

The Boat Mag

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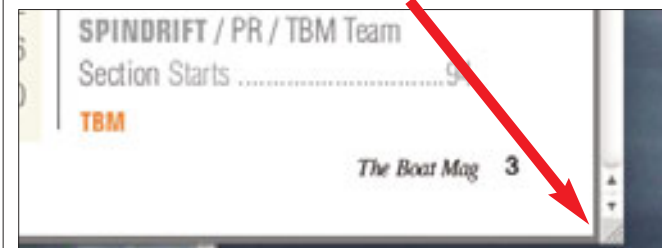
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• **YEP! This Is The issue: The Full CAT-astrophe!**

The Boat Mag

For Tinnies, Platies, GRP, Imports, New, Pre-Loved, Retro, Monos, Cats & Tris!

ISSN 2200 - 0623 Print Post No 100005550

• **Consumer Report:**
2012 Mid-Year POWERED CATS Survey & Analysis

• **'Mother-shipping' Whitsunday Adventure!**



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• **At Last: Full Test Report of The Noosacat 3000 Cuddy**

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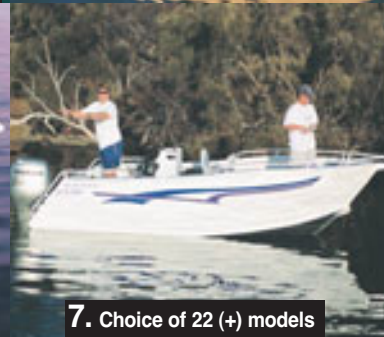
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The Boat Mag

CONTENTS August 2012 #190

FEATURES



Whitsunday Queensland Fishin' Fever

Gotta love this report by Doug Lindsay about 'mothershipping' his Seafarer with a pro gameboat in the Whitsundays.....14



Noosacat 3000 Tested (At Last!)

Took a while to get it here - but we finally nailed it34

Special Consumer Report: Powered Cats of Australia



• **YEP! This Is The issue: The Full CAT-astrophe!**



Cover: This magazine is a celebration of the powered catamaran's world - with the latest Noosacat leading the way with the single engined Makocraft 5.3m cat.

2012 Mid-Year CAT SURVEY

This is the THIRD in the Series of unique, in-depth Boat Mag Consumer Reports by PW.....24

2012 Mid-YEAR CATALOGUE

Summary of the hottest, keenest, and most recommended cat builders in the land (Starts).....45-81
 Cairns Custom Craft46
 Elite Cats, WA48
 Kevlacat.....50
 Mako Craft Cat.....58
 Markham Marine60
 Noosacat64-72
 Leisure Cat,WA76
 Voyager Cats.....80

SEA DIGEST

Riviera 44 SUV20



Boston Whaler 610
 Montauk.....22

RETRO: Steber 530 Fisherman

One of the most controversial episodes in recreational boating history brought back to life in this special report.....82

REGULAR

Comment / Peter Webster

Media Changes.....4

Letters / Your Say

Mixed Commentn/a

Off the Wall / Tony Ravenscroft

Need A Bigger Garage10

In My Opinion / Keith DeLacey

Misguided Dogoodism.....12

Around The Place.....H/O

Trailers & Towing / PW.....H/O

Outboard Database /Gary Fooks' Prices, Specs.....(Quarterly)

Ebb & Flow / Neil Dunstan

Fun At The Launch Ramp.....90

SPINDRIFT / PR / TBM Team

Section Starts94

TBM

As we are such a small team, we are often tied up on the 'phone - but please don't waste the opportunity to communicate - leave a message on the phone system, or send us an email - and we'll get back to you ASAP.

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Comment

with Peter Webster



It's been a difficult period for our small team. Most of us have been laid low with the flu that swept through the Gold Coast this past month.

We've also had major print bindery issues with #189 -

impacting especially on our subscriber copies, and creating yet another serious delay in getting the subs out - as we dealt with the complexity of the Powered Cat supplement. This turned into something twice as big as we expected at this point in time, and of course, took three times as long to finish!

Good news, but hard to do when everyone is in the sick bay.

