also home to the best maritime museum on the coast which charts the early seafarers and modern France's nuclear powered navy.



The town's cobbled streets mix chic haute couture emporiums with raunchy bars populated by young men staring hard at you with buzz-cut hairdos. Like nearly all major Mediterranean towns the train goes through the city, so it's an ideal crew change port, which is why we were there to drop off our two guests.

Sailing out of Toulon under darkness, our AIS plotter screen was festooned with targets so I was apprehensive. The screen before me was full of dots — incoming fast African ferries, erratically moving targets that were fishing boats and then of course the unseen craft without AIS. To take my mind off it, I thought of the town we were passing that produced my favourite rosé wine, Bandol. Mediterranean French supermarkets have dozens of shelves purely devoted to rosé, the great wine of this entire region, and Bandol is one of the best. It's pale, showing that most of the sugar has been fermented out and my first ice cold sip is always one of the best moments of my day when on this coast, especially in one of the bars in the old communist town of La Ciotat, to the west of Bandol. Here, as I enjoyed my seafood plate de jour and watched a big match like PSG versus local rivals Marseilles, the boom of the shipyard is a reminder that this remains a working town.



More Information

MEDITERRANEAN CRUISING GUIDE BY
ROD HEIKELL
Letters from the Med by Andrea & Ian
Trealevan (Australia)
noonsite.com
wikicruising.com

Strolling around La Ciotat, the old drydocks and dilapidated sheds hark back to the days when this yard launched some of the mightiest supertankers before they closed and partly recovered through a workers buyout. In more recent times, a new international workforce and German companies Lurssen and Blohm & Voss turned it into a superyacht hub with lines of white boats awaiting anti-fouls or full refits. In town, the small working harbour gives good protection if you can secure a berth, but it's not a place to dwell if the Mistral starts, as it often blows for three days at a time. Here, an

early morning jog took me to the Cap Canaille rocky promontory above the town which boasts France's highest cliffs (394m), giving vistas of the infamous Golfe Du Lion to the west and the cobalt blue sea below.

CROSSING THE GOLFE DU LION
Our crossing of the Golfe Du Lion put us on the most exposed part of the coast and a place where the Mistral funnels strongly down through the Massif Cenral region and into the Calanques National Park, one of France's greatest natural coastal regions. The deep water

CLOCKWISE FROM LEFT Marseilles Callanques Harbour; The historic naval dockyard at La Ciotat recently reopened its Great Dry Dock, allowing it to increase capacity to megayachts; Vessels at La Ciotat Port



makes anchoring challenging so lines are run ashore through rings but, there's practically no tide to worry about so you can safely glide into the many picturesque inlets that make this region very popular. Moor here for a day's hike up the high limestone cliffs along the route that leads to the quaint town of Cassis, famous for its wine festival in May and Fêtes de la Mer in June.

When anchored below these cliffs, the sky to the west has a pronounced glow at night, revealing France's second major city, Marseilles. Sailing through its ancient harbour ramparts is a special moment for the cruising sailor as you pass hundreds of moored yachts, but sensibly the major ferry port is further west.

The stone quays are home to some of the liveliest bars on the coast and the floating yacht club is a regular haunt of mine when in town. Here, crews of the latest Fast 40s mix with Mini Transat solo skippers and a host of other sailing classes, confirming that you are in the great yachting nation. Stretch your legs during the steep climb to the Notre-Dame de la Garde cathedral for distant views along the coast where the dramatic mountains give way to miles of low lying scrub and swamp, the Camargue wetlands. It's a place where I've watched horses being traded and the region has one of my favourite inland towns, Arles, where Van Gough settled to live beside the Roman amphitheatre before painting his famous sunflowers.





CLOCKWISE FROM LEFT Sète is called the Venice of the West due to its waterways; View of Sète harbour; Heading out to sea on a clear day

Much less dramatic for the cruising sailor, these flatlands have plenty chandlery services to offer, especially at the largest yachting hub on the entire coast, La Grande Motte. I return here annually for Europe's major multihull show in March. This coast of popular holiday beaches surrounding the grand city of Montpellier is also the place for inland boaters and those who want to enter the mighty Rhone. Just a bit further west is France's oldest inland waterway, the Canal du Midi at Sète. Sète flourished after the completion of the Canal Du Midi and became known as the Venice of the West because of its myriad waterways, and if you stride around the old port as I enjoy doing, you'll see boulangerie windows filled with special pies, the Tielle Sétoise (squid and tomato pie).



CLOCKWISE FROM RIGHT Sailing on the Bali 5.4; Antibes, a resort town on the French Riviera; Enjoying the voyage

Sète is famously known for its Festival of Saint Louis, which is a waterborne jousting competition where the combatants stand on the pulpits of their respective vessels and rowers propel them into combat. A working fishing town, where large tuna boats speed past you as you sail towards it, Sète has enough room for visiting yachts and for the many cabin cruisers transiting the canals. Its lagoon, Étang de Thau, is a popular wintering anchorage for visitors.

Sailing beyond Sète, we near the land of the Catalan, the people and culture that exists on both sides of the border with Spain. Inland, the low lying scrub rises to the foothills of the Pyrenees Mountains and we know our voyage is ending as our catamaran glides into the small seaside resort of Canet-en-Rousson's marina. 🌿





“Sete has enough room for visiting yachts and for the many cabin cruisers transiting the canals”

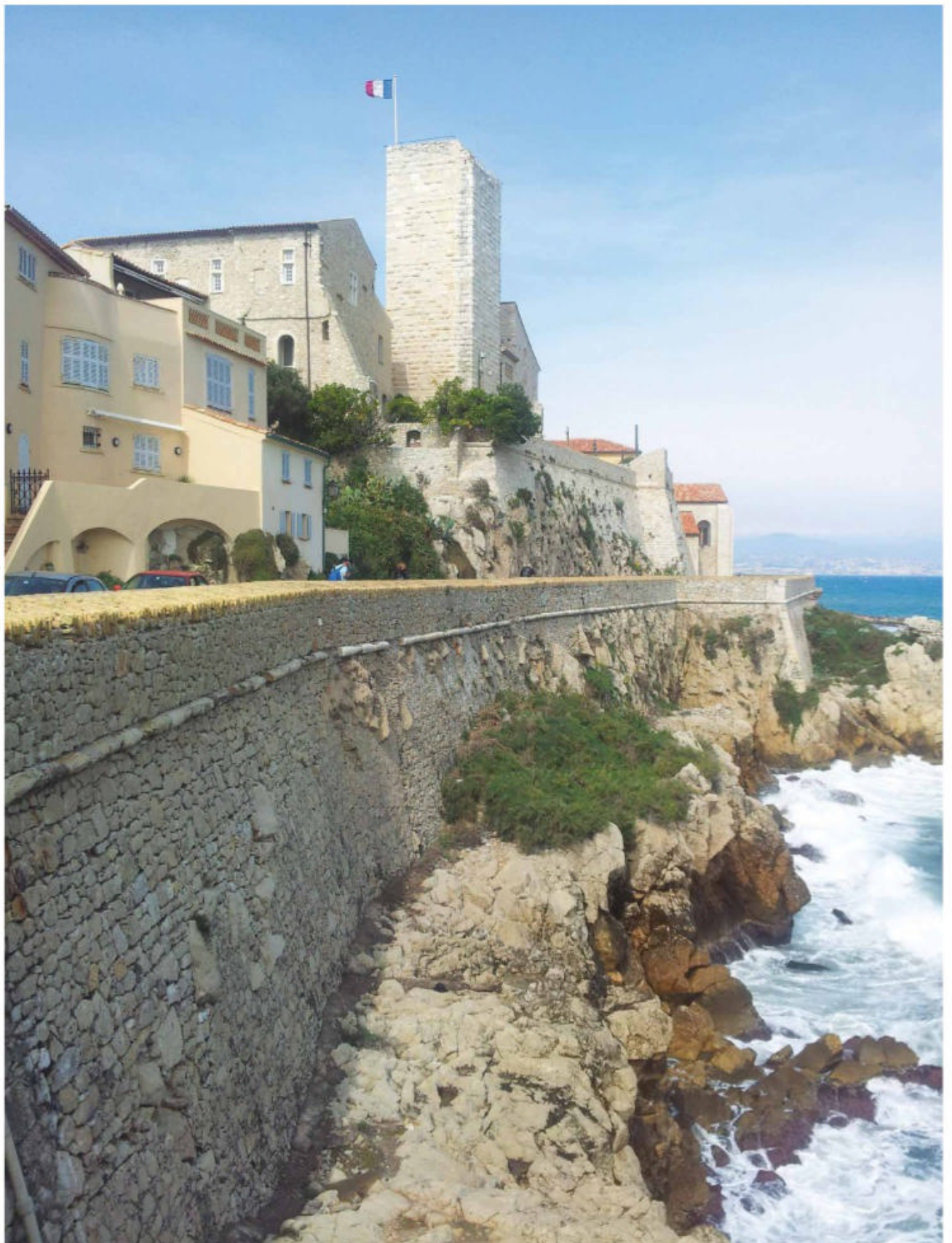
Charters On The Riviera

Many bareboat charters are based near the St Tropez region for quick access to tranquil cruising grounds around Porquerolles and the chic town of Hyères, which has lots of marina space. Hyères is on the train line and only half a day's sail from Cannes and even nearer the city of Toulon with its grand harbour.

Boatbookings.com has a Dufour 512 listed for Euro 5000–6500 per week based in Hyères. This is a spacious five cabin yacht that sleeps 10 and sails well. Monohulls predominate, given the busy marinas. Other charter hubs in the region include Antibes, one of my favourite towns, just to the east of Cannes. Onshore, there's art museums such as the cliff top Picasso Museum and for book lovers, the home of the great English writer

Graham Greene is nearby. Another major charter hub further west is France's second largest city of Marseilles which has several yachting events during the summer, including the final of the SailGP foiling catamarans.

Motorboat charters are even more prevalent, and convenient given the fickle summertime winds. The major city of Nice is a good base to rent something like a luxury Jeanneau Prestige 390S that sleeps two and has room for nine day guests. For a day, the charge is Euro 1980 from yacht-riviera.com. From Nice the exquisite cliffs and coves around Monte Carlo can be explored, while further east, sandy beaches are ideal for shallow drafted motorboats.

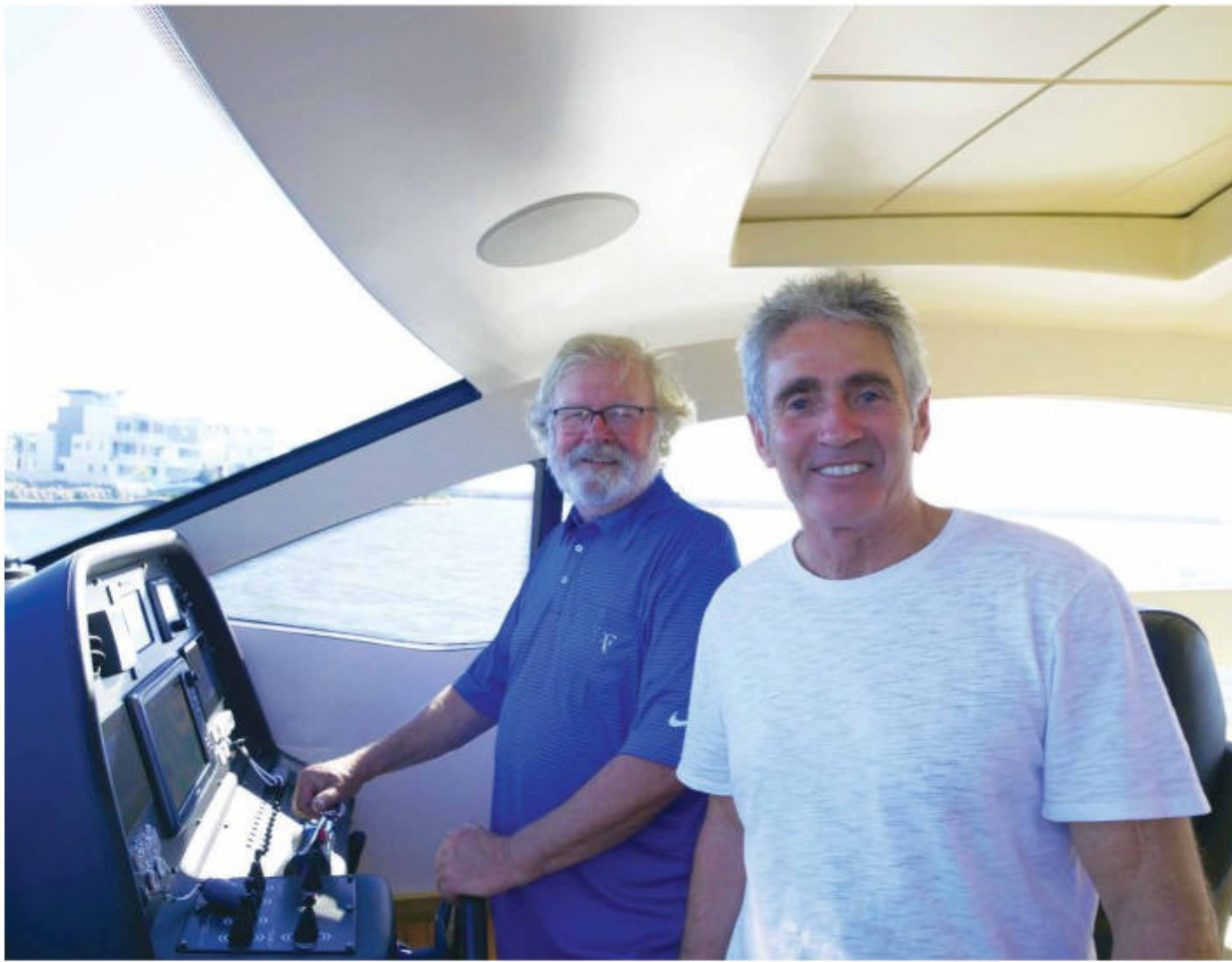


LIFE IN THE FAST LANE

This standout speed demon from Italy will attract plenty of attention even without its impressive list of previous owners.

WORDS AND PICS **John Ford**





“Pershing isn’t a familiar marque on our shores but the brand is from one of Italy's premium builders and will be familiar to many boating enthusiasts”

These days, Mick Doohan is a high-flying businessman in more ways than one. The five-time world motorcycle champion runs service and brokering businesses catering to the corporate aviation world in Australia and Europe. He can just as easily run his empire from his homes in Monaco or on the Gold Coast but has spent much of the last couple of years locally.

Doohan bought his first plane while competing in GP racing and on retirement, he realised there was an opening for a new career. He started Global Jets International in 2006, which led to establishing the air service Platinum Business Management Group in 2010, operating out of Essendon and Coolangatta Airports.

As well as the attraction of life on the Mediterranean, Doohan spends time in Europe to support his 18-year-old son, Jack, who drives a Formula 3 race car in the World Series. Talk about a chip off the old block.

From a youth spent going fast, both in speedboats on the water and GP and Superbikes on the track, Doohan is a self-confessed wheeler dealer who has acquired many boats over the years to cruise the Riviera and Corsica, as well as the east coast of Australia.

The Pershing 64 was launched in 2014 and came Doohan's way after a Russian aristocrat upgraded to a 92ft Pershing 9Xa to serve as a chase boat to his 65m Feadship — as you do if you're a Russian billionaire. Doohan enjoyed the 64 on runs between Portofino and Corsica, but on his return to Australia, due to COVID-19, the boat was shipped here. It's had plenty of use, including a quick dash to the Whitsundays for a month as well as numerous jaunts up to Tangalooma and day boating on the Broadwater.

CLOCKWISE FROM

LEFT The Pershing 64 Whitehaven in all its glory; John and Mick Doohan at the helm; The rear of the Pershing 64 has a definite elegance





CLOCKWISE FROM ABOVE The sleek Pershing 64 as it gains speed; Inside, the Pershing features light oak and black with discrete Scandinavian-influenced furniture; The cockpit with its 10-seater lounge and giant sunpad are perfect for entertaining

With plans to spend major time back in Europe, Doohan has chosen to move the Pershing on and it's being marketed through Leigh Smith Yachts in Sanctuary Cove.

Pershing isn't a familiar marque on our shores but the brand is from one of Italy's premium builders and will be familiar to many boating enthusiasts. Described in its marketing as "the Dominant Species", Pershing takes the concept of sports yacht to a unique level.

Boasting a timeless bespoke luxury and an open-plan entertaining or relaxing style, the 40t vessel is capable of 46kt and a cruise in the mid 30s. Think Gold Coast to Sydney Heads in very quick a 10 hour steaming time in the right conditions.

Performance like this is courtesy of twin 1623hp MAN V12 diesels running through a set of ZF Sea Rex surface drives designed for performance boats like the Pershing. It might sound counterintuitive, but specially designed propellers meeting the water at shaft

level are more efficient than those that are fully submerged. Simply put, the blades have less hydrodynamic resistance and can deliver scintillating performance.

As well as providing drive, the propellers move horizontally to steer the boat and vertically for optimum trim. While the system protrudes more than standard props, they are covered by a large swim platform. Being higher than shaft, stern or pod drives is an added advantage in shallow water.

THE BUILDER

Built in Forli on the north-eastern Italian Coast, Pershing is part of the giant Ferretti Group, which has been producing a range of desirable yachts since 1968. Construction is balsa-cored, vacuum-bagged fibreglass with E-glass and carbon fibre where it matters. Hull, floor and superstructure form a single monocoque unit that's immensely strong and proved creak and rattle-free at speed.



A relatively narrow 5m beam and an aerodynamic, sweptback screen and roofline emphasise the sleek and simple lines. In profile, the boat is stunning. At speed with a flying, foaming 10m rooster tail following the glistening white boat's every move, there's nothing like it. It's not a boat for the shy and retiring, but on the other hand, you will be gone before anyone gets your number.

UNDERSTATED LUXURY

Starting with an electric swim ladder at the back, visitors make their way past timeless, minimalist Italian chic all the way along wide sides to a recessed sunpad at the bow. A generous garage lifts on an electric ram for access to a

3.25m Williams jet tender that launches on the combination davit and passerelle.

In the cockpit, a 10-seater lounge and a giant sunpad wait under a retractable overhang. Flick a switch and the full width glass doors drop into the cockpit sole to create a seamless single level entertainment precinct through to the helm. A leather-clad lounge at the rear of the saloon adjoins the open area to form a close-knit space for mingling.

Soft tones of light oak, cream and black blend with discreet Scandinavian-influenced furniture for a restrained and enduring ambience. Long, tinted windows summon tsunamis of light while the lounges are positioned to make the most of the ever-changing views.



It took a while to realise the uncluttered impression of the saloon was due in part to the galley being secreted in the port side front corner. A steep companionway gives access and, despite the compact space, even demanding cooks will find everything they need laid out in an orderly fashion.

A second companionway leads down to the three-cabin accommodation where the indulgent vibe continues. The bow cabin, with its own ensuite, imparts a roominess that defies the performance imperative of the relatively narrow beam with wide access each side of the island queen bed. Opening ports and a skylight admit light and fresh air, but like all the cabins, there's individual air-conditioning.

A starboard-side twin cabin is recessed into the hull, so you step down into a room with a high ceiling that lends roominess and privacy. There's loads of light and it's a quick trip up the steps to a shared bathroom.

The full beam master is a generously sized private escape with an island king bed, a lounge and desk, as well as an ensuite with a monster shower with rain head. Sky blue wall tiles liven up the room and stand out as the only splashes of interior colour.

When designers introduced large windows just above the waterline on the sides of the full beam master into cruising boats, it transformed



Quick specs

PERSHING 64 WHITEHAVEN

PRICE \$2.25m

GENERAL
MATERIAL GRP
TYPE Performance monohull
LENGTH 20.04m (65ft 9in)
BEAM 5m (16ft 5in)
WEIGHT 40,500kg
DEADRISE 12.5 degrees

ENGINE
MAN 1623hp V12
CAPACITY 24.2L

CAPACITIES
PEOPLE 6+1 (NIGHT) 16 (DAY)
FUEL 3500L
WATER 900L

CONTACT
Ryan Leigh Smith
Leigh-Smith Yachts
Shop 42 D and E Quay,
Sanctuary Cove, Qld, 4212
P: 0408 758886

CLOCKWISE FROM LEFT A personal ensuite is included in the bow cabin; The Pershing 64's master bedroom is generously sized with an island king bed; Spacious seats allow for a comfortable ride



these cabins into places any sea lover would want to linger and that's very much the case here. The low perspective gives a unique view and the cosseted luxury is hard to beat.

THE DRIVE

Surface piercing drives are something of a novelty on our shores and they sometimes get a bad rap because of perceived issues when manoeuvring at low speeds. However, according to Doohan, who is very much a hands-on owner, it doesn't take much time to get the knack of driving, especially with the bow and stern thrusters fitted on the Pershing.

All the same, it takes driver input to get the best out of any high-performance vessel and the Pershing is certainly in that class. Handling in the seemingly endless low-speed zones around

Sanctuary Cove is no different to any large boat and it's only when reaching cruising speed that you need to change your approach. The boat is designed to cruise at mid-30kt and that takes a bit of getting used to.