Publishing Program Changes

After struggling to deal with the cost of the magazines we don't sell (and these days, cannot retrieve) from the newsagency system, we are now switching across to a full 'online' production basis, and dropping the ailing print edition altogether.

Needless to say, we'll no longer be supplying the newsagency system with **The Boat Mag**.

Readers who have sourced the printed edition through a newsagent, will have to subscribe and read it online in the future.

As you can see on the facing page, the online subscription is just \$29.00 for 6 issues - a huge reduction from the \$71.70 it was in print.

Orders can be placed through our web site

www.boatmags.com.au

and/or by telephone order to our office here on the 'Coast. (07 5564 2562)

We are intensely aware many readers will be disappointed in this outcome, but harsh commercial reality must be faced: on the new sales figures we've tallied for the last six months, it is no longer viable to distribute high quality printed magazines through the newsagency system.

And if we cut the print run back to the quantities we need just for the subscribers, the unit cost to print goes through the roof.

Together with the ever increasing postal

and handling charges, the cost of going direct to our print subscribers (only) would cost so much, none of our readers could afford it.

But there is a very positive upside. We'll now be able to produce bigger, better

magazines, for less cost (and immediate delivery) to readers, with even greater impact for our advertisers.

And with so much of our scarce management time freed-up from trying to make the klunky, 60 year old newsagency system work, we'll be able to concentrate much more effectively on what we do best: making good quality boating and fishing magazines!

This also means we're no longer constrained by the newsagency or slow postal distribution systems, so we can now get stuck into online marketing on a local and international level, where a vastly bigger, expectant market awaits.

Many of the trade magazines talk in the new advertising speak: nowadays it's not about "readership", instead, it's all about "eyeballs". And as my #3 son Jamie - yeah, him, the advertising guru from Sydney - gently explained, "Dad - it's not cool to talk about circulation anymore - it's all about getting more *eyeballs* to read the mag . . . advertisers today are more interested in your online activity than what you used to do in print - that's all so 1990s."

Subscriber Upgrade

For the record, all of our print subscribers are being upgraded to the online product, with various subscription packages being supplied to replace the print subscriptions still running.

No one will be out of pocket, or out of the magazine loop, but yes, no doubt some readers will be very disappointed by the loss of their printed edition.

So are we. After 40 years of print publishing, you can well imagine what a wrench this has been for the writer - but there's no gainsaying it: if we'd kept going the way we were, we wouldn't have been able to stay in business - so there wouldn't



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Comment..

have been a printed edition produced anyway . . .

And I have to say, after the said 40 years working with the 'old system' I am relishing the opportunity of working with the new - and for a terrific example of what I mean - **check out the Sea Fever Sportfishing Whitsundays video on Page 19.**

This is the way of the future, and together with our web site and F&B TV (that's due to start any week now) have no doubt we are re-organised to travel down a completely different - and long overdue - path in the future.

It's ironic, really. We were one of the first publishers in Australia to embrace the digital or "online" format back in 2007, and have been publishing a superb online edition **for the last four years** - but we've always held it back to protect and maximise the newsagent's printed magazine sales.

Boy, didn't we get *that* bit wrong! Still, hindsight is a wonderful thing, and at the time, we were doing quite well with the newsagents . . . and didn't want to rock the proverbial boat, for their sakes, or ours.

The New Small Craft Reality Check

We now have the scope to publish a much bigger, more comprehensive magazine every month, and this will start immediately.

Changes will include much more small craft editorial, and at the other end of the scale, a greater involvement in larger, moored craft, as we move The Boat Mag towards its core aspiration: to create a comprehensive national boating magazine.

The "F&B Small Craft Annual" was definitely one of the better products we published in our ill-fated year 2011. It was very well received by the target audience - predominantly, the so-called 'Grey Nomads' and retirees.

Our research and extensive work with F&B (1993-2011) and more recently, The Boat Mag's readers, has confirmed the growth of a very big group of blokes who have been boating and fishing all their lives, but were - *are* - finding it increasingly hard to get up a crew, or handle the boat with remaining family.