An rpm of 1200 equals just under 10kt and an 115L/h fuel burn. Slowly advancing the throttles gets the hull moving and by 2000rpm, the turbos change note as the secondary stage chimes in. There's no lift at the bow as we accelerate and at around 15kt, the hull is planing and itching to go faster. Only 150rpm more and we are already at 29kt!

Given its head, top speed is 46kt but Doohan believes the hull and drivetrain are designed for an optimum cruise of around 36kt, where range should be close on 260nm. You can go slower and use less fuel, but you won't get as far.



When Doohan handed over the wheel, I realised how quickly the maze of Broadwater channel markers were rushing by. It was then I welcomed the expansive curved window that allowed clear 180 degree views. Luckily Doohan is a decent navigator and we managed to stay in the right lane. In broader sections of the waterway, the boat banked steeply and smoothly through turns. Experienced drivers can play with engine trim to keep the blades in the optimum position but I didn't notice any lack of power from the 3246hp engine room.

Close 1m waves greeted us at the bar as we headed out of the seaway. It didn't slow us down and we headed towards the horizon at a handy 38kt into the slow swell. Travelling on the ocean at these speeds is the essence of Pershing and a new owner will delight in the ride, whether its on runs from Sydney to Port Stephens for the weekend or for extended cruising where the journey will be half the fun.

Whitehaven has been maintained impeccably during its life and is on the market for \$2.25m through Leigh-Smith yacht sales in Sanctuary Cove. Boats of this style and quality don't appear that often, so if you're interested and like the boat, you will want to be quick. 🚤

TOP TO BOTTOM Large lounge to enjoy the views; The Pershing 64 can reach a top speed of 46kts



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LOCAL REVIEW

Moda 7500 Walkaround

MODA OF TRANSPORT

The team at Moda Marine mean business. The Moda 7500 Walkaround truly lives up to its name, being not only impeccably designed but also incorporating more customisation than you can blink at.

WORDS AND PICS **Kevin Smith**





If you thought flawless fibreglass finishes were impossible to achieve in aluminium plate boats, think again. We have here a locally manufactured plate boat that potentially sports some of the best glass finishes around.

I've followed Moda Marine's plate boat building for many years and would have to rate them as the top Aussie custom plate builders — and that's a big call. Customisation, innovation, and futuristic design incorporated into every boat they build is what Moda Marine is all about. I saw that nearly a decade ago when testing their rocket ship-looking Moda BV8000 Wheelhouse centre console. There are a few definitions for the word 'moda' including fashionable, limited, stylish, even beautiful — and that's exactly what these custom boats embody.

Back then, Moda Marine operated out of a small factory in Redcliffe in north Brisbane. Whenever I had the chance, I stopped in to see what they were up to and, as per usual, there was always some over-the-top tricked up plate boat being formed into some lucky person's ocean weapon. Unfortunately, getting to test any of their incredible boats was nearly impossible as the customisation takes time, and the boats would fly out the door to the new owners before any testers could get much more than a glance.

Interestingly, when you throw the Moda name around, it's not a common name that the average Joe knows of. It's most certainly an exclusive, or even boutique, boat brand.

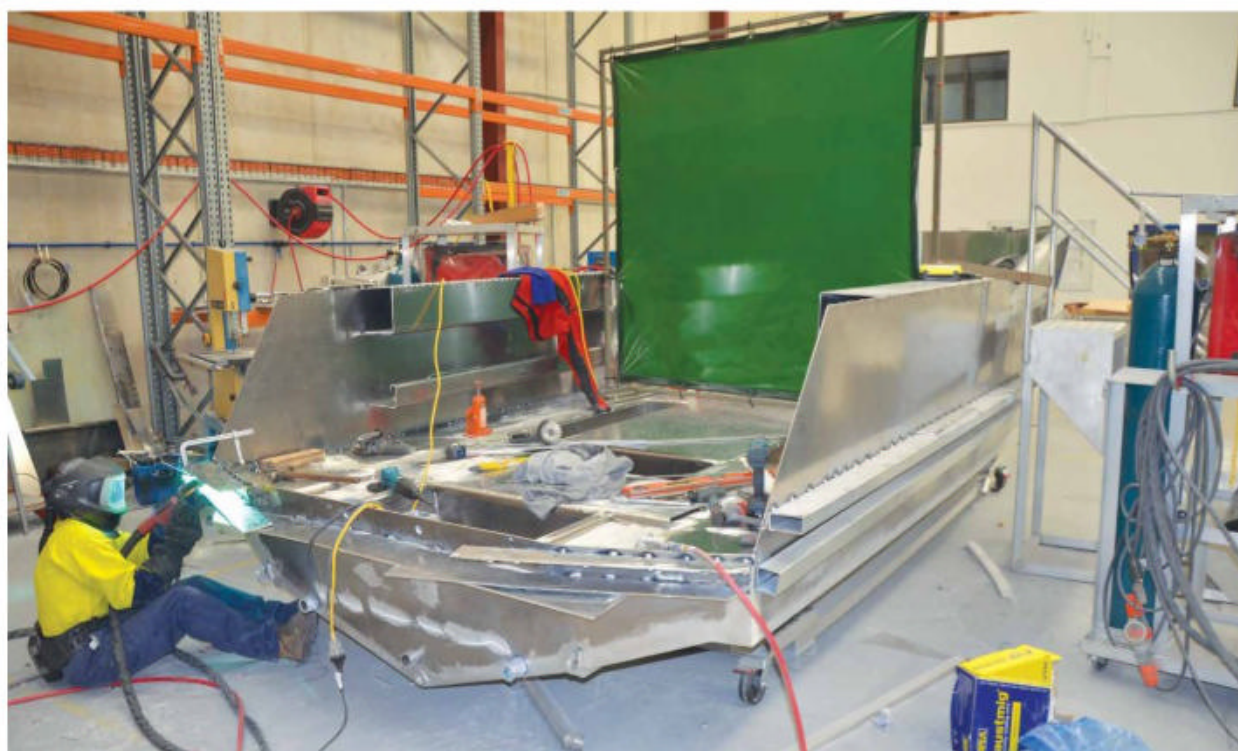
Dave Allen from Sam Allen Wholesale in Brisbane is one of the new owners of a custom

Moda 7500, and if he's changed from a glass boat to one of Moda's plate boats there has to be something special about them. As a chandlery wholesaler of higher end quality gear, you can only imagine how customised and tricked-out this offshore fishing beauty is — to have spared no expense would be an understatement.

Dave's all about fishing — inshore, offshore, wherever, and whenever — and he's not too bad at it either. They also sponsor a lot of the big Queensland competitions, so he was chasing a boat suitable for big offshore fishing trips out to the reef, something comfortable enough for a reasonable night kips and, of course, a showpiece to sport all their latest gear. Unfortunately, even a decent glass boat couldn't offer the kind of customisation that he needed,



CLOCKWISE FROM LEFT Dave's custom Moda 7500 is well kitted out for fishing; Moda specialises in aluminium plate boats; The custom 7500 took five months to build



“The Moda team was open to Dave’s custom alterations, with everything clearly mapped out from the beginning”

and this is where Moda stepped in to produce his dream trailer boat — one that is without a doubt the envy of others.

I jumped on for the ride when the build had already started in August 2020, and that was at the new high-tech Moda headquarters in Tingalpa, Brisbane. The Moda team was open to Dave’s custom alterations, with everything clearly mapped out from the beginning in a thorough PowerPoint presentation. Some serious innovation, chops, changes, and pretty cool mods went into the build, with the handover happening in late December 2020. All up, around five months plus of sweat, tears, the odd evening beers, and flat-stick fabrication went on. The final result? Read on.

A plethora of gear and extras went in this Moda 7500, so I’ll try to keep it as brief as possible, but that’s probably not going to happen. To start, it’s a showboat of note and I really do like the lines of this hull, or those of any Moda hulls for that matter. The flared bow has a touch of American styling to it, but rather than having a soft shearline tapering to the stern, Moda have the cockpits coaming/gunwale levelling out on a straight plane to the stern, and I really like the look and practicality. The hard-top has a good blend of sharp and soft lines with tinted screens and having the dark blue hull with white certainly adds an executive and stylish look.



As for the customisations, well I reckon Dave threw some solid curveballs at the Moda team. To start, the bells, whistles, and extra fancy gadgets included an innovative stern set-up with extended port and starboard swim platforms. I must say that I do like the rail/cage extensions with built-in boarding ladders. The rails are at the same height to the gunnels, and have the extra rod-holders and live-bait tubes clamped on as well as an extra fishing and diving platform.

The transom is set up with a nice, oversized bait-board that included drawer for tackle, plumbed tap with drain, stainless drink-holders, and extra rod-holders. There's port and starboard 800gph plumbed live-wells with front viewing glass, a clip-in rear bench, and dual raised battery hatches with access to plumbing.

For clean-ups they installed a full Shurflo

18.9L/m deck wash with the freshwater option, along with Sam Allen Wholesale's push timer tap for hand wash down — this is the weird-looking push button built into the coaming on the starboard gunwale. Give it a push, lean over the gunwale, and wash your slimy hands with ease. This eliminates those close calls overboard when trying to wash hands in the ocean over a high gunwale.

The spacious cockpit dance floor suits game and bottom fishing alike and Dave opted to upgrade the floodable port and starboard insulated kill-tanks to 1100mm with Gemlux friction hinges, suiting big fish and extra storage space. Another large, floodable, and insulated ice box for fish and drinks was also flush-mounted into the deck against the stern. Note the snapper and 10kg kings comfortably loaded into it.



The full decks and wide coamings were finished in Seadek and professionally installed by Machine It in Brisbane. I've taken note of the wear and tear on mate's boats with SeaDek, and it seems to have fairly good durability, so it's something I'm considering installing on my boat.

The gunwales have massive side pockets with toe-locks, with the rest of the boats fishing bling including a set of Relax Game fishing and Marine's Reef 450 riggers with 3K carbon 5.5m Grander series poles, a deluxe centre rigger, 3K carbon 3m grander series centre rigger, twin clamp on 'Panther' slimy tubes to the rear rails, the new Relaxn weld-in alloy Mako series rod/drink holders, and a Relax stainless steel deck plate mounted to the floor that houses the Relax Light tackle station or NFC80lb game chair.

Moving forward, the 8500 Moda walkaround hardtop was then a perfect fit with the wider cab, providing close to 400mm of extra sun and rain protection. This mod was necessary to suit the new wider Mako series bucket seats

installed, and although that mod restricts the cab walkaround area slightly, I do prefer the extra space within the cab.

Considerable time went into the cab and hard-top design, with drainage being incorporated into the grab-rails and the hidden rear-facing sonar being a favourite mod of mine. Mounted to the rear underside of the hard-top on the starboard side, the sonar panel has an electronic actuator that with the touch of a button opens and closes to allow viewing whilst fishing from the cockpit/stern. The hard-tops screen also had a Roca wet arm wiper system, the new range Mako series LED spotlights, grab-rails, and rocket-launchers installed.

Back to seating. The new Relaxn Mako series sports bucket seats were installed onto the Shark shock mitigation base on the driver's side, with a Relaxn F170 base on the passenger side. Not that the smooth riding hull needs it, but man, these bases make it feel like you're sitting on cotton wool.



CLOCKWISE FROM LEFT The Moda 7500 is highly customisable; Dave's boat features extended port and starboard swim platforms; A Suzuki 300hp engine does the job, but Dave eventually opted for a 350hp version

LEFT TO RIGHT There's plenty of cold storage; Under construction with all the bells and whistles being added



Adding to the bling and creature comforts, the port seat box had a 30L Dometic fridge drawer to keep the beers cold, along with an innovative S.A.W (Sam Allen Wholesale) two-tray black tackle locker and a custom made Plaztek drawer. The top of the seat box has a hinged lid with plenty of storage below, and is also used as a rear seat.

The starboard seat box then has another two-tray tackle locker, four-tray tackle locker, and recessed black fire extinguisher holder. The top of this seat box is smaller than the port due to the fitment of the Shark Shock mitigation base; however, they still managed to customise it to suit the portable gas cooker for the overnight trips.

Onto the helm configuration, and again it's another well thought-out and designed area to the 7500. Dave went big with a full-on Garmin setup consisting of the 16in 8416XSV installed into the dash and 10in 8410XSV (rear hard-top mount), coupled with a SS175-1kW thru-hull transducer fitted to the hull using a step-down collar, as well as GT51M Chirp transom mount transducer, reading clearly at 28 knots. The system then links to the GMR24-XHD radar, a Reactor 40 autopilot system, VHF 215I and a big Fusion sound system MS-RA670 head unit with two sets of fusion 7.7in speakers and one set of 6.5in speakers. It's integrated electronics at its finest.



The helm/dash was also set up with the Ultraflex Masterdrive power assist steering, Lenco limited space trim-tabs with LED switch panel, a waterproof Relaxn glove box with the USB charging port on the port side.

By now you would be on beer number five with this list of gadgets onboard, but there's still a few more items worth a mention, including the Caframo Bora fan in the cabin for the warm nights and stylish twin-stitch trimming

throughout. The Pro Mariner two bank charger was installed near the batteries for an easy plug and charge, as well as 135W flexible solar panel on roof adding to top up charge throughout the day. The added Tuff TW240 Drum winch, Mansom Supreme Stainless anchor, and Relax rope and chain kit then took anchoring to the next level. The rope even has glow-in-the-dark fleck incorporated, as well as the chain being stainless steel.



Sea Trials

Engine - Suzuki DF300APX, 2.08:1 Gear Ratio, Watergrip 16"x18.5" Prop

RPM	KNOTS	FUEL BURN L/H	ECONOMY NM/L	RANGE
2000	7.02	9.28	0.76	306.34
2500	8.64	14.54	0.59	240.64
3000	11.88	22	0.54	218.68
3500	17.82	30	0.59	240.55 Optimal Cruise
4000	23.22	34.4	0.67	273.35
4500	27.00	43.47	0.62	251.53
5000	31.86	59	0.54	218.68
5500	35.64	73.33	0.49	196.82
6000/WOT	38.88	96	0.40	164.01

Engine - Suzuki DF350A, 2.29: Gear Ratio, Suzuki Duoprop

RPM	KNOTS	FUEL BURN L/H	ECONOMY NM/L	RANGE
1000	5.94	3.9	1.52	616.80
1500	7.56	6.88	1.10	444.99
2000	8.64	10	0.86	349.89
2500	9.72	16.2	0.60	242.98
3000	14.04	25.77	0.54	220.63
3500	21.06	33.8	0.62	252.33
4000	27.00	40.9	0.66	267.34
4500	32.40	52	0.62	252.33
5000	36.18	65	0.56	225.41
5500	40.50	80	0.51	205.01
6000/WOT	44.28	112	0.40	160.11

* Range calculated leaving 10 per cent fuel in reserve.
Sea-trial data supplied by author.



Facts & Figures

MODA 7500
WALKAROUND

PRICE AS TESTED

\$295,000 (approximate)

OPTIONS FITTED

Includes Suzuki DF250APX, and standard production trailer

PRICED FROM

\$255,413

GENERAL

TYPE Offshore Fishing
MATERIAL Plate aluminium
LENGTH 7.5m (24ft 7in)
BEAM 2.5m (8ft 2in)
WEIGHT under 3500kg
DEADRISE 22 degrees

CAPACITIES

PEOPLE 7
BERTHS Bow V-berth
REC. HP 300-350hp
MAX. HP 350hp
FUEL 475L
WATER FRESH 120L

ENGINE

MAKE/MODEL DF300APX
TYPE DOHC 24 Valve
WEIGHT 290kg
DISPLACEMENT 4028cm³
GEAR RATIO 2.08:1
PROPELLER Watergrip 16in x18.5in

MANUFACTURED BY

Moda Marine
75 Proprietary St, Tingalpa QLD
4178
PH 07 3390 8114 or 0488663280
E sales@modamarine.com.au
W modamarine.com.au

SUPPLIED BY

Dave Allen (Sam Allen Wholesale)
W samallen.com.au

On the performance side, I had my doubts about the Suzuki 300hp being the weapon of choice for 7500 simply due to what goes into this beast — 475L of fuel, 120L of water, the larger cab, and all the other gear would no doubt pack on some extra weight, and it did. She tows at just under the max rating when fully loaded with gear.

The Suzuki 300hp V6 is a fantastic motor all round, however it certainly didn't have the grunt it would have on a lighter boat. Hole shot was more of a smooth transition to plane and up to wide-open throttle. I also found that you were in the higher end of the rev range at comfortable cruise speeds varying between 25–30 knots,

adding a bit to economy. The Modas are not designed as gentleman's cruisers, they are offshore weapons that eat up a decent swell, chop, and wind at speed.

The ride? Well, this thing sliced up any form of chop and provided a comfortable, stable, and buttery ride at all speeds. It's bloody impressive to say the least. I was surprised at the 22-degree deadrise producing such a soft ride. The outer chines are also not as aggressive and heavily reversed as other plate boats out there, which is normally done to create better stability and a dryer ride. In this case, the 7500 doesn't seem to need that. She throws a bit of spray, but it's deflected well enough to avoid hitting the



CLOCKWISE FROM RIGHT The modified Moda 7500 has plenty of space for cold drinks or fish; Dave's boat is a fisherman's dream; On review day the 7500 topped out at 38.8kt/6000rpm



screens or transom area. As for stability, I found it nice and comfortable both at rest and underway.

On the performance side the 7500 tops out at 38.8kt/6000rpm, with economy sitting at 96L/h. Dropping back to a comfortable cruise of around 31 knots gets you 59L/h at 5000rpm, while a mellow cruise of 23 knots will give you 34L/h at 3900rpm.

Again, the 300 Suzi is a great motor, but I felt it was definitely working harder than usual to push this loaded beast around. Personally, I reckon a pair of 140s or 150s would be the winner, or the new Suzuki 350hp V6 duo-prop. Interestingly, as I sit writing this up, a new 350hp V6 Suzi duoprop is being fitted and, if the stars align, I'll make sure I get a spin and the new performance figures into the feature.



THE WRAP

What can I say? Besides the fact that the team at Moda Marine is ridiculously dedicated to customisation and producing some incredibly innovative and immaculately finished plate boats, this boat is tricked up to the max with accessories and bling — and I've only touched on what's onboard. I've seen some of Moda's larger cats and other mono-hulls customised to suit cruising with even higher-end luxury finishes. Their heavy-duty custom trailers are also pieces of aluminium art.

Custom rigs like these most certainly don't come at the budget price of a tinny, and you get what you pay for. Dave's added bling tacks on a serious number of digits to the final price, and this takes the 7500 Walkaround to the next level. It's a dream boat, one that will be used for dedicated offshore fishing and numerous overnights out to the reefs off 1770 and the like for many years to come, as well as serving as his perfect Moreton Bay family boat.

I really couldn't fault much. If anything, the only let down was the 300hp being a bit underpowered to suit this hefty fishing weapon. 🐟

SUZUKI 350HP V6

When it comes to outboard motor horsepower, I'm a firm believer that more is better, and this is prime example.

The tested Moda 7500 Walkaround had a Suzuki 300hp fitted and although being a fantastic motor, it just didn't have the punch and grunt needed to push this big beast. Dave realised this quick and upgraded to a Suzuki 350hp V6 Duoprop (counter rotating props), and all I can say is duck-yeah!

We made it at the death of mag deadlines and the virgin 350's test included a pre-sunrise start to a 14–18kt SE day on Moreton Bay. The motor was gently nurtured to start, and I had my first throttle attempt later in the day, out of the wind and in the lee of Stradbroke Island. Hole-shot? Well, the Suzuki 350hp Duoprop put an instant smile to my dial. It's punchy and definitely has more grunt with a light growl and crackle to it. On the plane the acceleration is super responsive and fast throughout the rev-range to wide open throttle. I think I was more stoked than Dave with the result!

So, the power was significantly better, but what about economy? Well, I had predicted the 350hp to

be at least equal, or even better than the 300hp and when comparing the speed versus revs and economy, well the 350hp is better and should get even better once the motors run in. To give you an idea, the optimum cruise speed of 27kt had the 300hp sitting at 4500rpm, with fuel burn at 43.47L/h. The 350hp at 27kt sat at 4000rpm with fuel burn sitting at 40.9L/h. So, the revs already sit far lower on the 350hp throughout the range, economy is better, and the wear and tear would most certainly be less over time.

What's the difference between the motors as they are both V6? Well, I can't go into the finer details due to limited space, however, a few items include the 350hp having a higher 4.4L displacement, a higher max output of 257.4kW, a slightly higher bore and stroke, and a gear ratio of 2.29:1 versus 2.08:1 on the 300hp. There's numerous other upgrades to the 350hp Suzuki that give it the edge and again, this is one of the better upgrades I've seen that dramatically improves every aspect of performance and it looks far sexier.

“This thing sliced up any form of chop and provided a comfortable, stable and buttery ride at all speeds”

LEFT TO RIGHT The team at Moda is committed to customisation; Dave's 7500 is well suited to offshore fishing



FEATURE

Alan Graham Boatbuilder

60 YEARS OF AUSSIE BOAT-BUILDING: THE BOATS OF ALAN GRAHAM

It takes passion, perseverance, and hard-won skills and experience to design and build boats that are seaworthy, fun to use, and inspirational in their visual appeal. Thankfully, Alan Graham has all of these attributes in abundance.

WORDS **Graham Lloyd** PICS **Alan Graham, Chris McCadames, and Pam Hall**



CLOCKWISE FROM BELOW These boats look superb on glassy waters; Form and function brought together



Alan Graham is another of those rapidly diminishing bands of Aussie wooden boatbuilders who has invested his heart and soul alongside his artisan skills in creating wonderful wooden boats. As with many of his peers, Alan is modest and unassuming, and needed some convincing to share details of his boatbuilding achievements.

It all began when Alan undertook an apprenticeship in the late-1950s at a boatyard in Brisbane. He has many memories from those times.

"There were no workplace health and safety laws, and it was common to use woodworking machinery without guards over pulleys, belts or saw blades. I remember assisting a tradesman by tailing out a hardwood plank that he was tapering at one end

on a circular saw. A five-foot long sliver was cut off the piece and picked up by the saw blade to be thrown back towards us. It barely missed by the smallest margin," he reminisces. "My 40-hour weekly boatbuilder's wage was just under 20 pounds or \$40 which equates to one dollar per hour. My, how things have changed."

During his apprenticeship, Alan designed and built his first boat in 1958. It was a 12ft V-bottom canoe powered by a 'Vinco' water-cooled engine of about 2hp. The engine had no water pump but was cooled by water being picked up from a scoop behind the prop. Alan noted, "The windscreen was cut from the perspex gunner's turret of a World War II bomber, and the prop was enclosed by a bronze shield to prevent injury. The canoe was quite fast, and went up to 12m/h."

After completing his apprenticeship, Alan moved away from the marine industry for a while until, in 1966, he returned to boatbuilding on a self-employed basis, establishing his business in Gumdale, Brisbane. To aid construction of boats while keeping costs under control, Alan designed and built his own 16in bandsaw rather than buying a commercial unit. He further economised by using the same electric motor to drive his compressor, simply by changing over the drive belt.

He started building 12ft open runabouts of his own design. Patterns were made of marine plywood for each part and the boats assembled on a jig. The hulls were painted and sold for around \$185 each. Alan built eight of these boats and "they sold like hot cakes."



CLOCKWISE FROM LEFT Simpler designs in times past; No modern boatbuilding tech needed; His designs were popular at vintage boat festivals; One of Alan's first designs

During 1967, Alan designed and built a 15ft 6in by 7ft beam half-cabin cruiser called 'Valli'. He went on to build three other vessels to the same design but lengthened them by two feet for more cockpit space.

In 1968, Alan designed and built a 13ft fast runabout. It was such a good design, with wider-than-usual chines for fast planing and good stability, that it led to Alan joining iconic Australian boatbuilder Haines Hunter. There he was involved with the design and development of models such as the V13, V17L, and the SO series of ski boats. One of Alan's extended Valli designs was developed into the Haines Hunter V183.

In July 1972, Alan left Haines Hunter to work for Perihelion, which was setting up as a fibreglass boatbuilder. He was employed to design and build hulls, decks and cabins for moulding in glass. On his first day, though, Alan was confronted with a totally empty factory. He needed to build a bandsaw himself to get things underway, and went on to design the Seametre 625, which he later described as "the best boat to ever come from my drawing board."

All went well until the disastrous Brisbane River floods in January 1974, which put the factory under 20ft of water. When that receded the factory was a smelly, muddy, sticky mess. Alan and other staff got together and cleaned it up, but leaking polyester resin had coated three finished boats, rendering them written off. Alan had designed and built a plug for a 28-footer which was close to moulding stage at the time of the flood, and it was severely damaged.



"I had put so much work into that boat and seeing it in that damaged state was heartbreaking. When I was asked if I could repair it, I just couldn't face up to doing it and surrendered my contract conditions."

After the floods, Perihelion went into receivership and the moulds went to auction. The Seametre 625 moulds were purchased by Cruise Craft, and the plug that Alan had produced for the larger 28-footer Seametre 8.5 was purchased by Haines Hunter. Both designs were subsequently developed and produced by those famous Aussie companies.

Alan needed a new job and in June 1974, he went

to work for EasyRider Boats in Hemmant. His job was to modify existing hulls and decks to make them look like new models.

After that, a career change into transport led to shift-based work, which gave Alan plenty of free time for a hobby. So, in 1986, he decided to use that time to do what he really loved — building wooden boats. He had collected several putt-putt engines over the years, and he decided to design and build a putt-putt launch with a clinker hull. It took exactly 12 months of his spare time for Alan to build the putt-putt, which he called 'Classic'.



He used 3/8in marine ply planking over spotted gum steam-bent ribs with copper fastenings, with all joints and planking-laps epoxy-glued. A 5hp Stuart Turner was used for power. The boat, and Alan, featured in a number of newspaper articles at the time, especially as Alan had been a founding member of the Traditional and Vintage Boat Association. 'Classic' featured in a number of aquatic events as part of Brisbane's 1988 Bicentennial and World Expo '88 celebrations.

The wonders of working with wood — and the appeal of making the most of his skills — inevitably led Alan to create more triumphs in timber. During 1989, Alan constructed a 12ft 8in Herreshoff-designed 'Catspaw' dinghy. Alan built a jig upon which to construct the boat, and patterns were made for all parts, including the planking. Alan built the 'Catspaw' in just 240 hours including the mast and varnishing. He recalled, "It's strange, but I didn't seem to be able to stop at just one boat, so in 1991 I built 'Ella' on the same jig".

'Ella' was a star attraction at a number of interstate vintage boating festivals, including Alan's more local Bribie Island Boat Regatta where Alan was an enthusiastic supporter and, at times, organiser. He provided initial funding to get the event running and saw it develop into the very successful regatta it is today (cancelled in 2020 due to COVID-19).



As a change of pace from putt-putt style boats, Alan's next design was for 'Getaway.' This was also in a traditional style, but as a true-blue Aussie half-cabin cruiser.

"Before building a boat I draw a plan of the lines on paper, usually to a scale of one-inch equals one-foot. Then a half-model to that scale is constructed to give me a three-dimensional look at the new boat. I build the model using laminated timber pieces with the outline of each lamination corresponding to the hull's lines at that depth above the keel. Then I use a plane and spokeshave to fair the laminations into a smooth representation of the hull's lines."

Alan built 'Getaway' between June 1995 and November 1996. His design had a length of 17ft 9in and was built with Kwila frames, stringers, and rub

rails with 10mm marine ply surfaces and other parts in hoop pine. He used stainless steel fastenings with all joints epoxy-glued. Power was provided by a 7hp single-cylinder four-stroke 'Olds' marine engine that was built in 1957 by the Olds and Sons company in Maryborough. The Olds takes 'Getaway' to 5.4 knots at 900rpm for enjoyable cruising and to a top speed of 6 knots at 1000rpm.

By then Alan had retired, but it was no time for an easy life, and he continued designing and building launches and half-cab cruisers. He also saved and restored a number of other craft that would have rotted away without his care and skills.

"I built my next boat for easier long distance towing to inter-state events. I drew up plans for what I considered to be a typical 16-foot putt-putt. I had





CLOCKWISE FROM ABOVE These boats are a lifelong addition to any family; An eye-catching design; Perfect for a party of five



a very good 5/7hp Blaxland engine to install. I also had a Blaxland clutch and prop I could use. Because I would be using all those from the same company, I decided to call the boat 'Blaxlander.'"

"It took me approximately 350 hours to complete the boat from July to December 2002. I used Pacific maple marine plywood with all joints epoxy-glued and traditionally copper-nailed and roved along the plank laps. The ribs were select spotted gum and the seats and flooring were Queensland hoop pine. I was very pleased with the performance of this new boat, and the ease with which it towed behind my Commodore."

Later that year at the annual Davistown Classic Boat Regatta, 'Blaxlander' won the award for the 'Best Boat Under 10 years Of Age.' In October 2004 at Davistown, 'Blaxlander' won that award again as well as very convincingly winning the 'Putt-Putt Challenge.'

While Alan was attending the 2003 Davistown Regatta with 'Blaxlander', he was approached by well-known and highly-respected putt-putt engine expert Boyd Myers. Boyd asked Alan if he would build him a putt-putt launch. Alan did so with half-inch Pacific Maple marine ply over spotted gum ribs and with the deck of silver ash and Kwila timbers. A one-piece stem of tea tree was used with an all-natural bend around the forefoot.

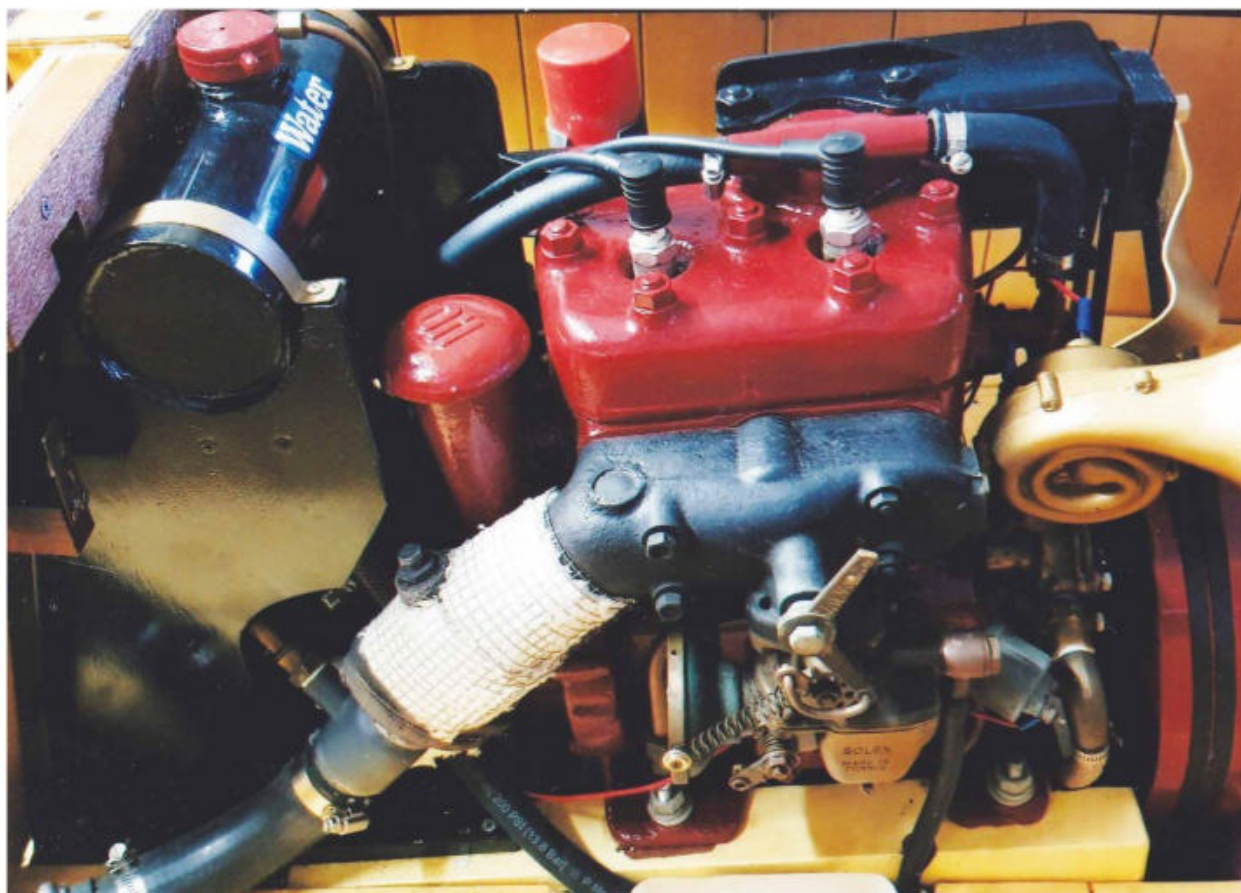
CLOCKWISE FROM BELOW Work in progress; Alan's 'J & A Classic'; No shortage of technical knowledge



Boyd installed his own rebuilt 5/7hp Blaxland engine that feeds from a 13L tank and takes the boat to a top speed of 6.5 knots at 1200rpm spinning a prop that Boyd made himself. He completed the boat, which he named 'M V Allwood', in time for the 2005 Davistown Regatta, where he won the 'Putt-Putt Challenge' and the award for the 'Best Putt-Putt Under 10 Years.'

After building several other launches, Alan wanted to share his boatbuilding knowledge and was determined to produce a video feature that would show how a clinker launch is built from scratch. To achieve that he designed a 16ft launch and constructed it while filming every step along the way. The result is a superb video production entitled 'All You Ever Wanted To Know About Clinker Boatbuilding.'

The two-disc video shows in wonderful detail every step that needs to be taken to construct a clinker launch, and showcases the skills, care, and devotion needed to build a wooden boat. It also highlights the wonderful sense of accomplishment that comes from persevering with such a project to end up with a fully functional work of art.



“I’ve really enjoyed all the time I’ve spent boatbuilding and feel that I’m helping to preserve what could become a dying art.”

Although based in Queensland, many of Alan’s putt-putt friends and associates and many of his putt-putting activities are in NSW. To emphasise the origins of his video-production boat during its times ‘south-of-the-border’, Alan decided to call it ‘Queensland Maid’.

After more of Alan’s boats had been launched, the last boat he built was ‘J & A Classic’, which was constructed between March 2018 and March 2019. He explained how it came about.

“My first putt-putt boat ‘Classic’ was absolutely my favourite, but I sold it in March 2013 to make way for other boats. So I decided to design and build a slightly smaller version. I really couldn’t explain any sense in my decision to build yet another boat in my 80th year! Maybe dementia was setting in!”

For ‘J & A Classic’, Alan laid out a set of lines that would be very efficient for engines from

6–12hp. In the construction he used steam-bent spotted gum for the ribs along with cedar for the sheer plank and transom and 9mm hoop pine marine ply for the planking.

Alan concluded, “I’ve really enjoyed all the time I’ve spent boatbuilding and feel that I’m helping to preserve what could become a dying art. I have obtained a great deal of satisfaction from creating the boats I’ve built, and have some wonderful memories of all aspects of designing, building, operating and showing the boats at regattas and displays. Through my boats, I have met some wonderful people, many of whom have become close friends. I hope features such as this one will help preserve the wonders and delights of wooden boats. If anyone would like to find out more about my boats, I can be contacted at graham.alanj@gmail.com.” 🐣





TRAVEL

Australia's Marine Parks Part 5

THE SOUTH-EAST MARINE REGION

In part five of our coverage of Australia's marine parks, Chris Whitelaw shines a light on the South-east Marine Region.

WORDS **Chris Whitelaw** PICS **Supplied**





CLOCKWISE FROM ABOVE

Southern right whales are a common sight; A Gentoo penguin rookery can be found on Macquarie Island; The Australian Antarctic Division research station on Macquarie Island

The South-east Marine Region spans almost two million square kilometres of Commonwealth waters from Bermagui on the far south coast of New South Wales to Cape Jervis near Kangaroo Island in South Australia. It includes Bass Strait and the Southern Ocean around Tasmania and Macquarie Island. The Region extends seaward 200 nautical miles (370km) from the outer edge of state waters to the limit of Australia's Exclusive Economic Zone (EEZ), and beyond areas of 'extended continental shelf' claimed by Australia under the United Nations Convention on the Law of the Sea (UNCLOS).

In 2007, the Region was the first to be proclaimed in the Australian Network and contains 14 marine parks in itself, covering more than 388,000sqkm — Apollo, Beagle, Boags, East Gippsland, Flinders, Franklin, Freycinet, Huon, Macquarie Island, Murray, Nelson, South Tasman Rise, Tasman Fracture, and Zeehan.





THE PHYSICAL ENVIRONMENT

The Region's physical landscape was shaped by tumultuous geological events that occurred over hundreds of millions of years, including the break-up of the great supercontinent Gondwana and the movement of oceanic and continental tectonic plates. A dominant feature of the south-east shelf is the Bass Strait, formed by a shallow depression about 250km wide linking the Australian mainland and Tasmania, with islands at its eastern and western margins.

Outside the Strait, the continental shelf is about 200km wide across the Lacepede Shelf offshore from the mouth of the Murray River, but elsewhere is generally narrow — especially around the coast of Tasmania and southern New South Wales. Multibeam sonar surveys by Geoscience Australia have revealed the Region's complex seafloor terrain in spectacular detail, including rocky reefs, deep canyons, and steep escarpments dropping to abyssal plains interrupted by undersea mountains and towering ridges. Three major ocean currents — the East Australian, Zeehan and Antarctic Circumpolar Currents — integrate subtropical and subpolar waters that transport nutrients for

food production and determine the distribution of species.

BIODIVERSITY

The significant variation in seafloor features, water depth (40–6000m), salinity, and temperature all contribute to a diversity of marine life that is remarkable by global standards. Marine mammals are a notable feature of the Region's fauna, which includes 24 whale species, seven dolphin and seal species, and sea lions. More than 20 species of migratory seabirds reproduce and forage here. The Region is also renowned for a large number of endemic species found nowhere else in the world; more than 60 per cent of the Region's marine plants are found only in these waters. Its fish fauna includes around 600 species of which 85 per cent are endemic. Among other groups of animals, up to 95 per cent of molluscs and 90 per cent of echinoderms are also considered endemic to the waters of southern temperate Australia.

Eight ecological features of the South-east marine environment have been identified as crucial in promoting this biodiversity.





Seamounts off South-east Tasmania

In deep water extending from east of Flinders Island to the South Tasman Rise, 550km south-east of Hobart, the abyssal plain is dotted with clusters of extinct volcanic peaks called seamounts. Each group lies within a marine park specifically designed to protect it.

Flinders Marine Park (27,000sqkm) stretches from the outer shelf off Banks Strait to the edge of Australia's EEZ on the Tasman Plain, where the seabed lies at a depth of 6000m. Freycinet Marine Park (58,000sqkm) begins offshore from Bicheno and reaches directly east to similar depths far into the Tasman Sea. Huon Marine Park (10,000sqkm), only 170km south of Hobart, spans the outer continental shelf and slopes down to 3000m, embracing the largest cluster (120) of underwater peaks in Australia. The South Tasman Rise Marine Park lies far offshore in the Southern Ocean and covers the sunken remnant of the landbridge that connected Tasmania to Antarctica until, about 100 million years ago, the two land masses were torn apart as the Australian continent moved north.

The spectacular topography of the seafloor off Tasmania's east coast was revealed for the first

time in 2015 when scientists from the Australian National University carried out detailed mapping during a 25-day research voyage on the CSIRO research vessel Investigator. Three-dimensional bathymetry shows numerous undersea mountains, in rounded clusters or elongated chains, rising from the abyssal plain to heights of between 2000–4000 metres. The seamounts vary in size and shape, some with sharp peaks, others wide flat plateaus dotted with small conical hills, though all were formed by volcanic activity during the last 40 million years.

Acting as obstacles to deep ocean currents, the seamounts intensify their flow and generate turbulence that sweeps the summits and slopes clear of sediment, exposing rocks for colonisation by stony corals and bottom-dwelling filter-feeders. Sustained by nutrient-rich waters that swirl up from the seabed, more than 850 species of marine life inhabit the seamounts. About a third of these are new to science and are thought to live only in these deep sea environments. These submarine mountains are also important habitats for sharks and deep sea fish, providing foraging waypoints and navigational aids for migratory whales.



West Tasmanian Canyons

The edge of the narrow continental shelf from eastern South Australia along the west coast of Tasmania to Macquarie Harbour is scored by numerous submarine canyons covering over 35,000sqkm. Beginning at the shelf at a depth of around 300m, the canyons carve steep-sided valleys for about 60km as they descend to 3500m near the base of the continental rise.

Acting as sinks for organic sediments and debris that support spectacular communities of diverse seabed organisms such as bryozoans,

nudibranchs, brittle stars, sponges, lace corals, and giant crabs, the canyons are also foraging and nursery grounds for variety of commercial fish species.

The Murray Canyon off the South Australian coast is considered one of the most spectacular geological formations on Australia's continental margin. Stretching more than 150km and plummeting to 4600m, the submarine gorge is so enormous it could accommodate America's Grand Canyon. It is encompassed by the Murray Marine Park (25,800sqkm), which itself extends

from SA state waters to the limit of the EEZ.

The Zeehan Marine Park (20,000sqkm) straddles the continental shelf to the abyssal plain at 3000m. Featuring a series of four submarine canyons interacting with the south-flowing Zeehan Current, it creates upwellings of nutrients that support foraging grounds for many seabirds and great white sharks.

The Tasman Fracture Marine Park lies off the south-west corner of Tasmania, complementing the Tasmanian Port Davey Marine Reserve. At 42,500sqkm, the Commonwealth reserve is the second largest in the South-east Region and encloses a complex array of geological features including deep canyons, steep escarpments, seamounts, and part of a plateau that is more than 400km long and rises 3000m above the seafloor.