A common and fast growing thread in recent times has been "Pete, I'm thinking of getting into something I can take out by myself on a good morning - and remember, now I'm retired, I need only go when the conditions are perfect - so I'm thinking about that 4.85 (Brand) you



Installing a quality, approved jetty is quite a process - this is the Superior Jetties' team at work.

featured . . . but are you going to check out the others in that class? It's still a \$30,000 decision, and I want to make sure I get it right . . . waddyareckon?"

After several hundred calls from like-minded blokes this year alone, many of whom I've known or spoken to for about 10 - 40 (!) years, the penny dropped: we need to do a lot more work with smaller craft, smaller outboards, smaller trailers . . . frankly, for this growing audience, we needed to 'downsize' our editorial approach altogether. But how could we do that - and still look after our traditional audience in the 5.0-8.0m range ?

The answer wasn't blowing in the wind, but it was pretty obvious.

From October issue, we will publish a new, dedicated small craft section in The Boat Mag each month, specifically aimed at the countless thousands of boating and fishing people with boats under 16 foot in the old measure, or 4.9m in metric.

It's not really about affordability, either. For many people (especially the retirees and our older folk) bigger boats are increasingly just too hard to handle, especially alone. And often, they are just too big in the waterways being fished.

Let's face it, you don't need a Bertie 25 to fish whiting in the sand shoals . . .

We're already planning to check out issues such as the growth of fishing kayaks, the joys and potential of small craft fishing and boating, how to maximise pleasure and usage of small craft as we get older (and less physically active), the potential and limits of small craft trailerboating with today's new lightweight

SUVs . . . And I can't wait to arrange a **Great Wall** diesel 4WD to tow one of the Chinese built "tinnies" powered by one of the **new 60hp Parsun outboards** - as we check out the whole 'Made In China' issue on a first hand, 'eyes wide open' basis.

There's a lot to consider here, too. We need to think about the safety and effectiveness of the job they do - the "fit for purpose" equation.

Then there's the 'value for money' question, and how this impacts on self-funded retirees, for example, for whom the amount they can outlay on these lifestyle issues - *like fishing boats* - is a matter they have to assess in forensic detail.

TBM Upgrade

Because we can now commit to a bigger magazine, and things like the dedicated Small Craft section, we are also able to commit **The Boat Mag** more openly and less self-consciously to bigger craft and (for instance) waterfront homes or marina facilities as well.

We recognise that many thousands of readers have these facilities nowadays, and canal estates are booming right across Australia.

This opens up a whole series of opportunities for TBM. An early example will be the publication (in TBM November) of a significant supplement all about building a floating jetty for your canal frontage home; working out whether the air-berthage pontoon systems justify their cost; tips and trade secrets on anti-fouling (etc) - definitely an issue not to miss for owners with moored or berthed craft.

The superb new Riv 44 SUV - see more pics on Page 20



I'm also looking forward to featuring material on some of the magnificent Maritimo and Riveras being produced here on the 'Coast, as we expand TBM into a very strong Aussie export presence in the months ahead.

Not too many local people can afford 'em these days, but that doesn't detract from the integrity, quality or interest most boatowners have in such craft, even if it is tinged with an "I should be so lucky" backdrop!

Importantly too, the manufacturers of these big craft are employing a lot of people, and believe me, there are still many folk from the boating precinct here on the 'Coast looking for work, so for us to ignore the opportunity of helping the industry re-organise to grow again, is not an option.

Especially as exporting Australia's marine expertise, is a vital key to future growth solutions.

The internet has revolutionised our ability to export **The Boat Mag** to NZ, throughout the South Pacific, S.E. Asia, and the sub-Continent, but only if we step out and take advantage of this awesome new technology.

Gone are the traditional international print, postage and shipping hassles and delays - we can now export **The Boat Mag** anywhere in the world *in just milliseconds*.

So we can now play a very effective role in the promotion and sale of Australian made cruisers, platies and cats all over the world - and we'd be crazy not to get in and do what we can to sell Noosacats, Riveras, Cairns Custom Craft, Origins, etc, overseas.

Not to worry though - we'll still be focussed on boats between 5.0 and 14.0m LOA, with the weight of our activity centralised on boats in the critical 5.0m-9.0m range - and yes, by definition, that includes the larger trailerables that we've always worked with over the years.