Big Horseshoe Canyon

The Gippsland Basin occupies a large section of the continental shelf south of Victoria's Gippsland Coast. At its eastern end, the Basin descends rapidly into a complex system of submarine valleys — arguably the largest and most spectacular of its kind on Australia's cool temperate margin. Dominated by the massive Bass Canyon, a southeast-trending funnel-shaped chasm 80km long bounded by sheer rock walls up to 1000m high, the canyon floor slopes from 1500–4000m and debouches through a 15km-wide mouth onto the abyssal plain beneath the Tasman Sea.

The edge of the continental slope surrounding the head of the chasm is deeply incised by numerous smaller valleys and tributary canyons, the most easterly of which is the Big Horseshoe Canyon. Enclosing a steep, rocky area of 319sqkm at depths ranging from 120–1500m, it protects habitats for a wide array of bottom-dwellers. The Canyon's hard seabed provides an ideal habitat for dense beds of sponges, soft corals and sea fans that are inhabited by starfish, brittle stars, sea urchins, and sea cucumbers. They also provide refuges for commercially important fish like pink ling.

“The Canyon's seabed provides an ideal habitat for dense beds of sponges, soft corals, and seafans that are inhabited by starfish, brittle stars, and sea urchins and cucumbers.”



CLOCKWISE FROM ABOVE Seamount habitat in the Huon Marine Region; A scuba diver amongst a school of old wives fish; Royal penguins flock around an elephant seal



Bonney Coast Upwelling

The 'Bonney Coast', from Portland (Victoria) to Robe (South Australia), is the location of one of the largest, most predictable upwellings of deep ocean water in southern Australia. Driven by strong south-easterly winds between November and April, a vast plume of cool nutrient-rich water is funnelled by a series of large submarine canyons from the abyssal plain onto the narrow continental shelf.

This sustained phenomenon introduces large amounts of plankton into the sunlit nearshore waters to feed dense swarms of krill, which in turn attract schools of small pelagic fish and a succession of predators ranging from southern bluefin tuna, penguins, and seabirds to fur seals and sharks. Fifty species of fish are targeted by commercial fisheries that operate along the coast.

The Bonney Upwelling also sustains an internationally significant feeding area for large aggregations of migratory blue whales. It is the

largest foraging ground for this species in south-east Australia and one of only twelve areas in the world where they congregate in high numbers.

Hunted to near extinction during the last century, blue whales are listed as an endangered species under Australian law and are protected by international treaties.

Bass Cascade and Upwelling East of Eden

Currents within Bass Strait flow mainly eastward, increasing in winter with the strengthening Zeehan Current. Wind blowing over the surface of the Strait cools the water, which becomes heavier and sinks towards the shallow bottom. At the eastern end of the Strait, this stream of dense, cold water forms the 'Bass Cascade', an underwater waterfall that plunges off the edge of the continental shelf to depths approaching 5000m and sweeps northeast under the warmer Tasman Sea.

During its northward progression, the current

mixes with nutrient-rich sub-Antarctic waters, which are concentrated and displaced upwards. As the currents pass the New South Wales-Victoria border at Cape Howe, they enter the East Gippsland Marine Park (4167sqkm) which straddles deep waters adjacent to a shelf break sculpted by submarine canyons, escarpments, and a knoll that juts out from the base of the continental slope. Here the south-flowing East Australian Current delivers warm subtropical water, and the interaction of all the currents with the rugged shelf terrain produces dynamic eddies and huge upwellings of algae and plankton towards the sunlit surface.

These surface blooms attract masses of krill and pelagic fish that drive the food chain for higher order species, such as gemfish, yellowfin tuna, marine mammals, and sharks. The area east of Eden is a known feeding ground for migratory blue whales and humpbacks and is an important foraging habitat for many oceanic seabirds.





TOP TO BOTTOM The Macquarie Island Research Station under the Aurora Australis; Temperate reef community off the Tasman Peninsula

Subtropical Convergence Zone

Oceanography in the South-east Marine Region is strongly influenced by the Southern Ocean, in which the Antarctic Circumpolar Current (ACC) — the strongest ocean current in the world — flows clockwise from west to east around Antarctica. The ACC is divided into several branches separated by 'fronts', and the area where the most northerly front crosses the Tasman Sea east of Tasmania is called the Subtropical Convergence Zone.

Within this zone, warm subtropical waters brought south by the East Australian Current (EAC) mix with colder nutrient-rich sub-polar waters driven by westerly winds. Biological productivity in the zone depends on the concentration of chlorophyll and nutrients in the mixture, which varies with the seasons. In summer, the EAC is strongest, pushing the zone south below the east coast of Tasmania, reducing productivity. As the EAC wanes during winter, the zone moves north with a corresponding increase in productivity in spring and, to a lesser extent, in autumn.

At their peak in the higher latitudes, eddies of nutrient-rich water fuel blooms of light-sensitive phytoplankton that feed swarms of krill, the diet of small pelagic fish and their predators up the food chain: mackerel, tuna, barracuda, seals, orcas and toothed whales. Flinders Marine Park, north-east of St Helens, and Freycinet Marine Park, west of Bicheno

— both areas of high productivity — are important foraging areas for oceanic seabirds, killer whales, and southern right whales.

Rocky Reef and Hard Substrates

Rocky reefs and hard seabed structures are scattered over the continental shelf, Bass Strait and around the Tasmanian coast. In Commonwealth waters, they occur in depths between 50 and 220m, often only a few metres high, and sometimes corresponding with the ancient coastline. The submerged reefs, caves, crevices, and overhangs present a range of habitats for spectacular marine life, richer in species than similar habitats elsewhere in the world. Of the 4500 species of red algae known to science, at least 800 occur in the South-east Region, and as many as 90 per cent of the Region's invertebrate groups are found nowhere else. The hard substrates are attached by kelp, sponges, bryozoans, and soft corals creating underwater gardens for the benefit of crabs, rock lobster, abalone, sea stars, and octopuses.

MACQUARIE ISLAND WORLD HERITAGE AREA

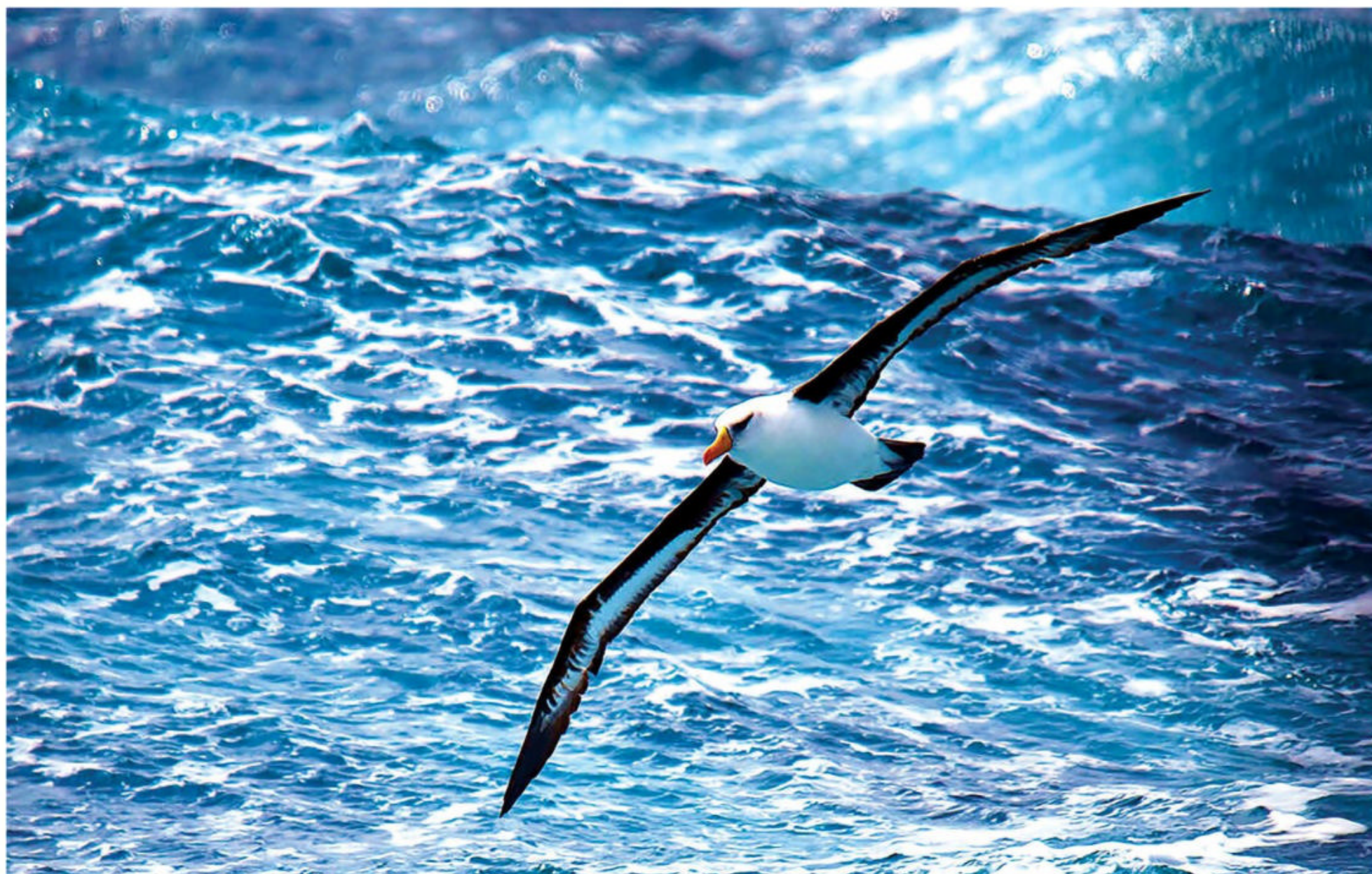
Macquarie Island lies deep in the sub-polar waters of the Southern Ocean, about 1500km south-east of Tasmania, geographically closer to Antarctica and New Zealand than it is to Australia. Straddling latitudes known as the 'Furious Fifties' and exposed to howling winds and stormy seas, this remote outpost comprises one of the most inhospitable and unpredictable oceanic environments in the world. In 1997, the island was inscribed on the UNESCO World Heritage List for its unique geological and natural features.

34km long and 5.5km wide, the Island comprises steep-sided plateaus at its north and south ends, joined by a low, narrow isthmus spanning about 128sqkm. Its highest points are Mount Elder (385m) and Mount Hamilton (430m).

These terrestrial formations are the exposed crest of the undersea Macquarie Ridge, running 1600km north along the junction of the Pacific and Australian oceanic plates towards New Zealand. On both sides of the ridge are trenches — the deepest of which is the Hjort Trench, plunging to around 6700 metres. The ridge is the product of plate tectonics and geological processes that began 10 million years ago and still continue, gradually squeezing Macquarie Island above the surface of the ocean. The island is unique for being composed entirely of uplifted oceanic crust and the only location in the world where this has occurred in a major oceanic basin. It is also one of the few geological features on the planet that presents a major barrier to the Circumpolar Current as it sweeps around Antarctica.



“Despite harbouring fewer species than other parts of the South-east Region, the abundance of animals that congregate on Macquarie Island is staggering.”



ABOVE Black-browed albatross migrate through the South-east Marine Region

Macquarie Island, adjacent islets, and all surrounding waters out to three nautical miles form Tasmanian Nature Reserve. Most of the waters out to 200 nautical miles east of the reserve are within the Commonwealth Macquarie Island Marine Park, managed by the Australian Government in cooperation with the Tasmanian Parks and Wildlife Service.

Extending in a quadrant east and south of the island, the Commonwealth reserve covers 162,000sqkm to depths greater than 6000m and is the largest marine protected area in the Region. It contains a Sanctuary Zone that provides the highest level of protection for birds and other marine life, where scientific research is the only human activity. Either side of this are Habitat Protection Zones that preserve critical feeding grounds for penguins, fur seals, and migratory seabirds. The only commercial activity conducted in the habitat zones is a trawl fishery


for Patagonian toothfish, operated by a single boat subject to stringent controls and catch limits set by the Australian Fisheries Management Authority.

Macquarie Island's World Heritage listing is international recognition of its status as one of the largest breeding habitats for sub-Antarctic marine life in the world, critical to the survival of many species. Despite harbouring fewer species than other parts of the South-east Region, the abundance of animals that congregate here is staggering.

Each year the island supports around 3.5 million seabirds of 38 species. The majority of these are penguins — gentoos, rockhoppers, kings, and endemic royals — that gather in vast colonies. The breeding population of royal penguins alone is estimated at over 850,000 pairs during their annual nesting season. Four of the world's albatross species nest on rugged cliffs and forage in the surrounding waters. Macquarie

Island is an important habitat for five species of seals, including elephant seals that form impressive colonies numbering up to 80,000 on beaches during the breeding season. Other marine mammals include right, sperm, and pilot whales, with orcas commonly seen preying on young seals.

Since 1948, the Australian Antarctic Division (AAD) has maintained the Macquarie Island Station (known as 'Macca'), housing 20 to 40 scientists and support personnel engaged in research activities focussed on biology, geology, auroral physics, and meteorology. Shipping in the region is minimal and consists of vessels resupplying the station and tourism. Entry to Macquarie Island is by permit only.

For more information about the marine parks in the South-east Marine Region, visit: parksaustralia.gov.au/marine/parks/south-east. 

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Talking torque

with ANDREW NORTON

AFFORDABLE RE-POWER

Westerbeke's 12D makes good economic sense.

One of the best known Aus cruising yachts of the seventies is the Compass 28, of which 400 were built from 1970 to 1981. This full keel yacht displaced 3.25 tonnes and normally had a 331cc Yanmar 8 diesel auxiliary as standard with the option of a 510cc Yanmar 12.

Although both were wonderfully reliable engines, they were heavy for their outputs and their single cylinders really took the edge off relaxed motoring!

The 28, which in my opinion is a faster boat than its bigger 29 counterpart, is still worth around \$17K for a mid-seventies model. Of course while the hull and rigging may be sound, the engine would be getting a bit tired.

Trouble is, spending well over \$10K for a new diesel auxiliary alone means that new owners over-capitalise on their investments. Add new stern gear and controls and the total comes close to \$30K, a lot for a 40 plus year old yacht of this size. Owners would have to use their boats constantly and for years into the future to re-coup the investment.

This is where Westerbeke's 12D comes in. Not only is it very well priced, but it is substantially lighter than both Yanmars. Having twin cylinders, vibration levels are well down on the old singles, while maximum torque is normally produced lower in the rpm range, better for boat handling in tight marinas.

IN THE DETAILS

As with its more powerful counterparts in the yacht auxiliary range from 12–38hp, the 12D has indirect injection with swirl pre-combustion chambers, cold start glow plugs and a 23:1 compression ratio. Unusually though the engine is over square, with a bigger cylinder bore dimension than piston stroke. This reduces piston speeds and piston ring wear.

The Mitsubishi-based engine has an overhead valve design with gear-driven camshaft and push rods actuating the rockers to the four valves is a time-proven design. Unusually for a small diesel the valves rotate slightly during operation which cleans the valve seats and ensures even wear for a long service life.

The biggest difference between the 12D and the Yanmar engines is the standard heat exchanger cooling, which enables the engine to run hotter and at more constant temperatures. Running an engine at 80–90 degrees ensures less condensation in the oil sump than when an engine runs at around 60 degrees, virtually the limit for raw (sea) water cooled engines to prevent rapid accumulation of salt crystals in the cooling passages. The condensation, a result of the combustion process and the temperature difference between the hot cylinders and relatively cold cooling water passages, finds its way past the

piston rings and down into the sump, diluting lubricating oil.

Also the 12D has a cast aluminium exhaust manifold that's fresh water cooled. Aluminium exhaust manifolds cool faster than cast iron and help scavenge exhaust gases from the combustion chambers. Not only is the manifold lighter than a cast iron unit but should the cooling system leak then only fresh water can enter the combustion chambers, which also applies to the cylinder head gasket. If this fails in raw water engines, salt water can directly enter the combustion chambers, rapidly etching the cylinder walls and piston rings.

Really the only issue of heat exchanger cooling is the added complication of having a fresh water circulating pump and an expansion tank for the hot water. But the pump and 50A voltage regulated alternator are run from a v-belt driven by the crankshaft while the raw water pump is gear driven from the camshaft as it would be in a raw water cooled engine, so heat exchanger cooling is really no more complex than an automotive engine having a radiator and fan. The alternator is mounted just below the top of the expansion tank and even the starter motor is located well up the cylinder block, away from any possible bilge water.

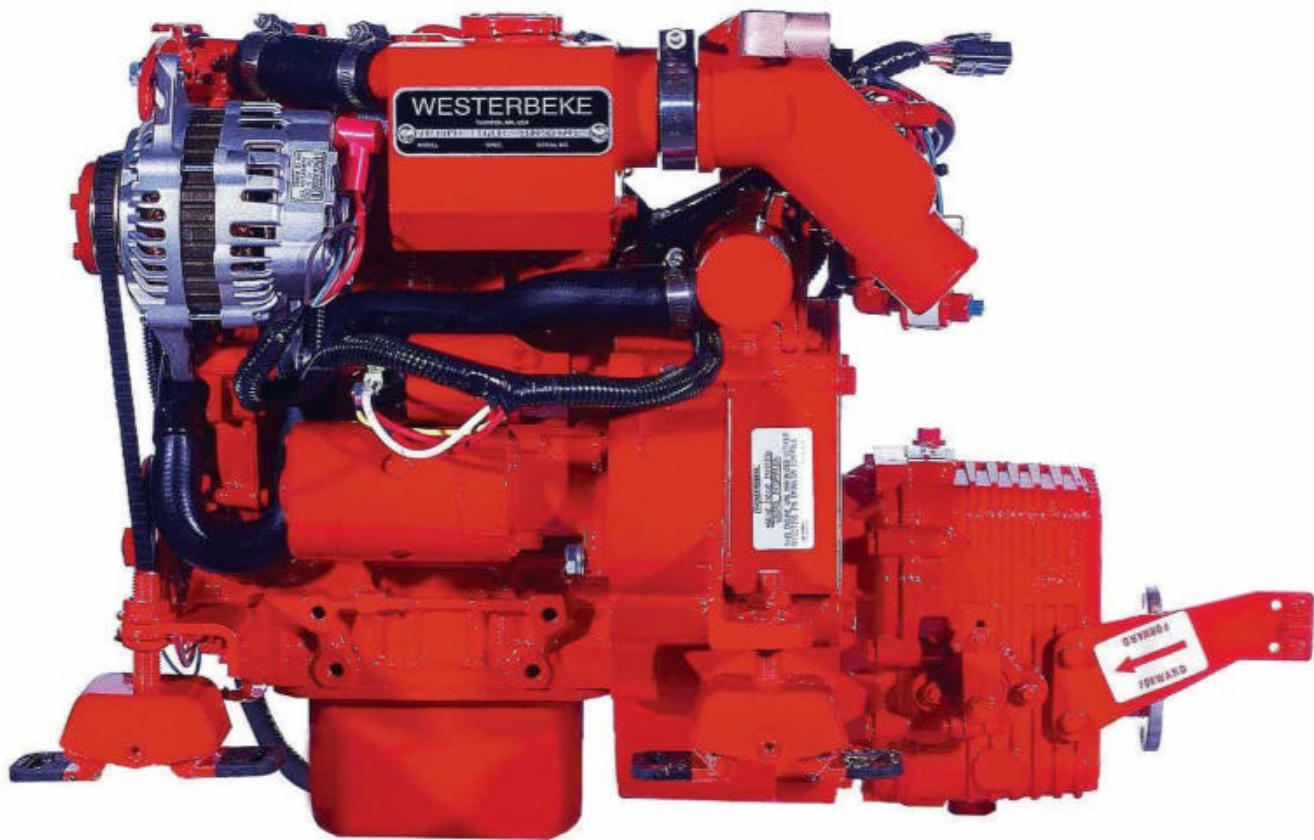
Westerbeke recommends using a starting battery of at least 125cca capacity, well within the capability of a normal 40Ah automotive battery.

Quick Specs

WESTERBEKE 12D

ENGINE TYPE Twin cylinder indirect injection diesel
RATED OUTPUT 12.1bhp/12.2mhp at 3000rpm*
MAXIMUM TORQUE 31N, 2200–2400rpm
PISTON DISPLACEMENT 630cc
BORE X STROKE 76 x 70mm
DRY WEIGHT W/BOX 102kg

*Brake horsepower/metric horsepower or PS



A marine battery would be better but automotive batteries of this capacity retail for around \$110 and with regular charging last at least three years, so in my opinion are better value in the long run.

The cooling system capacity of 2.7L is good for an engine of the 12D's displacement and should easily handle operation in tropical climates.

Similarly the oil sump capacity of 2.4L is comparable to some automotive engines displacing 900cc. The deep sump allows for static installation angles of up to 14 degrees and heeling angles to 25 degrees so the engine can be run when the yacht is heeled over while motor sailing. Westerbeke

doesn't mention its preferred sump oil viscosity in its tech specs but I suggest using a diesel-specific SAE 15W40 oil in temperate climates and SAE 10W30 in cold conditions (such as when cruising the Southern Ocean) and changing the engine oil and filter every 100 running hours or annually. The canister oil filter is mounted horizontally and won't dribble oil down the cylinder block when being replaced.

Complete with a mechanical gearbox having a 2.05:1 reduction ratio, the 12D is 638mm long (including the forward engine mounting feet), 483mm wide and 518mm high. The old Yanmar

8, which developed 7.9bhp at 3200rpm, measured 637 x 498 x 607mm, while the 11.8bhp (at 3000rpm) 12 was 620 x 570 x 678mm, so the 12D is way more compact. The smaller dimensions allow for better servicing access around the engine, particularly atop it, while the dry weight of 102kg is way less than the 114kg for the 8 and 137kg for the 12.

The 8 produced a maximum torque output of 20 Newton Metres at 2500rpm, while the 12's output was 30NM at similar rpm.

Westerbeke doesn't supply an instrument panel as standard with the 12D but offers two optional units, the latter of which I'd opt for if funds allowed. The 'Captain' panel includes an analogue tachometer with digital hour meter inset, plus warning lights and alarms for low oil pressure, engine overheat, battery charging failure and water in fuel, whereas the 'Admiral' panel has gauges for these functions. Also optional is a fuel/water separator, which is a must.

THE WRAP

Now for the really good part. Complete with gearbox the 12D retails for AUD\$7,800, which is excellent value for a 12hp twin cylinder diesel. Even with an instrument panel and new stern gear there'll be plenty of change left over for a Compass 28 from \$30K to set up a seaworthy yacht for coastal cruising. And flab retention from having less vibration is so useful for providing ballast to windward under sail!

Alternatively, the 12D would make a great re-power engine for the old 4.9 metre Savage Dolphin hull or any displacement-hulled launch to six metres.

For more on the 12D, call Marine Energy Systems on (07) 5502 7771 or visit sales@marineenergy.com.au

Sea trials

As the 12D has mechanical fuel injection, it should not be run continuously at less than 2000rpm or engine load relative to fuel supply make lead to cylinder bore glazing. My recommended maximum continuous rpm is 2600, dropping back to 2400rpm in head seas. The 12D should be propped to reach 3100rpm at Wide Open Throttle under normal hull loading to allow for hull and prop fouling between annual haul-outs.

RPM	MAX TORQUE	BHP ABSORBED BY PROP	ACTUAL L/H
1000	23	0.8	0.2
1200	24	1.0	0.3
1400	27	1.4	0.5
1600	29	2.0	0.8
1800	30	3.0	1.2
2000	30	4.2	1.5
2200	31	5.2	1.7
2400	31	6.2	1.9
2600	30	8.0	2.2
2800	29	10.0	2.7
3000	28	12.1	3.2



2007 Classique Sleekline wakemaster wake

CLASSIQUE SLEEKLINE WAKEMASTER 2007 MERCUISER 315 HP FNR GEARBOX, FLUIDCORE WAKE TOWER AND RACK, BIMINI TOP AND FITTED TRAVEL COVER, CLARION CDM8 STEREO LOW 390 HOURS FULL SERVICE HISTORY ON EASYTOW TANDEM TRAILERS ALL VICTORIAN REG. TA102744

VIC 03 5441 4488 (D)

\$34,000



1969 HAMMOND GENTLEMENS CRUISER

30 FT. 275 Volvo Penta Turbo diesel. Forward lower cabin, raised bridge deck with helm position. Original fittings. Galley kitchen, toilet/shower. DIY599650

SA 0438 327 066 (P)

\$45,000



2007 MONTEREY 350 SY Silver
Motors & legs just been fully serviced, Just Anti- fouled, Prop speed & Anodes, New Gearbox/Clutches/Starter Motor/Steering Cables & Controls, 5 Deep Cell Batteries, New Bow Thruster & Blower, New Storm Covers/Clears/Carpet & Upholstery, New S/S Rails BBQ & Bait Board. TAB13233

NSW 0418460646 (P)

\$180,000



2021 SPY BOATS XS21
Mercruiser 5.7 315HP MPI, Easytow Tandem Trailer, Complete standard Features, Spy options available, Finance available, Mercruiser Engine, Trailer, Fusion Stereo, Wake Tower and Lights, Ballast BladderFit-upSpy Options Seats 8 people FINANCE AVAILABLEPlease take a look at our newly updated Spy Boats website www.spyboats.com.au TB598465

VIC 03 9465 4555 (D)

\$82,950



2016 Styer SE266S36
2 x New!! Styer 266HP 2016 Diesel motors with consecutive serial numbers TAB13230

QLD 0437438851 (P)

\$51,000



FORMULA 41PC SPORT CRUISER

Deceased Estate Sale: 41' Sports Cruiser suits to all applications. Excellent condition. Large split level alfresco entertaining area, ample accom & full kitchen. Happy to organise delivery within Oz DIY578664

QLD 0417 375 797 (P)

\$170,000



2006 HUNTER 45 Centre Cockpit White

A rare opportunity to purchase a Hunter 45 centre cockpit in immaculate condition. Perfectly suited to extended cruising or live aboard. This cruising boat is fully equipped, well maintained and ready to start her next cruising journey. TAB13195

TAS 0418121300 (P)

\$330,000



2008 SEALEGS 6.1M RIB

This vessel is in great condition - always garaged and washed down after use. Just serviced and priced to sell! DIY561633

NSW 0447 120 345 (P)

\$63,990



1984 ROBERTS 25 White
Great package for a beginner or family TAB13156

VIC 0447433805 (P)

\$15,500



2006 CARVER 41 COCKPIT MOTOR YACHT

REDUCED BY 40K , CARVER 41 CMY 2006 loa 43ft , twin Volvo D6 diesels with only 195 hours, 8 kw Kohler with 200 hours, top of the range luxury with everything a boat can offer, aft cabin with ensuite, forward double and ensuite, spacious saloon with dining table and fold out sofa DIY559675

QLD 0438 263 587 (P)

\$299,000



2008 Jeanneau Sun Odyssey 36i Sun Odyssey 36i

The Jeanneau Sun Odyssey 36i "Jasambri 2" is offered For Sale to remain in Charter in the Whitsundays or to buy as your own Private Vessel, This well-designed yacht is a 3 cabin version and features a forward berth and aft double cabins, with a drop-down salon table comfortably sleeping up to 8. TA100582

QLD 04 5703 6756 (D)

\$149,500



2011 OFFSHORE MARINE MASTER 580 WA

Well maintained boat & serviced at manufacturers specs. Built in kill tank, dual batteries, toilet, privacy screen cabin, VHF radio, Hummingbird sounder/navionics, CD player, 12 rod holders, heaps of storage /eskys, drive on drive off trailer, deckwash DIY548966

QLD 0419 728 220 (P)

\$49,990



2009 BARGE CUSTOM

Commercial landing barge that has been retro fitted for geotechnical investigations TAB13040

QLD 0408077084 (P)

\$260,000



1999 CARIBBEAN 26 FLYBRIDGE CRUISER

Here is an Outstanding opportunity to purchase a trully magnificent Vessel! Our Managing Directors own Boat with only 100 Hours!
That's Correct, ONLY 100 LOW HOURS OF USE. GIPPSLAND BOAT SUPPLIES TB528833

VIC 03 5174 1223 (D)

\$119,950



1989 ROBERTS Wave Runner White
Ideal for recreational fishing or long distance cruising. Sleeps 5 Air conditioned Hot/Cold water to shower and sink 2 burner stove with griller 600L fresh water under floor in 3 tanks 1000L diesel tank + 200L reserve + 400L back tank under deck Moored in Yeppoon. Mooring can be available for buyer TAB13021

QLD 0427311098 (P)

\$90,000



CRUISE CRAFT EXPLORER 570
Very Tidy Example of This Model,will come with Full Service on Engine and Safety Check over of Trailer. GIPPSLAND BOAT SUPPLIES TB528504

VIC 03 5174 1223 (D)

\$22,500



1984 CUSTOM Yacht (Sail) White

Chimere is a strong and proven vessel, equipped for extensive cruising, or remote voyaging. With 5 private cabins - and bunks for 10 or more - she will suit an experienced, discerning buyer looking for a safe, go-anywhere boat with room for friends and family, or to liveaboard **TAB13014**

VIC 0428370579 (P)

\$235,000



2005 CUSTOM GONDOLA

10m Commercially surveyed for up to 8 pax. Built to a very high standard, replacement cost \$150,000. All wood with twin axle ally trailer. Excellent condition. Operated in Perth for last 8 yrs, for sale due to retirement. For sale as boat only or business if reqd. Can teach how to operate. **DIY419430**

WA 0414 746 867 (P)

\$70,000



2017 CUSTOM Pelagic Intceptor Silver Custom Charter Boat in current 2C survey. Purchase now for charter or personal use. Included in price: 2005 F250 Dual Cab Utility + 10.5m tri-axle trailer, fully welded 5083 alloy construction, V-entry guide system with Boatcatch. TAB12913

NT 0418823552 (P)

\$310,000



1991 CUSTOM LAURIE JENKINS CRUISING YACHT 12.65m, professionally built. Fast, strong cruiser. Circumnavigated Aust & South Pacific. GRP over double planked New Guinea rosewood on spotted gum frame. SSB, radar, forward facing sonar, 3 x 80W solar panels etc DIY341511

NSW 0434 893 372 (P)

\$99,000

19m Diesel Outboard Powered Ferry Reliable Economical Shallow Draft Beach Loading
twinhull@outlook.com

Technical drawing of the Honiara Flyers ferry, showing a top-down plan view and a side elevation view. The plan view includes labels for the bow, stern, and various deck areas. The side view shows the ferry's profile with a shallow draft. A scale bar at the bottom indicates dimensions in meters.

HONIARA FLYERS			
Overall Length	19.0m	Beam	3.0m
Overall Width	3.0m	Draft	0.5m
Engine Power	150HP	Max Speed	15 knots
Max Capacity	100	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	3.0m
Max Width	3.0m	Max Draft	0.5m
Max Draft	0.5m	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	3.0m
Max Width	3.0m	Max Draft	0.5m
Max Draft	0.5m	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	3.0m
Max Width	3.0m	Max Draft	0.5m
Max Draft	0.5m	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	3.0m
Max Width	3.0m	Max Draft	0.5m
Max Draft	0.5m	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
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Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	3.0m
Max Width	3.0m	Max Draft	0.5m
Max Draft	0.5m	Max Fuel	1000L
Max Fuel	1000L	Max Weight	10000kg
Max Weight	10000kg	Max Length	19.0m
Max Length	19.0m	Max Width	

2020 ALUMINIUM CATAMARAN Twinhull
19m Diesel outboard passenger ferry TAB12744

QLD 0438119253 (P)

\$1



2021 SPYDERCRAFT SR22

New Package, seats 9, Mercruiser 350 FNR 315 HP. 315 MPI, SKI FX tower, racks, Clarion/Fusion System, cover, bimini, 3 yrs warranty, tilt steering, custom trim, Easytow tandem trailer **TB247378**

VIC 03 9465 4555 (D)

\$64,990



2006 MARITIMO M60 CRUISING MOTORYACHT White
Maritimo 60, Only 974 hours. This is truly a beautiful vessel that is great fishing trips with the boys of extended family.
TAB12732

NSW 0418240607 (P)

\$1.13mil



2021 SPY BOATS SS21
Mercruiser 5.7 315HP MPI, 3 yrs warranty Finance available, complete standard features, tandem trailer, Options- wake tower & lights, ballast bladder, heater, V open bow, stereo, engine, Spy fit-up TB295608

VIC 03 9465 4555 (D)

\$69,950



1994 PRINCESS V45 White
Princess 45' Motor Cruiser - Absolute value for Money TAB12699

NSW 0400 041 311 (P)

\$435,000



BUSINESS OR DREAM BOATS

Pegiva 7.5m Sport Cruiser. "I Will" is a marvel built from modern materials & equipment. 45 knot performance from a 250hp Steyer diesel. Convertible roof, leather & mahogany fitout. Built to commercial specs. Originally over \$250,000 this & can be delivered grab a bargain now. GST may be applicable DIY336547

NSW 0468 925 835 (P)

\$99,000



1996 COUGAR CAT Charter Fishing Vessel White
Fully operational Walk in, Walk out Charter Boat business in beautiful Port Macquarie. Fishing Charters are boat's primary charter operation but also conducts Whale Watching, Tafe training, Surveying. TAB12599

NSW 0432273898 (P)

\$315,000



1996 SIMPSON 8.2 BLACKLASH
COMFORTABLE COASTAL CRUISING BOAT. 25hp outboard. Metho stove, fridge. Bidata & chart plotter. 3 cubby berths, toilet & shower. Solar panel & wind generator. Main sail furling jib & spinnaker DIY373359

QLD 07 4129 0382 (P)

\$60,000



2004 Adams Blue water

Adams Bluewater 420 Raised Saloon Ocean Cruiser Many many accessories new North Sails (5) One owner fitout for single handed sailing Yanmar diesel innerspring mattress lateral galley new upholstery **TAB12592**

NSW 0412 487 066 (P)

\$385,000



1981 BERTRAM 25 White

25ft Bertram with twin motors on registered tandem trailer **TAB13493**

QLD 0427879672 (P)

\$25,000



2014 XFI Illusion

Mercruiser Black Scorpion, Fusion stereo, tower, racks, LED driving lights, depth meter, cover & skirts, as new condition, One owner, Easytow **TA103012**

VIC 03 9465 4555 (D)

\$45,900



1985 HARTLEY Tahitian White

Hartley Tahitian 38 ft **TAB11998**

TAS 0418996548 (P)

\$10,000



2005 FOUR WINNS Vista 288 White
2005 Four Winns Vista 288 TAB13427

NSW 0448814087 (P)

\$60,000



2021 TUFFLINE 3.0 R/T ONE
TUFFLINE 3.0 TA102918

VIC 03 5441 4488 (D)

\$3,950



2004 HAINES SIGNATURE 520C
2004 Haines Signature 520c. 115hp
Yamaha Saltwater series. TAB11980

VIC 0439322226 (P)

\$23,000



2020 BRIG Eagle 5
BRIG Eagle 5 with Honda 100HP 4 StrokeThe Ideal Luxury Sports Boat***Please note trailer is not included in the advertised price however one is available if you would like to enquire***BRIG Boats are hand built in Europe, and finished to very high standards. BRIG is the number one and best selling brand across Europe, the United States, Australia and New Zealand. TA98236

QLD 0424 487 226 (D)

\$56,900



2020 BRIG Eagle 8

BRIG EAGLE 8 with 300HP 4 Stroke Outboard The Ideal Luxury Sports Boat***Please note trailer is not included in the advertised price, one is available if you would like to enquire***BRIG Boats are hand built in Europe, and finished to very high standards. BRIG is the number one and best selling brand across Europe, the United States, Australia and New Zealand. TA98230

QLD 0424 487 226 (D)

\$174,450



CRUISE CRAFT Explorer 500
TA102854

QLD 07 5577 1011 (D)

\$22,750



**2005 CUMMINS QSM11 610 HP
METRIC**

QSM11 marine engine's 2 x 2nd hand, 9700hrsRunning well. One owner one skipper, always services and maintained to highest standard. TAB11944

QLD 0413054031 (P)

\$29,000



1998 Renken 255 Beige

American Import, Luxury at its best. TAB13231

QLD 0411494464 (P)

\$55,000



2009 DYNA CRAFT Dyna Yacht White
Immaculate, One Owner, professionally maintained vessel in as new condition. Twin 1350 MAN's with low hours produces top speed 27knts. TAB12335

SA 0439180030 (P)

\$2.20mil



1987 CUMMINS 555BC 320HP Marine Engine
2 x Cummins 555BC 320HP Marine Engines in good working order \$12000Davco 350kg folding davit \$10002 Fiberglass Mufflers/Aqualift 150mm in and out \$400 for both TAB13157

QLD 0417764454 (P)

\$12,000



2021 TUFFLINE 3.0 TINNY
TUFFLINE BOATS TA102740

VIC 03 5441 4488 (D)

\$3,950



1992 SCANIA Dsi11 Marine 350hp
Scanis Dsi11 Marine TAB11896

QLD 0408781735 (P)

\$14,000



2015 VOLVO PENTA D11 Marine

Engine has done approximately 1100 hours, it was part of an IPS set which had been upgraded, Note there are no controls with this engine. TAB13019

VIC 0419312952 (P)

\$33,750



0 Riviera Riviera 63 series 2
TA102331

VIC 03 9598 7777 (D)

\$1.79mil



2004 CUMMINS 6BT-5.9M

6Bt5.9mMarine Cummins TAB11895

QLD 0408781735 (P)

\$15,000



1982 Mariner 43 Flybridge

43' Mariner Flybridge extended, extra large aft deck making the aft deck more usable. TA97039

QLD 0402599848 (D)

\$169,000



1946 CLINKER Putt Putt White
1946 Browns of Ulverston Clinker Dinghy Put Put plus 2 blaxland motors and one outboard TAB12010

VIC 0419373322 (P)

\$10,000



1992 FAIRWAY FLYBRIDGE CRUISER White
**** ACTUAL LENGTH 41 FOOT HULL ****
****LAST REDUCTION FROM
\$178000 to \$168000**** The 1992 Fairway
vessel has been owned since new TAB13512

QLD 0447 684 979 (P) \$168,000



1987 PRECISION Charter Vessel
long range
SEA ESCAPE VIP CHARTER MY22.80M.
SURVEY 1D-50 + 3 TA95541

QLD 04 1611 0466 (D) \$495,000



1986 HAINES HUNTER Hard Top 625 Blue
"LERODA"Is a Classic 1986 Haines Hunter Hard topLoving restored and enjoyed since
2006 FEATURES INCLUDE;? Length - 6.5 metres, which includes the pod fitted with
grab rails and swim ladder. The pod was installed by Hervey Bay Fibreglass.? Draft - 0.7
m? Suzuki 200 Hp Outboard, Dec 2005. TAB12991

QLD 0427062614 (P)

\$49,500



2008 HUNTER 41 Aft Cockpit Beige

Hunter 41 Aft Cockpit GREAT VALUE OCEAN CRUISER AND PRICED TO SELL TAB11612

WA 0456 629 639 (P)

\$185,000



2007 VOLVO PENTA KAD300-A with DPG Leg

840 hours, excellent condition, service records. New Turbo and Water cooler in April. Complete package available to test drive. Comes with all gauges, engine management and steering equipment. TAB12745

NSW 0475700267 (P)

\$13,490



2006 LARSON Cabrio 350

LARSON 350 CABRIO TWIN DIESEL SPORTS This USA built Diesel Sport cruiser was imported in 2006- A boat show boat, featuring a moderate V hull TA95537

QLD 04 1611 0466 (D)

\$189,500



2007 TABS OCEAN SERIES CABIN Black

2007 6.6m Tabs ocean series, plate alloy 5mm on bottom and 4mm on sides and 4mm alloy floor. TAB13506

QLD 0438717350 (P)

\$55,000



1992 ALUMINIUM FULL CAB White
61ft Jet Boat, Shallow Draft, 26 knots TAB12742

QLD 0413731857 (P)

\$385,000



2014 BENETEAU OCEANIS (Sail) 38
1/2 shares offered. Price for 1/2 shares not
for whole boat. TAB11779

NSW 0432821455 (P) \$125,000



1997 HAINES HUNTER 580CC
Chance to own a legendary boat like this
are rare! Just don't make them like they
used to! TAB13494

VIC 0401 920 834 (P)

\$49,888



1992 Custom Custom
A 70' MOTOR YACHT BY WAYNE TIPPERMOHOKOIA true long distance motor yacht capable of taking
TA94084

QLD 0402599848 (D)

\$950,000



1978 ROBERTS 42 White
Shirley J - 42 ft Roberts waverunner Moreton Bay boat TAB11336

QLD 0413 993 860 (P)

\$170,000



CARIBBEAN Flybridge Sports Fisherman 26
Includes All Standard Factory Fittings -
Flybridge and lower control stations with dual
lever gear and throttle controls, hydraulic
steering TA95208

VIC 03 5174 1223 (D)

\$78,995



**2019 STACER 429 SeaMaster
Revolution White**
2019 build purchased 2020 , 4 years factory
warranty on complete package Etec40 16
hours Spare new propH/duty eyebeam alley
trailer with mags TAB13462

VIC 0488 203 785 (P)

\$25,900



2001 MUSTANG 2800 SERIES II White
Mustang 2800 Sportcruiser Series with Trailer,very tidy and well maintained sports
cruiser.Ideal for the family and overnight stays.Sleeps 4 people comftable. TAB12685

VIC 0427722300 (P)

\$54,000

MJP WATER JETS FOR SALE

INCLUDING DRIVE SHAFT & GEAR BOXES



2019 Marine Jet Power MJP Ultrajet 305 ZF 280-1 Vertical Offset Direct mount marine transmission
MJP WATER JET FOR SALE | Including Drive Shaft & Gear Boxes TAB11324

QLD 0427355245 (P)