But as we all know, most of these craft are now being kept on the 'hard' (boat yards) at dedicated marinas, or in wet berths at marinas - and alongside thousands of jetties or pontoons of canal front homes throughout Australia.

Let's Make It Clear

We totally understand many of our readers wanted us to keep producing the printed edition of **The Boat Mag**.

But the collapse of the newsagency system has made this impossible to sustain with a magazine of the quality and size of **The Boat Mag**. We've just been tearing up

\$50 notes - again - since last Christmas, and this, I hardly need add, follows on from a truly disastrous 2011 largely attributable to the same newsagency problem.

Other **facts** have to be faced. Online subscriptions have been out-polling printed subs on a 2:1 basis since last Christmas, and the UP curve is steepening every month.

Obviously, we have to structure our business to run profitably, and by cutting out the loss-making sections (read print, magazine distribution and the newsagents) and maximising the profitable components, we can do that.

By pushing the online edition of **The Boat Mag** onto the front foot, applying more effort to our growing web site business, and energising the exciting new F&B streaming video section, we can do very well, attracting a whole new bunch of computer-savvy readers and boating enthusiasts (I refuse to call them "eyeballs") at the same time.

We'll also be working extra hard to sustain the support of our traditional print readers, whilst *we all* make the change across to reading online.

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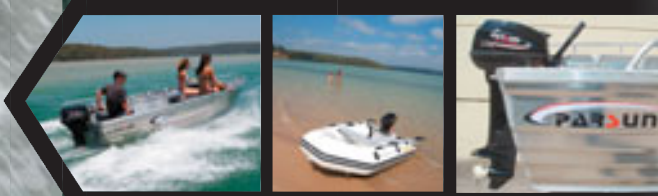
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Off The Wall

by
Tony Ravenscroft

You're going to need a bigger boat . . .
Garage

Remember that line from "Jaws" when Roy Scheider sees the size of the shark for the first time and says to Robert Shaw "You're going to need a bigger boat" ?

Well, I just realised I don't. It's got nothing to do with the lack of a shark chewing on my swim platform. We, and I say 'we' because I include my two sons in this decision process, have just sold our 8.0M Striper Sea Swirl and had always intended to replace this boat with one a little larger. We even had the exact make and model picked out. But now that we are able to do it we realised that we were separately questioning if this really is a good idea.

There was a lot going on in the lead up to our decision, not the least of which was the price of fuel, or rather how much of it gets burned during a good day out. Our 250hp 4-stroke just at "cruise" was still consuming 40 litres an hour. Our planned "next boat" would have had two of these beasts to feed. But

our biggest issue was storage.

I no longer have a space to park a big trailer boat at home and was paying storage fees. The bigger boat was to have been kept in the water, as we were fortunate enough to be living on a canal and had a jetty. So we had free boat storage, as long as the suitable boat was an in-the-the-water boat.

On that score, bigger was better and at the time, part of the "reasoning" behind why we "needed" a bigger boat. But then we moved house and I was back to paying slip fees. So we started thinking again. But I'm not here to tell you about the financial considerations.

It really came down to a question of fun.

All three of us had realised that although the 8.0m Sea Swirl had been the realisation of a dream, it really just hadn't been any fun to own or use. Organising a day out almost became a mini "expedition" by the time we organised the

boat, loaded up all the gear and then unloaded, cleaned up, etc.

The original plan had been to use this boat to get back offshore and chase some big fish. But for various reasons this didn't happen. And that's where it started to get really silly.

My youngest son, now 15, was getting great enjoyment out of grabbing a couple of mates after school and heading to a small patch of sand at the end of a bridge near our house.

They spent hours there having an absolute ball chasing bream and the occasional mangrove jack. There was no involvement of a boat in any way and I even started to join them because it really was fun!

But there I was, spending hours on the weekend with my son flicking lures or using simple dough baits catching bream on the bank of the canal, while \$80K worth of Sea Swirl sat on its trailer.

This made no sense at all.

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I began to think back over the list of boats I had owned over the years since I was about 20. Each time a boat was sold the next one was bigger. It seemed like a natural progression.

It then also occurred to me that each time the boat got bigger, boating became a little less fun.

So let's go right back to when I was 20 and bought a 14 foot ski boat, that's a little over 4 metres. This boat was literally an empty shell, bare "flecked" flowcoat floor and two seats barely screwed in.

They had the unfortunate habit of coming loose in a tight turn, leaving the driver on the opposite side of the boat from the steering wheel. The fuel tank was similarly loose, and would slide from side to side with the motion of the boat.

We used this rig for skiing, and in particular, barefoot water skiing. For this task it was seriously underpowered with only a 75 Johnson and a badly bent propeller. Pulling a

“ . . . there I was, spending hours on the weekend with my son flicking lures or using simple dough baits catching bream on the bank of the canal, while \$80K worth of Sea Swirl sat on its trailer. . . ”

skier out of the deep required a tricky manoeuvre where you turned the boat to run parallel with the skier, got the boat planning, then turned away from the skier. Then, with the boat now at full speed, you would either haul the skier up onto the water or rip the ski line out of their hands.

Somehow mastering this technique was part of the fun and as a bonus for getting by on this limited horse power, the

fuel bill for a day's skiing was, even on our meagre wages then, almost nothing to us. We never cleaned or washed it.

It was ready to go on a minutes notice and it provided me with more fun than any boat I have owned since.

It was also so small that one day when six of us arrived at a place where we wanted to ski, and discovered there was not a boat ramp, we just picked it up off the trailer and carried it down to the water. I never even named this boat, and sadly, don't even have a photo of it.

This of course leads me directly back to the question of our next boat and the fact that maybe we need to go smaller not bigger. But it will need to be a whole lot smaller because the only place to keep such a boat now is in my garage and it is not a big garage. I got the tape measure out and came up with 5.2 metres, or 17 feet.

The question became: Is that going to be enough room? We began to think through what we

wanted. Maybe we need just a bass and bream boat. But one with enough horses on the back so we could do a bit of water skiing again.

There are a few boats around that look the part. I would need to have one of those folding drawbars on the trailer but it could fit.

So we began to reform our new boat plan, a smaller boat for a very different mission. But then a problem began to surface as all the boats we looked at, even the really small ones were going to need 5.5 metres and I only had 5.2 metres in the garage.

The solution was of course completely obvious and came from my youngest son as we re-measured the garage for the sixth time just in case we had made a mistake.

“Dad, you're going to need a bigger garage”!

TBM



Mako Canyon Runner



Estuary Tracker Tournament



Mako Runabout



Mako Truck



makocraft
The Steel Family Company

ESTUARY TRACKER

390, 420, 440, 480, 520

The Mako Craft Estuary Tracker Tournament (ETT) series are very special craft designed for very special fisherman. Fisherman who do not want to compromise on their personal demands for excellence in their entire approach to fishing. In a word, they know exactly what they want. They want the live bait tank to be the right volume, to have the correct flow rate, and the right shape to ensure the carriage of the capture back to the weigh-in. They want the casting platform to be set at the right height; the skipper's seat in exactly the right position at the right height; and they want the ETT to perform like a champion.

The **Mako Craft ETT** series is available with a vast array of options and variations to satisfy the most creative or specific demands of a highly experienced fishing team, lure fisherman or family man who wants to mix it up with kids one day, and the fish the tournament trail the next.

Check out our web site today for the full facts and specs on the Frenzy range.





In My Opinion . .

Misguided Do-Goodism Threat To Reef

The Great Barrier Reef is under no practical threat from fishing, shipping or tourism. Yet we are proposing a Coral Sea Marine Protected Area (MPA) of 1.3 million square kilometres, in addition to the Great Barrier Reef Marine Park and all of the other protected zones.

Why? What are we trying to protect, what demonstrated problem are we trying to solve?

We will destroy this great country of ours if we continue to lose touch with reality, if our resources are squandered on grand gestures based not on science but misguided do-goodism. It seems if you can use words like bio-diversity and sustainability three times in the one paragraph then you don't need science.