\$60,000



1985 HAINES HUNTER 580SL Yellow
1985 Haines Hunter 580 SL /150 ETEC. Well looked after. TAB12610

QLD 0417747694 (P)

\$27,900



1976 BODEN Ketch (Sail) White
"CORAL ADVENTURE" Twin Screw Motor
Ketch 42' (12.5 metre) with full headroom
Well cared for, good live aboard, charter,
fishing, diving. TAB11775

QLD 0749351002 (P)

\$145,000



2006 QUINTREX 570 COAST
RUNNER White
Has a few battle scars on the hull otherwise both
boat and trailer are in good condition Quintrex
gal trailer which tows beautifully and isn't rusty
TAB13443

VIC 0488 203 785 (P)

\$27,700



2009 QUINTREX 400 DART (2) L/S Green

Quintrex 4m Dart/25hp 2 stroke Yamaha with Bimini. Boat and motor haven't seen much use, in great condition. **TAB12606**

QLD 0417747694 (P)

\$3,900



1976 BODEN Ketch (Sail) White

"CORAL ADVENTURE" Twin Screw Motor Ketch 42' (12.5 metre) with full headroom Well cared for, good live aboard, charter, fishing, diving. **TAB11767**

QLD 0749351002 (P)

\$145,000



1990 JENKS CRAFT 25 White

Unique allrounder: Sleep 4 at Rotto under cover or Fishing and Diving even skydiving... JENKS CRAFT 25 smooth riding & dry a true offshore performance boat **TAB13337**

WA 0409583767 (P)

\$36,000



2020 Shute Harbour Marina - Whitsundays 10m Berths

Every boat owner's island paradise dream come true. To be built to world-leading international standards and best practice in environmental design, Shute Harbour Marina now offers pre-sales of 395 berths ranging in size from 10 metres to 30 metres, with larger options available. **TAB11191**

QLD 0408832995 (P)

\$165,000



1986 Roberts Randall Commercial vessel Work Boat Twin Screw GM 892's Orange JAMALI. AMSA 2C survey till 2024. 2+6 Passengers. Located Cairns Qld. Valuation survey available. TAB11165

QLD 0418733581 (P) \$220,000



2008 Fountaine Pajot Cumberland
The Fountaine Pajot Cumberland 46 has been operating in our Charter fleet in the Whitsunday's since purchased as a new vessel in 2008. TA95090

QLD 04 5703 6756 (D) \$790,000



2002 CLINKER Custom Blue
16ft wooden clinker boat TAB13232

NSW 0490 066 259 (P) \$12,000



2003 Cantieri Nautico Montisola Dingotto White
2003 Cantieri Nautico Montisola model "Dingotto" TAB12436

NSW 0458600331 (P) \$24,500



2019 BALI CATAMARAN Bali 4.1

The NEW Bali 4.1 has it all. Style, Practicality, Comfort and "Sailability". The galley has 360 degree views, the huge pivoting glass door opens up to panoramic sea views with seating aft, forward or up on the coachroof. Great for friends and family. TA92505

QLD 04 5703 6756 (D)

\$730,000



2006 CATERPILLAR 3126 3GS01271

2 x Caterpillar 3126 - 450HP Marine engines TAB12014

WA 0414960360 (P)

\$20,000



2007 SEAWIND 1160 White

Share in 38 ft Catamaran sailing the Whitsundays TAB11719

QLD 0418747630 (P)

\$42,000



2004 BLUE WATER 420 Raised Saloon White

A world cruiser designed by Joe Adams built at Bluewater Cruising Yachts and commissioned by Camrod Marine to the highest standard for a couple TAB13212

NSW 0412 487 066 (P)

\$385,000



1980 HALVORSEN Freya Yacht double ender Green
Reluctant sale due to my old age, good project for young Person needs finishing sails well TAB11786

QLD 0409480351
p_bary@yahoo.com (P)

\$25,000



1979 Joubert Koala 24 White
Was recently submerged and needs some TLC but the hull is sound. Some sails. TAB11548

VIC 0418 575 412 (P)

\$4,000



2015 CUSTOM Centre Console Sports Fishing White
Custom-built sports fishing boat TAB13188

VIC 0404092070 (P)

\$32,500



1924 Gaff Ketch rig ex pearling lugger Pearl lugger White
64ft 1924 Broome Pearl Lugger fully restored (rebuilt) to AMSA survey requirements. Excellent condition. Price: P.O.A. TAB10792

VIC 0429924399 (P)

\$450,000



2018 PERRY Catamaran 57

Perry Catamaran 57, Commissioned 2018. This vessel was custom built for the owner of Perry Catamarans. No expenses spared in the construction or fit out of this vessel. An abundance of extras in fitting out, rigging, sales, and finishes. Designed for long distance cruising and live-aboard. **TAB10356**

TAS 0428561733 (P)

\$2.50mil



1990 SOUTHERN OCEAN 32 Blue

Affordable, competitive club racer or ideal weekend cruiser. **TAB13133**

NSW 0408394941 (P)

\$28,500



1989 RIVIERA 35 FLYBRIDGE

Has twin cummins 210hp, 1000L diesel, 2 new turbochargers, serviced March 2020, autopilot, air con., 2 helm stations, berths 4 with room for more. **TAB11534**

QLD 0409346087 (P)

\$119,000



1994 RIVIERA 3300 Flybridge Beige

Our lovely boat is going on the market due to an upgrade. **TAB11306**

QLD 0431460763 (P)

\$124,000



1968 COMMERCIAL FISHING VESSEL Steel
Vessel had a major refit in 2019 but is now surplus to requirements. TAB10328

VIC 0437516118 (P) \$790,000



1975 CARIBBEAN Crest Cutter Yellow
Caribbean Crestcutter - An exceptional rare find TAB11276

NSW 0418418631 (P) \$13,999



1981 MARINER Pacer Beige
26Ft Mariner TAB13128

NSW 0426899535 (P) \$25,000



1998 Navigator Navigator White
1998 fibreglass navigator TAB11467

NSW 0401278152 (P) \$45,000



1987 SAVAGE Oceanic Beige

A very popular cruising boat owned and cruised over the last 10 years. Well equipped currently situated in northern NSW. **TAB11161**

NSW 0419336099 (P)

\$150,000



2017 SUZUKI DF250 DF

Suzuki 250HP - 2017 **TAB13121**

NSW 0409242854 (P)

\$12,999



2003 HAINES SIGNATURE 460DF

Haines Signature 460 DF & Brand New Mercury 90CT EFI with 50 hrs & 6 Years Warranty. **TAB11381**

QLD 0477834706 (P)

\$24,000



2012 GLACIER BAY 2680 Coastal Runner White

The best equipped Glacier Bay of this type in Australia **TAB10294**

TAS 0428561733 (P)

\$198,000



1984 JOHN PUGH SLOOP White
What you need, you add what you want. TAB10072

VIC (P)

\$64,720



1985 FARR 7500 Blue
A well loved and very well maintained FARR 7500 that has served as the family cruising boat for more than 19 years. TAB13112

NSW 0418619433 (P)

\$29,000



1989 HUNTSMAN Crusader Blue
Huntsman 23 Cabin Hardtop Powered by Evinrude e-tec 225 HP Perfect for post COVID-19 fun Needs work A few scratches A few repairs Solid boat with trailer TAB11379

VIC 0492835047 (P)

\$20,000



2016 Aqua Truck 5.5m Grey
Commercial Poly Aqua Truck - in Survey TAB10833

QLD 0400334733 (P)

\$65,000



2000 David Young Custom 9.8 metre Sports Fishing Vessel White

Owner will sell complete with GMC 350 2011 Denali 53,000 kms fitted with legal towing capacity of 10.3 tonnes. Boat and Denali \$404,000 TAB10031

NSW 0418400032 (P)

\$254,000



2015 HOUSEBOAT / CARAVAN 8.4 Silver

Dimensions 11m x 2.8m; all Aluminium boat; 54 hp Yamaha inboard prop shaft; Tri-axle trailer suitable for any waterway. TAB10775

QLD 0429922743 (P)

\$110,000



1984 FARR 6000 Orange

FARR 6000 TRAILER SAILOR and Berth for Sale. TAB13009

SA 0407616853 (P)

\$15,000



2013 YANMAR 3JH3E

Yanmar 3JH3E Motor for sale 40hp with SD50 saildrive and folding prop looms gauges etc. Approximately 700 hours run time. \$6000.00 TAB11307

QLD 0419733405 (P)

\$6,000



1998 VAN DE STADT 8.3m Monohull Silver
Stradalloy Commercial Fishing Vessel - In Survey TAB10747

QLD 0400334733 (P) \$45,000



2021 Marine Berth 12m Berth
This 12m berth (K 14) has become available
at the Royal South Australian Yacht
Squadron, Adelaide's premier yachting
location TAB13006

SA 0413674434 (P) \$20,000



2000 GAVIN MAIR DESIGN 550
Perfectly maintained and cared for boat
with regular services and huge working
area. TAB11283

SA 0417865311 (P) \$450,000



2002 Overmarine Mangusta 72 White
Bargain Priced and reduced \$400k TAB9964

VIC 0414901109 (P) \$890,000



7.0m Specmar Trailable Landing Craft - Brand New
7.0m Specmar Trailable Landing Craft - Brand New TAB9935

QLD 0428513238 (P)

\$200,000



1978 SAVAGE Ranger Beige
Savage Ranger 24 feet cabin cruiser,
1978. Hand laid GRP deep V blue water
boat, twin Volvo Penta B20 Engines with
Aquamatic 100B outdrives. **TAB12995**

QLD 0402310607 (P)

\$22,500



1965 WOOLLACOTT 45 ft Ketch White
Classic cruising ketch suitable for coastal or
offshore cruising. Very good sailing
performance. Galatea has given us 33 years
of happiness. **TAB11225**

NSW 0418677044 (P)

\$49,000



1980 PACIFIC 42 Cruiser Flybridge White
Big volume 3 cabin for extended weekends away or live aboard! Built to last twin cat
shaft drive diesels. Inspection a must! Well maintained by same owner 21 years.
TAB9884

QLD 0403485539 (P)

\$125,000



REVIVAL 525 CUDDY CABIN - Not for sale Demo website only
Revival R525 Sportz Cuddy Cabin Perfect for bays and rivers, the 525 Cuddy is easy to store, launch and retrieve. Plenty of cockpit and cabin space. Very soft riding hull and stable at rest. Powered by a powerful 90hp Mercury EFI 4-Stroke with a 6 year factory warranty! We've fitted a heap of great extra's to this boat package so all you have to do is bring the rods and bait! DBD654204

VIC (D) \$41,990



2015 Tailored Marine Accessories Moulds Beige
Moulds for 25 foot walk around and 27 foot centre console TAB8964

VIC 0432250462 (P) \$95,000



2019 BANCROFT BAY FANTAIL 25
The Ultimate Day Boat TAB12981

VIC 0400488880 (P) \$39,500



2000 Marine Accessories Marine
Accessories
Teak Decking TAB11190

QLD 0402767902 (P) \$10,000



1977 ROBERTS FLYBRIDGE CRUISER (Power) Wave Runner White

This spacious, comfortable, proven cruising boat has been traveling through northern Australia and South East Asia for the past 9 years. She is currently located in Malaysia, the centre of an amazing cruising ground. Buy her here and start cruising immediately! TAB8367

VIC 03 5562 6373 (P)

\$175,000



2009 DELPHIA 33 White

A Delphia 40 Sail Boat in pristine condition. TAB12978

NSW 0412667208 (P)

\$230,000



2020 ZF TYPE 68 AR=2.037

ZF 68 Marine Transmission TAB11167

NSW 0467 777 637 (P)

\$3,000



1990 MARLIN BROADBILL White

Dive Charter Vessel. Super Stable Catamaran. Very good sea boat. Doesn't roll like a monohull. Less likely to have seasick divers. This means happier customers who keep coming back. Just resurveyed for 2c for 12 pax 4 crew and 1d 25 pax and 2 crew. Unique vessel. TAB8357

VIC 03 9525 5500 (P)

\$139,000



2019 MEC Yachts 17m Pleasure White
POA - 17m Luxury Power Catamaran TAB8175

QLD 0 7 55028811 (P) \$0



1980 CARIBBEAN Sandpiper Blue
Total reconditioning of boat & trailer incl.
paint, seats, Windows, carpet, battery, ss
grab rails, wheels, tyres etc TAB12975

VIC 0417597440 (P) \$9,950



2015 Aluminium Open Boat Center
Excellent Sea Boat TAB11166

SA 0428503601 (P) \$60,000



1990 MacGregor Trailer Sailer
25ft trailor sailor on dual axle trailer TAB8332

VIC 07 5577 5811 (P) \$18,500



2019 QWEST AVANTI 823 LANAI
2019 model Qwest Luxury Pontoon DIY950448

QLD 0488 686 206 (P)

\$52,990



2001 RIVIERA ENCLOSED FLYBRIDGE (Power) 48 White
Perfectly maintained and cared for, boat presents in excellent condition and will provide great enjoyment for the next owner. Powered by twin 660hp Caterpillar and many extras including satellite TV, Watermaker, Raymarine, Dive Compressor, powerful stereo system and fishing equipment. **TAB8214**

VIC 04 9122 1117 (P)

\$379,000



2000 Longline Reel
Longline reel auto line feed **TAB12951**

WA 0400723073 (P)

\$15,000



1990 SAVAGE Kestrel
Great estuary and inshore fisher proven flathead, whiting and snapper harvester, easy launch and retrieve, solid boat and trailer **TAB11047**

VIC 0429856942 (P)

\$3,500



2006 ZIMMER 22 GENTLEMANS RUNABOUT
2016 ZIMMER RUNABOUT TAB8014

VIC 07 5580 3377 (P) \$39,990



2018 ZF TYPE 3000
ZF350 marine gearbox, 2000hrs from new
TAB12937

WA 0400723073 (P) \$5,000



1996 PHIL CURRAN FIBREGLASS
1996 PHIL CURRAN FIBREGLASS
LONGLINER FISHING VESSEL \$600,000
TAB10835

Tonga 0408 836 499 \$600,000 (P)



2004 OWEN EASTON EASTON 46
Easton 46 feet aluminium Catamaran. Located in French Polynesia. DIY950198

NSW +491705652144 (P) \$240,000



2019 MAKOCRAFT 376 TRACKER CAR TOPPER extra high side
Makocraft 376 Car topper t DIY947551

VIC 0417 800 116 (P)

\$2,590



2018 ALUMINIUM FULL CAB
Current
New custom 6.8 metre, no engine or trailer.
DIY925764



2000 Radar Tower Radar Tower
Radar Tower - does not work and would be for decoration. The S/S frame could be repurposed. TAB12935



2006 CRUISERS YACHTS 340 EXPRESS White
Large Volume Cruiser that Ticks ALL the Boxes TAB9675

NSW 0414 830 605 (P) \$50,000

NSW 0418504323 (P) \$350

QLD 0419393493 (P) \$137,500



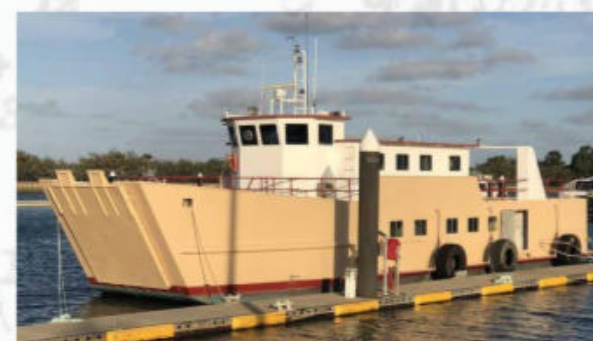
2017 VEEMSTAR PROPELLERS INTERCEPTOR C
Series C. 5 blade propellers. Used once and removed due to repower 21.5 x 26.7 5B 90% Dar. (1mm Strips Eff Pitch 28.2") DIY880775

VIC 0417 365 752 (P) \$4,000



2003 WESTCOASTER Commercial
2103 WESTCOASTER LONGLINER FISHING VESSEL, \$900000 TAB10834

Tonga 0408 836 499 \$900,000 (P)



1985 CUSTOM BARGE
MUST SELL! Any genuine offer will be considered. Invested a lot of money over the last 3 years to comply with the new AMSA regulations. DIY948397

QLD 0410525495 (P) \$450,000

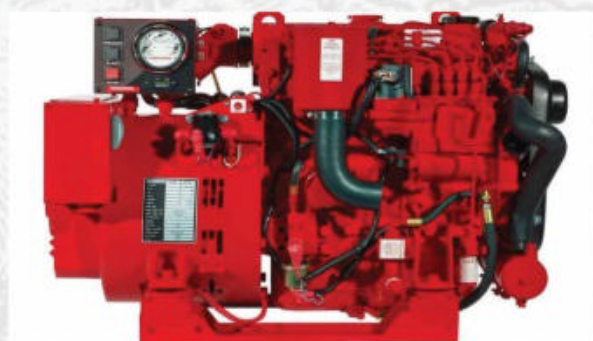


2017 BAVARIA S33HT

Exceptional condition Limited Edition 2017 Bavaria S33 Hard Top vessel located on the Gold Coast with very low usage (145hrs). Owners have taken very good care of vessel, with Mercruiser servicing and cleaning and it presents in a near new appearance. DIY940083

QLD 0402 373 169 (P)

\$329,000



WESTERBEKE 7.5 KW BTDA DIESEL MARINE GENERATOR
WESTERBEKE BTDA 7.5 - Brand new & still in factory wrapped plastic in storage. DIY923199

QLD 0429 889 918 (P)

\$15,900



2003 BLACK WATCH 40 Flybridge
Beautiful BW 40 TAB12911

NSW 0477903078 (P)

\$280,000



2008 CRUSADER CAPTAINS CHOICE 6.0 MPI freshwater cooled 375 HP, 6.0 LI MPI ENGINES X 2 TAB9659

NSW 0407802511 (P)

\$18,000



2010 CUSTOM HYDROFIELD JAGUAR 8.8 M

Boat trailer for Hydrofield 8.8 m trihull. Slip trailer. Used only half a dozen times to anti foul boat, hence black anti foul paint on trailer. DIY880338

VIC 0416 322 155 (P)

\$3,500



1991 HOUSEBOAT Catamaran Beige

Beautiful 45ft houseboat with 2 bed rooms, 2 bathrooms, a living area with an enclosed bow to form an extra room. TAB10825

QLD 0405558701 (P)

\$159,000



1991 CELEBRITY 310 Sports cruiser SPORT CRUISER, TWIN 305 MERCURISER V8 LOW HOURS RECENT SURVEY COMPLETED TV DVD SHOWER TOILET DECK SHOWER ALL SAFETY GEAR MOOD LIGHTING ETC. DIY946650

VIC 0421 045 145 (P)

\$40,000



2011 SUPERIOR H4
Superior H4 8 m Air dock System complete DIY939348

QLD 07 3284 4500 (P)

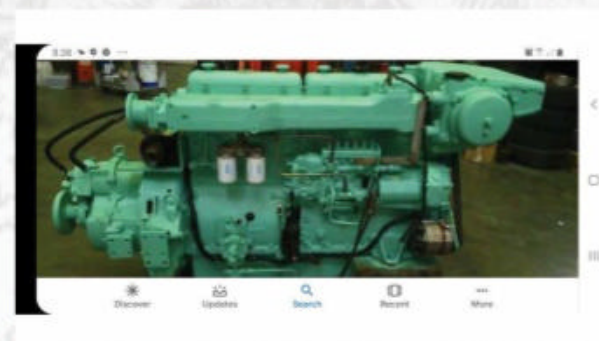
\$15,000



2000 AUSCAT 10M
safe, fast beamy, comfortable cat
DIY923050



2000 CATERPILLAR 3208T/A
Cat 3208T Marine TAB12753



**2019 SCANIA DS11R82'S X 2
ENGINES**
SCANIA DS 11 TAB9609

QLD 0419 726 204 (P) \$169,000

QLD 0408781735 (P) \$15,000

QLD 0402572587 (P) \$1



1994 MASRM 920
Well specified and well presented example
of a Yacht that has been the main stay of
Australian yachting over the last 25 years.
DIY878966



**2011 QUINTREX 610 Freedom
Cruiser Red**
Quintrex 610 Freedom Cruiser TAB10823



RO 80 LPH
Water Maker, RO 80 L/hr , near new
DIY946302

NSW 0428 467 294 (P) \$57,000

VIC 0409358248 (P) \$42,000

QLD 0413321159 (P) \$3,495



2005 HAINES SIGNATURE 630F
Haines Signature 630f half cabin. 150hp 4-Stroke Yamaha power. Drive on dual axle trailer. Everything a fisherman or fishing family could want DIY935778

QLD 0407 324 498 (P) \$42,500



CUSTOM FLOATS 6 METER DRY
6 metre dry dock. Lifts 3 tones. Still under manufactured warranty DIY920001

VIC 0418 310 179 (P) \$6,500



2006 SAVAGE 480SP CENTURION - CUDDY CABIN White
Savage Centurion 2006. 90H.P re-powered to Evinrude Etec in (2009) - less than 100 hours. Rouge 4 blade stainless steel prop. TAB12740

NSW 0436619851 (P) \$24,500



2019 CROWTHER CATAMARAN
BRAND NEW 2019 CROWTHER SHOCKWAVE TAB9601

VIC (P) \$125,000



2013 110 KG GALVANISED
110 kg Galvanised plough anchor DIY878954

NSW 0452 397 620 (P) \$3,000



1974 MV Boobybird Charters Commerical White
Boobybird is a 23 metre liveaboard vessel fitted with a Tadano Crane that lifts six of Boobybird's auxiliaries to and from the ocean. TAB10822

QLD 0749724129 (P) \$500,000



2005 SKIP JACK POWER CATAMARAN
Centre console, power Catamaran, walk around deck, Bimini over seating, handrails all-round, nine bulkheads in each hull, Gal custom built trailer DIY944454

QLD 0467 202 006 (P) \$22,000



2003 ZODIAC HURRICANE MILPRO PROLUX 870 PROLUXE 878

Ex-Dive Tender from the 126 metre superyacht OCTOPUS. AMSA 2C, 2D & 2E commercial survey. 2C 4 Pax + 2 crew - 2D/2E 8 Pax + 2 crew. Volvo Penta 370HP Rolls Royce KaMeWa Jet 30kts Australian Superyachts. Price ex-GST Plate aluminium hull. Teak Deck Dive Steps. Very high quality ex-superyacht tender. **DIY928468**

NSW 0410 689 289 (P)

\$120,000



KEVLACAT 3100 FLYBRIDGE

Recreational 1993 Kevlacat fishing boat in good condition. **DIY919721**

SA 0428 822 566 (P)

\$150,000



2003 FORMOSA 5.2 Centre Console Offshore

Formosa 5.2m centre console. All 2003 model. Huge boat for its length. Very wide and deep. Full height transom for offshore use. **TA99137**

QLD 07 5577 1011 (D)

\$17,900



2004 YNGLING AUS 57 White

International Yngling in First Class Racing condition **TAB9346**

VIC (P)

\$9,500



22 METRE BERTH 6 METRE WIDE

Available for long term rental in one of the best positions in the Mackay Marina precinct. **DIY878840**

QLD 0417 557 123 (P)

\$2,000



1986 Commercial Fishing Boat Fibreglass White

Boat was used in the live Coral Trout Fishing Industry on the Queensland Great Barrier Reef **TAB10791**

QLD 0423 847 160 (P)

\$90,000



2008 HONDA BAE 4 strokes

2x honda 200 hp engines **DIY944333**

WA 0409 986 593 (P)

\$21,000



14M ALUMINIUM MAST, 4M BOOM & RIGGING

14m aluminium mast, 4m aluminium boom with sails and standing rigging. Great condition DIY924777

NSW 0403 862 953 (P)

\$1,500



DYNA 77 SKYLOUNGE

Stunning Dyna 77 Skylounge. In as new condition DIY919690



1995 Baudouin V12

Baudouin V12 Weichai-Baudouin TAB12664



2019 Freedom Number Jupiter Beige

New Detachable Boats for fishing and recreation. The beauty of unique design makes this boat detachable. TAB9118

SA 0439 180 030 (P) \$2.40mil

VIC 0418528216 (P) \$8,500

QLD 0420611299 (P) \$4,400



2018 STAINLESS STEEL RETRACTABLE RATCHET TIE-DOWN STRAP

Stainless Steel Retractable Ratchet tie-down strap 1inch 1.8m strap Qty 2 DIY878584



2005 SUZUKI DF250 DF

Pair of DF250 fourstroke Suzuki outboards including controls and cables etc TAB10748



WESTCOASTER FLY BRIDGE CRUISER

Comes with Many extras and spare part in good working order DIY943741

NSW 02 8064 4396 (P) \$89

VIC 0416322155 (P) \$16,000

QLD 0455 943 110 (P) \$120,000



2006 CARRIBEAN INTRUDER

Great condition complete with a fresh economical 4 stroke motor. Fully fitted out DIY917064

VIC 0428 691 703 (P)

\$43,000



1992 RIVIERA 44 DIAVOLO

This magnificent 1992 Diavolo 44 with its original classic lines & interior make it an exceptionl sports cruiser DIY878238



1974 Perkins T6.354 Lowline

Perkins T6.354 Lowline 175HP TAB10745



1987 BERTRAM CARIBBEAN

PRICE REDUCED!! MUST GO!!
DIY943733

QLD 0438 666 677 (P) \$144,999

WA 0428855100 (P) \$14,000

QLD 0429 608 058 (P) \$60,000



1930 COUTA BOAT CLASSIC White
1930 Coutaboat TAB12663

VIC 0418528216 (P) \$25,000



1960 TIMBER Putt Putt Red
Timber Put Put boat with Simplex motor and outboard motor TAB8885

VIC (P) \$15,000



2011 STEEL BOWDEN PCF
Motor sailer 32ft. Simraid radar + GPS. 2 sounders. Dingy + 3hp Evinrude. 4 Berth + dinette. Conversion Gen set. Paddle board elect head DIY919096

QLD 0412 393 938 (P) \$29,000



1995 BODEN GERMAINE
Unique cruising yacht. Urgent sale due to health DIY916377

QLD 0412 469 958 (P) \$79,000



2018 FISHER 6 METRE
Half cabin, 5mm bottom, 4mm sides, deep V. 2mt bunks. 2 curves glass screen & wiper. Hard top. 1950mm head ht. 230L fuel. Water tank. Solar panel. DIY912675



1995 TWIN DISC MG5061A
TWINDISC Gearbox TAB12662



2005 SEA RAY 315 Swim Platform
swim platform TAB8765

QLD 0428 785 635 (P) \$54,500

VIC 0418528216 (P) \$6,500

NT 0889555522 (P) \$3,000



2013 WILLARD MARINE UB40
NSCV 1E 48 + 2. NSCV 1D 46 + 2. Detroit 671n. 65person liferaft. Ex Navy utility boat. Has a retractable roof for those low bridges. DIY878117



2020 CROWTHER CATAMARAN
2019 BRAND NEW CATAMARAN
TAB10654



1996 BLUE WATER 400 RAISED SALOON
The Ultimate Blue Water 400 Cruising Yacht Joe Adams design. DIY943655

VIC 0412 320 315 (P) \$275,000

VIC (P) \$125,000

VIC 0404 359 737 (P) \$265,000



2000 CUSTOM RYAN BUILT
Custom made party pontoon cruise boat DIY915877

NSW 0428 532 683 (P)

\$110,000



CUSTOM HOUSEBOAT
36 ft houseboat. Anti fouled 25/08/18
DIY912639



2010 Plough Anchor 167kg
1 x 167kg plough anchor TAB12611



1998 STEBER Commercial White
FISHING CHARTER BUSINESS FOR
SALE - MELBOURNE TAB8736

NSW 0422 385 861 (P) \$60,000

QLD 0419 703 003 (P) \$700

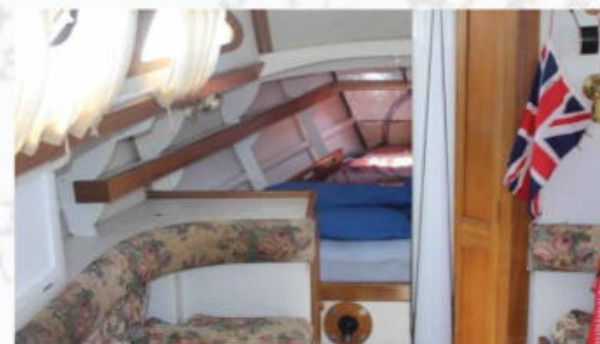
VIC 0425 723 728 (P) \$380,000



1964 CUSTOM TRAWLER 45'
45' Custom built Charter fishing trawler
"LORMAR" New 120hp diesel engine
installed in 1990 GM 4-71, twin disc 2:1.
Genset peta diesel 4 KVA. DIY878108



1980 TIMBER TRAILER SAILER
25ft timber trailer sailer. 4 berth, 3 sails.
Toilet, kitchen, 9.9 outboard motor. Tender
and all accessories. TAB10638



OCEAN RACER SPENCER 32
Fast cruiser DIY942795

NSW 0418 467 356 (P) \$160,000

NSW 0432615531 (P) \$5,000

NSW 0401532381 (P) \$20,000



1992 FAIRWAY FLYBRIDGE (Power) 36

Top condition. Professional servicing. Yanmar 315hp. 600/200aH batts+solar, sounder and autopilot. Bowthruster. Underwater lights. S/steel tanks. Saniloo toilet. Ducted a/con. 2.8 RIB 3.3 o/board. Recent top quality clears/canvas. Hull reskinned. Many extras fully set up for long range cruising DIY912386

QLD 0410 322 437 (P)

\$149,000



1994 MASRM 920

Well specified and well presented example of a Yacht that has been the main stay of Australian yachting over the last 25 years. DIY877357

NSW 0428 467 294 (P)

\$67,000

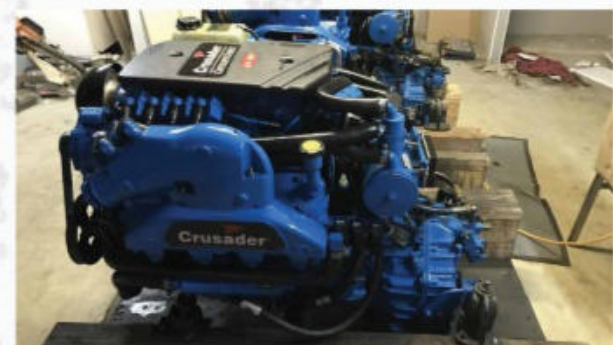


1985 HAINES HUNTER Blue

Haines Hunter V146C 70 HP half cabin power boat. TAB10583

NSW 0437658099 (P)

\$6,000



CRUSADER CAPTAINS CHOICE

6.0 MPI freshwater cooled have 2 fully rebuilt crusader 6.0 mpi freshwater motor with gearboxes for sale. David - 0404 858 040 DIY940229

NSW 0415 098 048 (P)

\$25,000



2020 CUMMINS NTA-855

Nta855-m350 TAB12586

QLD 0408781735 (P)

\$49,500



2007 MERIDIAN 391 SEDAN BRIDGE White

2007 Meridian 391 with 2 Cummins diesels only 450 hours, shaft driven, bow and stern thrusters and with loads of extras TAB8701

NT 0408832487 (P)

\$350,000



BRINOVO BOP7500

2018 brand new 25ft triple pontoon leisure boat DIY912464

VIC 0435 123 721 (P)

\$49,500



2021 HAINES HUNTER 675 OFFSHORE

Brand New 2019 Haines Hunter 675 Offshore, Brand New 2019 Yamaha F225hp, DBW controls, 6YC color gauge, SS propellor, Brand New 2019 Mackay premium alloy trailer, Sensor brake system, Spare wheel, Led lights, Package from \$124,880 drive away TB912290

VIC 03 9369 0099 (D)

\$139,990



2006 FARR B30

Volvo motor 18hp recently serviced. Filter & oil change. Recently anti fouled. Reefing main 4head sails, toilet, hot water, gps, depth sounder DIY911836

NSW 02 4973 6735 (P) \$36,000



2020 CUMMINS KTA 19

Kta19-m500 TAB12585

QLD 0408781735 (P) \$66,000



2006 CARIBE MVPL-11 Hypalon White

Great tender, stable and safe. Hull, motor and trailer in excellent condition TAB8467

VIC 03 9525 5500 (P) \$2,999



2004 DUFFY 6.4 M - CLASSIC

This boat is based in beautiful tropical Port Douglas Queensland. Ready to go business for this year's upcoming tourist season. DIY875476

QLD 0400 977 733 (P) \$89,500



2019 CRUISE CRAFT RANGER

Up for sale, is my fully restored Cruise Craft Ranger. I bought the boat in original condition, stripped everything out, and repainted with 2 Pac. TAB10517

VIC (P) \$21,000



2004 SIMPSON CATAMARAN

READY TO SAIL AND PRICED TO SELL make an offer!! - new 2018 DIY939866

QLD 0410 705 186 (P) \$45,000



2007 AIR RIDER WALK ROUND CABIN
Commercial Air Rider Vessel - 9.3m in current 2C & 3C 9 +1 Pax. Very well maintained & purpose built for charter & commercial line fishing. Change in business direction reason for sale DIY903110

NSW 02 6563 2208 (P) \$240,000



2018 LEKKER DAMSKO 750
Born in Australia & inspired by the iconic Dutch "sloop" design. DIY875468

NSW 0433 241 878 (P) \$175,000



2020 BARGE HIGH SPEED LANDING Grey
8.8Metre Aluminium Landing Craft is now complete and ready for operation. She is built to NSCV Class 1D Standard. The vessel can carry up to 2.5 Tonne TAB10512

Thailand +66 \$220,000
804406355 (P)



2014 OCEANTECH JETBOAT
Ocean Jetboating business opportunity. In 2C certificate of survey for 12 PAX +1 crew. 2E survey is 14 pax + 1 crew this excitement machine is powered DIY939666

QLD 0408 751 361 (P) \$375,000



1959 MILLKRAFT Classic (Power)
"Barrine" is a Norman R Wright & Sons designed sedan cruiser built by Millkraft Brisbane TAB12579

QLD 0458696100 (P) \$110,000

2004 MERCURY SALTWATER SERIES
Twin 225 HP Mercury 4- Stroke EFI Outboard Motors XL Less than 350 Hrs each one counter rotating TAB8466

VIC (P) \$18,500



1984 BERTRAM CARIBEAN
25 ft, Mercruiser 496 HO upgraded to 500 hp. Shower toilet stove sink 100 lts water 600 fuel, Lowrance sounder gps anchors etc. Brand new Galvanised DIY910642

QLD 0417 316 122 (P) \$66,000

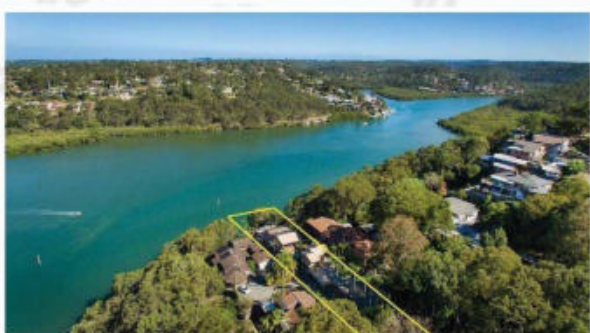


1991 LOCK CROWTHER 46' CAT

Twin Kubota 28 hp diesels with 2x 200Litre tanks. West epoxy system, triple diagonal planking below water line. Sleeps 8. Good galley and large saloon. 12/240 vlt. Live aboard yacht. Has cruised pacific. Loved for 16 yrs. Reluctant sale. Contact: 0431816741. Moored in Hardy's Bay DIY882967

NSW 0431 816 741 (P)

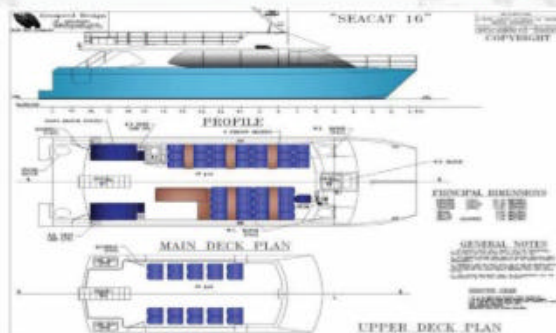
\$100,000



STUNNING SYDNEY DEEP WATER FRONT OPPORTUNITY

If you're into serious boating and entertaining this is real real estate at its finest!! DIY875345

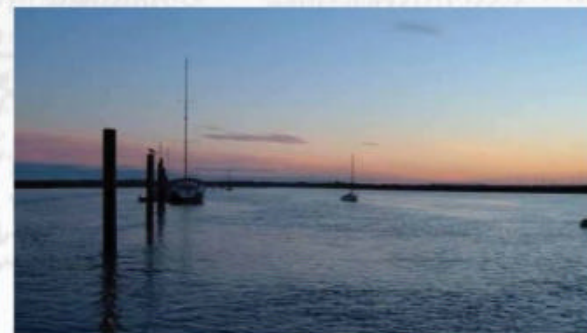
NSW 0416 128 177 (P) \$3.10mil



2020 POWERCAT MULTI HULL

16 Metre Spec' Aluminium Catamaran is currently nearing completion construction in Pattaya, Thailand and is being built to Australian NSCV Class 1C TAB10510

Thailand +66 \$880,000
804406355 (P)



2013 MOORING POLE BIRTH For and aff Pole mooring to suit up to 51' yacht or motor boat, draft 2.6+. No diving required or tackle up grade accept for ropes. DIY939620

VIC 0429 001 512 (P) \$12,000



2009 EXCEL CUSTOM COMMERCIAL PUNT Grey

BUSINESS OPPORTUNITY! Current Certificate of operation with AMSA for Domestic/Commercial vessel Currently operating on Sydney harbour TAB12576

NSW 0424474175 (P) \$50,000



2010 Volkswagen TDI 3.0L V6 265

Volkswagen 3.0 V6, diesel for sale. Runs perfectly as you'd expect from an engine of its age. Has been currently removed and ready to view. TAB8333

VIC 02 4256 6135 (P) \$20,500



2013 HAINES HUNTER 760R LIMITED
Regretful sale! Selling my Haines Hunter 760R Limited, with 2 Yamaha 4Stroke 225s. Decked with all bells and whistles
DIY909507

VIC 0433 114 230 (P) \$185,000



2021 SLEEKLINE CX22 SERIES 2
Powered PCM 6 LITRE 409 HP High Performance Engine With Fnr Gearbox Lates Clarion Mechless Stereo System Fluidcore Billett Forward Facing Custom Tower Including Combo Wakeboard Racks And Flat Top Bimini Top And Fitted Travel Cover On Easytow Tandem Trailer With Checker Plate On Guards And Steps Alloy Custom Wheels For More Information On This Boat And The Large Range Of New And Used Ski Boats And Cruisers Call Phil Morison TB874001

VIC 03 5441 4488 (D) \$69,000



2004 COUGAR CAT COMMERCIAL
Beige
Built at max length for a coxswain this passenger ferry comes with a 1C survey to carry 50 passengers. TAB12572

VIC 0422082247 (P) \$350,000



2009 CATAMARAN CRUISING
CAT White
Very comfortable long distance cruiser with 20 knot plus sprint. TAB8249

NT 0428 929 045 (P) \$360,000



1995 PARAMOUNT
SUPERFISHER
Fast offshore centre console, handbuilt Cigarette-Family hull DIY907276

QLD 0410 325 022 (P) \$65,000



2004 CUSTOM MADE TRAWLER
Custom trawler, built 2004. Great for fishing and cruising. TAB10487

NSW 0409821216 (P) \$39,000



SEAFARER VIKING 5.5M
1996 model Re Powered 2007 DIY938453

NSW 0407 459 640 (P) \$25,500



FNM HPEP 250
1x New 250Hp Diesel Marine Sterndrive PackageFor sale is an ex display, brand new FNM HPEP 250 Marine engine with Mercruiser Bravo II Sterndrive Leg. DIY874900

WA 08 9344 4844 (P) \$30,000



1996 PHIL CURRAN FIBREGLASS LONGLINER

John Deere main (2019 rebuild). All electronics. New longline gear and hydraulics, new LP winch and shooter. Currently working
DIY873907

Tonga 0408 836 499 (P)

\$600,000



TIMBER TRAILER SAILER

25Ft, 4 berth. 3 sails. Toilet. Kitchen. 9.9 outboard. Tender & A.C.C. fittings
DIY873835

QLD 07 4163 6826 (P)

\$7,000



1986 WILF O'KELL Zeus White

I can email more photos to a prospective buyer. They won't upload on here as are deemed too small. She is quality, worthy, and in great condition. TAB10476

QLD 0460684835 (P)

\$75,000



2002 MTU V12 183

engine & gbox in VGC 9000 hrs
DIY938156

WA 0427 385 852 (P)

\$39,500



2003 MUSTANG 2800 Series III White

NEW NEW NEW TAB12570

NSW 0411024082 (P)

\$93,900



1988 Magnum Marine Magnum Force White

Boat has been stored in shed so is in good condition, needs to be re upholstered inside etc TAB8183

VIC 03 5441 4488 (P)

\$10,000



SIMPLEX SINGLE CYLINDER 5-7

Putt Putt Engine for sale DIY906634

NSW 0412 069 855 (P)

\$3,650



1982 KINGSTON FLYBRIDGE 770

Well maintained by elderly owner. 4 berth. Enclosed shower/toilet. Fridge. Solar batter charger. Available for inspection at Port Macquarie NSW Phone 02 6584 4318 DIY857240

NSW 0400 046 820 (P)

\$45,000



1984 VAN DE STADT Pion 30 White
The PION 30 boasts an excellent reputation for being a strong and capable yacht, well suited for anything from day sailing to true blue water passages. TAB12505

QLD 0438919800 (P)

\$29,500



2016 QUINTREX 570 Top Ender Centre Console Runabout Trailed White
This boat was purchased on retirement and has been used 6 times and garaged TAB8182

WA 0417304779 (P)

\$55,000



1987 REX NORTON CRAYBOAT
In 3B Survey Ready to work, excellent electronics, well maintained, economical 15 knot cruise and 21 knot sprint DIY905589

NSW 0411 494 125 (P)

\$165,000



2004 TROPHY Walkaround 2352 Green
great all weather boat TAB10451

QLD 0400856054 (P)

\$49,000



QUINTRELLE BESPOKE
Bondwood TRAILER-SAILER, Quintrelle, previous Marley Point Winner, 7 metres, multi-chine. Fully restored. For sale due to owners health. DIY938010

VIC 0438 338 268 (P)

\$10,000



1983 ADAMS 10
Classic timeless Adams 10, currently on Lake Macquarie, raced very regularly & very well maintained. DIY873338

NSW 0425 278 182 (P)

\$17,000



1976 BINKS SPENCER

SOLDCruising / racing sail boat. Solid & comfortable for gulf waters. Private head & larger V-berth. Easily manged with simple and effective rig DIY856638

SA 0428 278 683 (P)

\$28,000



2010 MTU 2000 SERIES

MTU 2000 Series 2010 Model \$20,000
ono TAB12490

NSW 0412418708 (P)

\$20,000



1969 POMPEI Motor Cruiser

"Tarni" is a very well known vessel on Port Phillip Bay and used as the Brighton Yacht Club Rescue boat for many years.
TAB8181

VIC 0417885445 (P)

\$65,000



ABALONE COMMERCIAL FISHING VESSEL

Commercial fishing boat in 3B Survey, Live Tanks, sleeps 8, 3408 Cat, 1.5T Crane, Holds 3 dinghys. Current Abalone Mothership.
DIY904444

TAS 0418 458 971 (P)

\$140,000



1983 Commercial Cray and Shark Vessel
Timber Displacement hull Garry Stewart built Fishing Vessel is in survey in Tasmania and has an option to have quota units leased with it TAB10354

TAS 0428621214 (P)

\$265,000



CUSTOM CUSTOM

Slipway Trailer for Sailing Cat made for Seawind 1000XL DIY937539

NSW 02 6496 1433 (P)

\$5,000



2018 WAHOO 3500DA

3.4 ton aluminium boat trailer. Aust-wide delivery. Free alloy wheels DIY871793

QLD 0481 056 844 (P)

\$8,990



2007 LEISURECAT SPORTFISHER 8000 Series
Solid off shore fishing boat Twin 225 Yamaha 2013 - 350hrs. Drum winch, good electronics. Nothing to spend DIY843449

QLD 0416 290 904 (P)

\$75,000



1984 BERTRAM 23 Flybridge Cruiser White
23FT Bertram Flybridge Cruiser - (Selling due to Health Reasons) TAB12489

NSW 0418410536 (P)

\$28,500



2019 CONTOY 65 White
Catamaran Contoy 65 TAB8173

Mexico 9981888724

(P)

\$539,000



2001 RANDALL 48' CHARTER VESSEL
Ply glass very strong built big volume charter vessel 1c 2c 2b 1d 2b 200 mile limit 2c 12+2 Volvo 470 hp fully rebuilt, 18 liters hour at 10 knot DIY904085

SA 0427 921 207 (P)

\$160,000



2002 BAYLINER CIERA 3055 Beige
Beautifully appointed; twin V8s, top range MerCruisers (one of which is brand new), very economical fuel consumption. TAB10318

WA 0413047459 (P)

\$75,000



1992 RIVIERA 44 DIAVOLO
Vendor Will Consider serious offers, Finance Available. DIY934489

QLD 0438 666 677 (P)

\$129,990



1904 CLASSIC GAFF RIGGED KETCH
Unique opportunity classic timber vessel for the enthusiast. 10m Cornish Lugger one of the oldest Australian Reg sailing vessels DIY871066

NT 0415 961 442 (P)

\$22,500

THE BUSINESS END

News & Features dedicated to the Commercial Sector



INCAT'S INTERNATIONAL DELIVERY

Latest Incat has arrived in the Caribbean ahead of service

PILOT BOAT FOR TOWNSVILLE

Latest pilot boat from Hart Marine starts work from Abbot Point



OTWAY BASIN SURVEY AWARDED

Shearwater GeoServices announces it will undertake 3D multi-sensor marine seismic survey



PLUS

177

CAT'S NEW RELEASE

Caterpillar Marine releases new marine engine

178

AMSA REPORTS SAFETY INCIDENTS

AMSA have announced four very serious incidents in first quarter of 2021

180

ELECTRIC FAST FERRIES INTRODUCED

Austal launches series of electric-powered ferries

JETWAVE PUTS NEW CAT TO WORK

Western Australian company Jetwave Marine has added a multipurpose catamaran to its fleet of specialised harbour tugs, barges, multi-cats, utility, and port service vessels.

The 29.9m long, 8.5m beam aluminium *Jetwave Jasmin* will primarily be targeted at survey, ROV support, and chase vessel roles.

Capable of operating at 16kt, the catamaran is in survey for operations with up to 48 people onboard for day use and can sleep 18 for overnight operations.

Built to an Incat Crowther design, the vessel has a large aft deck that provides 90 square metres of space for up to 30 tonnes of deck cargo. A lifting frame at the transom provides for deployment of items over the stern. The deck incorporates multiple lashing points to support the transit of containers and other freight. The vessel is also fitted out with pad-eyes for towing, an integrated winch base and a deck crane.

The vessel was constructed by Singapore-based Marine Diesel Services and delivered to

local operator Nordic Maritime in late 2015 for use in seismic and crew supply roles in South East Asia.

It was reportedly arrested in Singapore in May 2019, and following a Singapore Supreme Court order in September 2019 it was the subject of a Sheriff's Sale. Having been acquired by Jetwave in mid 2020, the vessel underwent refit and maintenance before being shipped to Australia.



Marine Complex upgrades underway

Construction has begun on the first of four infrastructure projects at the Australian Marine Complex (AMC) in Henderson, Western Australia.

The \$87.6 million projects will enable the AMC to support the larger and more complex Royal Australian Navy (RAN) vessels entering service in the coming years.

Building and civil construction company Georgiou will deliver a new vessel transfer path. It will create greater connectivity across the AMC, between the floating dock and shipbuilding and sustainment facilities, including ASC, BAE, and Cvmec.

Lanskey Constructions will deliver a new facility that will activate underutilised waterfront land to support commercial shipbuilding. This will free up strategic land for sustainment activities to support the Navy.

An extension to AMC Berth 1 will create a new berth and enable the facility to accommodate all RAN vessels, including Anzac class frigates, Arafura class Offshore Patrol Vessels, and the future Hunter class frigates.

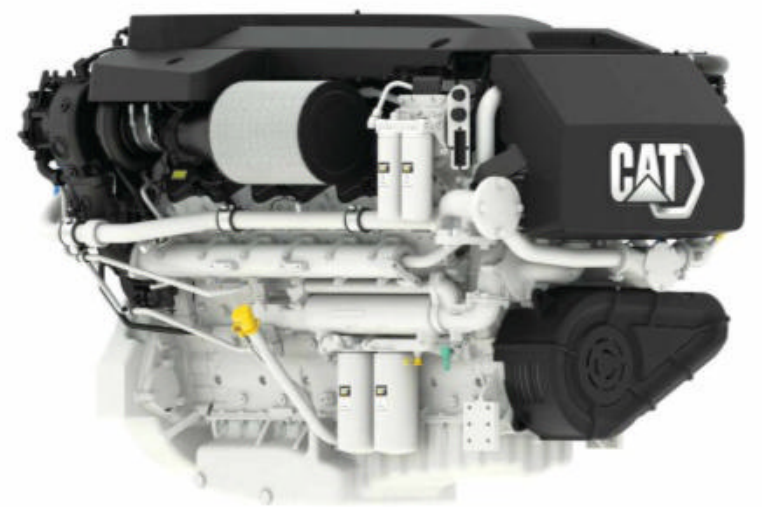
The projects also include three road intersection upgrades.

Cat releases 2400hp C32

Caterpillar Marine has announced the release of a new 2433mhp/2400bhp Cat C32B marine engine.

Caterpillar says the C32B engine leverages the same core engine upgrades as the previously released 2025mhp C32B rating. It says the C32B is ideal for government vessel applications and offers 2025mhp at Intermittent Duty classification. The engine complies with US EPA Tier 3 Recreational and IMO II emissions regulations, and can be supplied with a fully integrated SCR solution for IMO III compliance.

Compared to the 2025mhp C32B model, the new engine has an updated cooling system and a new sequential air system that



the manufacturer says delivers faster response and better performance. Additional options include extended oil change intervals, full MCS certification, including duplex filtration, and a cosmetic engine cover.

"We are extremely excited to build on our recent introduction of the C32B by bringing even more power density to the industry with our best-in-class V12 engine. The C32B engine will be a difference-maker for the high-performance marine segment, both in power and performance," said Allen Bowman, Caterpillar Marine Product Strategy Lead for C32.

The engine will be available to order in late 2021.

OPV Enterprise launched



Secretary of Defence Mr Greg Moriarty, together with a large contingent of Defence senior leaders, has officially launched the Arafura Class Offshore Patrol Vessel (OPV) Enterprise and opened the OPV System Program Office at the Henderson, WA maritime precinct.

The OPV Enterprise brings together

Commonwealth and defence industry teams under one roof, to build and sustain the new OPVs, the first two of which are being constructed in South Australia, with the remaining 10 vessels to be built in Western Australia.

“It is great to see the co-location of Commonwealth shipbuilding and sustainment

personnel and Luerksen, CIVMEC and Raytheon industry partners delivering outcomes for our Navy,” said Deputy Secretary National Naval Shipbuilding, Tony Dalton.

Head Maritime Systems, Rear Admiral Wendy Malcolm said the establishment of the OPV Enterprise represented an important milestone under the Continuous Shipbuilding Plan.

“The launch marks a critical step towards the implementation of Plan Galileo, an ambitious Future Maritime Sustainment Model which ensures our sustainment organisation engages with acquisition teams early in the build process,” Malcolm said.

“Evolution of our asset management, supply chain, infrastructure, improved commercial models and professionalisation across the enterprise will be key to success.

“This process ensures sustainment needs are considered during the design phase, and brings together Defence, primes, small business and service providers to facilitate sustainment of our naval vessels from strategically located ports around the country.”

Fatalities among recent commercial vessel safety incidents

The Australian Maritime Safety Authority (AMSA) has recorded four very serious safety incidents in the first quarter of 2021.

Two of the incidents classified as very serious occurred in January, with both resulting in fatalities. In an incident involving an NSCV Class 2 vessel a crew member was fatally injured after being stuck by a vessel's mast while it was being lifted onto the barge by crane in New South Wales. AMSA reported that in Western Australia, a Class 1 (Passenger) vessel collided with an anchored recreational vessel with two persons onboard. One person from the recreational vessel was reported deceased. The other person sustained minor injuries.

The other two Very Serious incidents involved a rescue vessel making contact with a person overboard in New South Wales in February, and a vessel capsized in Western Australia in March. In the latter incident AMSA reported that the Class 2 vessel capsized due to wave impact in zone assessed for safe navigation. The crew escaped and made their way to shore. Their EPIRB was promptly activated.

In total for the quarter, AMSA said there were 251 reported marine incidents involving domestic commercial vessels, including 69 classified as Serious.

LATEST INCAT DELIVERED TO CARIBBEAN

Following a delivery across the Pacific Ocean, Incat Tasmania's latest vessel, *Buccoo Reef*, has arrived in Trinidad and Tobago where it will provide inter-island services.

Australian shipbuilder Incat commenced construction of the 100m long, 26.6m wide wavepiercing catamaran in early 2019, and it was floated out of Incat's drydock on Hobart's Derwent River in October 2020.

The ferry's single level passenger deck provides capacity for 1000 persons and is divided into three lounges, incorporating a range of bars and food service areas together with passenger toilet facilities.

The vehicle deck offers 175 full height lane metres suitable for transporting trucks plus capacity for 182 cars. If trucks are not carried, the ship can accommodate 239 cars. Maximum deadweight is approximately 760 tonnes, including 213,000L of fuel (plus a further 210,000L available for delivery voyages), 6500L of fresh water and 5000L for sewage.

Passenger access from the vehicle deck to the passenger level is via stairs or elevator. The vessel

layout also includes cabins to accommodate up to 14 crew.

Powered by four MAN 16V 28/33 STC diesel engines, each rated at 7280kW, the ferry is capable of in excess of 40kt. Propulsion and steering is provided by Wartsila WXJ 1200 SRI waterjets which are driven through ZF 53500NR2H gearboxes.

Four 250kWe Caterpillar C9.3 generator sets are fitted for electrical power.

The ferry is also fitted with a Naiad Dynamics active ride control system combining active trim tabs aft and a retractable T-foil located at the aft end of the centre bow. The principal lifesaving apparatus are four Liferaft Systems Marine Evacuation Systems, each capable of serving up to 300 people, and eleven 100-person open top reversible liferafts.

Each of the catamaran's hulls is divided into eight watertight compartments, two of which are configured as short range (operational) fuel tanks and another in each hull for long range tanks.



New pilot boat in Townsville

The Port of Townsville in Queensland has welcomed the newest addition to its fleet of pilot boats with the arrival of *Mantaray*, built in Victoria by Hart Marine.

The port said the \$3.3 million, custom-built vessel utilises high-tech equipment and design to maximise safety and efficiency for pilot transfers.

Port of Townsville Chief Operating Officer Drew Penny said *Mantaray* had been specifically designed to handle open sea conditions at Abbot Point, where the vessel will be based.

“The Port of Townsville employs 11 marine pilots who are responsible for ensuring vessels safely navigate their way to and from ports in Townsville, Lucinda and Abbot Point. The conditions our pilots face in Abbot Point can be slightly more challenging due to the open nature of the harbour,” Penny said.

Last financial year, the pilots completed 789 pilotage movements at Abbot Point. The journey for the pilot commences from Bowen where the pilot boat is moored.

“As our marine pilots are responsible for safely guiding the large vessels through the compulsory pilotage area of Abbot Point, it is vital that we continuously look for ways to improve their safety at work and ensure continuous service delivery for visiting vessels. The purchase of this new pilot vessel offers the latest in safety technology and allows its predecessor, *John*

Rogers, to join the fleet based at the Townsville Port,” said Penny.

The new vessel, *Mantaray*, is a 17.3m ORC design, and is the second new pilot vessel the Port of Townsville has purchased since 2017. The earlier vessel, *Osprey*, was also built by Hart

Marine but was slightly smaller at 15.6m.

The contract for the supply of *Mantaray* was announced in January 2020, at which time the contract value was put at \$3 million and delivery was expected to be later the same year.



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COMPLETE PROPULSION PACKAGES

VOLVO PENTA

SHEARWATER AWARDED OTWAY BASIN 3D SURVEY



Shearwater GeoServices has announced it has been contracted to undertake a 3D multi-sensor marine seismic survey, in the Otway Basin.

The Otway Basin is approximately 500km long and extends from Cape Jaffa in South Australia to north-west Tasmania.

“We see a solid, consistent level of activity in Australia where we have multiple projects booked in 2021,” said Irene Waage Basili, CEO of Norway-based Shearwater.

“We observe increasing regional demand for our vessels equipped with high-end technology, which is reflected in backlog and utilization.”

The approximately two-month survey is expected to commence in the third quarter of this year and cover an estimated 2700 square kilometres. Shearwater will use the 108.3m seismic survey vessel *Geo Coral* using a multi-sensor streamer system with a variable streamer spacing configuration.

New VSAT antenna for smaller vessels

Intellian has released the smallest antenna the company has yet developed for the maritime satellite communications market.

The C in the v45C product name represents its compact form: the 45cm unit is intended to bring very small aperture terminal (VSAT) to new markets where there is limited space available for communications equipment, such as work boats, fishing boats, and other small commercial and government vessels.

The v45C draws on technology developed for Intellian's NX Series antennas, which range in size from 85cm to 150cm. Installation is made straightforward by single-cable, dome-on connection, while commissioning is facilitated by the built-in, browser-based AptusNX antenna management and diagnostics software. This enables the installer to follow a simple wizard to get the system up and running, and permits both local and remote diagnostics.

Eric Sung, CEO, Intellian Technologies, said, “We’re delighted to launch the new v45C antenna, which is an innovative and keenly anticipated addition to our maritime VSAT product portfolio. The v45C antenna will deliver compact, cost-effective connectivity to multiple customer segments, especially those which have been unable to install VSAT in the past owing to space considerations or performance constraints.”

AUSTAL INTRODUCES ELECTRIC FAST FERRIES

Austal has launched a series of electric-powered high speed ferry solutions.

The WA-based shipbuilder says its VOLTA series is distinct from existing, electric-powered vessels by “going beyond the replacement of diesel engines with an electric (battery) power plant, to offer a completely integrated design, construction and support solution – including on-shore charging infrastructure and in-service support programs for operators.”

The vessels combine all new, lightweight, low-resistance hullforms, specifically designed, tested and optimised for electric-power propulsion, with lithium ion batteries.

Austal CEO Paddy Gregg said the ferries offer operators a cost-effective electric-powered vessel capable of zero emissions, lower operating costs, a quieter and more comfortable ride, and outstanding reliability.

“For any high-speed vessel and even more so

for electric-powered ferries, optimising vessel weight and performance is essential — driving not just operating costs, but the size and upfront purchase cost of the batteries and the charging system.

“With Austal’s unique VOLTA series of custom designed and built vessels, customers may achieve a lower total cost of ownership without compromising on performance or capability. Operators can reliably and profitably sail on schedule all day, every day,” Gregg said.

The first of class ‘Passenger Express 46V’ is a catamaran designed for metropolitan, inland waterway commuter ferry services. It provides capacity for up to 450 passengers, a maximum speed of 25kt and fast charging capability, with a range of over 175 nautical miles per day.

The 45m by 12.3m catamaran has twin permanent magnet motors with propulsion options including fixed and controllable propellers, waterjets, or azimuthing drives. Each hull contains a bank of batteries which will have a minimum life of seven years. Operating speed is put at 20kt.

Austal plans to expand the VOLTA series through the development of additional models for both commercial and defence applications, including autonomous vessels.



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NEXT ISSUE ON SALE **July 10**

LAST HURRAH

Next month John Ford hitches a ride on possibly the last Assegai, while Kevin Smith familiarises himself with the Saxdor 320 and Yamaha's new V6 range. Angus Greaves explores King Island in the Bass Strait, and Kevin Green gets acquainted with the show-stopping Palm Beach GT60 and Norman R Wright 65 — plus more.



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1971 Millkraft 75 Motor Yacht | \$3,000,000

It's all in her name; ODYSSEY Meaning: a long and eventful or adventurous journey or experience. Having Spent my entire life in this wonderful marine industry and seeing a myriad of vessels of all shapes, styles and budgets; one that stands tall above all others in her class is Motor Yacht Odyssey the absolutely exquisite 75ft Millkraft. Put simply; they don't make them like this anymore. She absolutely personifies what a passionate love for a family's motor yacht becomes and the countless memories she's brought to her present owners family, their friends and all the kids.

2012 Bertram 70 Flybridge | \$2,850,000

Bertram 70 Flybridge built in 2012 with major works carried out to create an exciting, dynamic and capable luxury USA built sport fisher that outperforms the competition in volume and seakeeping ability. Built battlewagon tough to endure the riggers of the Heavy tackle marlin fishing or simply cruising the coast in search of adventure this yacht has it all. Step onboard the enormous 15.6 SqM uncluttered cockpit that is laid out perfectly and enhanced by the striking Custom offset high Gloss game chair the over all size and serious scale of this boat is immediate.



2014 Pershing 64 Motor Yacht | \$2,250,000

The Italian-designed and built luxury yacht redefines the notion of passage making and propels you to new heights. "Surprise the future" is the motto this yacht's creation has drawn inspiration from. A winning motto, if one looks at the outcome: sleek, aggressive lines, further emphasized by the side single window, large volumes, the multipurpose salon that can form an open space with the cockpit or, conversely, be divided to create two separate areas, and outstanding performances, with a maximum speed of more than 46 knots. Dedicated to those who know no compromises, not even at sea.

2009 Sunseeker Manhattan 66 | \$1,260,000

With her flowing lines, perfect proportions and intersecting curves, the Manhattan 66 heads up Sunseeker's flybridge range. And she does it with all the style and elegance boaters have come to expect. But there is another side to this boat potential buyers may not realise. This 72ft 6in motoryacht can be easily handled by a husband and wife team. No skipper is required, unless you want one. Her super smooth and responsive electronic throttles and gearshift levers, coupled with the electric bow thruster, make slipping this girl sideways into even the tightest of berths a breeze.



2002 Azzura 27M Powercat | \$2,650,000



2011 Crusader 60 Catamaran | \$1,050,000



1992 Defever 63 Pilothouse | \$589,000



2013 Alaska 49 Aft Cabin | \$895,000



2000 Bayliner 5288 | \$585,000



2009 Fairline Squadron 68 | \$1,490,000

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