I am not a fisher, I don't

use the reef. But I have lived my whole life in Cairns so it is important to me. I fly over it every week and never cease to be amazed at its vastness, grandeur and untouched serenity.

Well managed reefs around the world can sustain an average seafood harvest rate of 15,000 kilograms per square kilometre per annum. The average harvest rate for the Great Barrier Reef is 9 kilograms. Talk about orders of magnitude.

Australia has by far the largest per capita fishing zone in the world yet we import two thirds of our seafood consumption, at an annual cost of \$1.7 billion. A quarter of this comes from Thailand, yet their fishery zone is about 1/20th of Australia's, and they have three times the population to feed. Our

catch is about half that of New Zealand and about the same as Poland's. Now we are proposing to reduce it more.

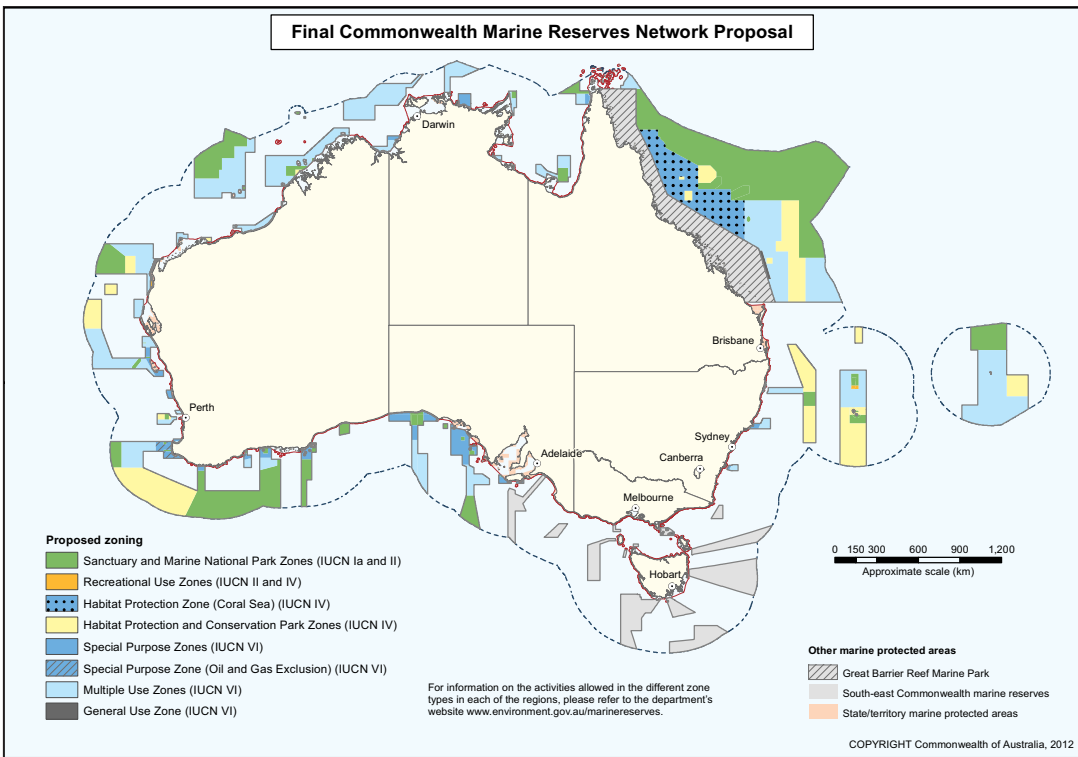
Claims of widespread over fishing at our levels of harvest are the height of absurdity. There is absolutely no scientific evidence of threatened marine species, population collapses or impacts on marine bio diversity due to fishing. Almost without exception, away from the coastal and tourist influences, the Great Barrier Reef is pristine, rarely visited and home to the same number of fish species today as at first human settlement.

The Coral Sea, the site for this new MPA is one of the world's prime yellow-fin tuna fishing grounds. The Japanese fishermen used to sustainably catch about 30,000 tonnes per year there, but that has been

stopped. Meanwhile PNG now licenses Asian fishing companies to fish the same migratory stocks of tuna in their water. In other words we protect our fish for Asian fishermen to catch and sell back to us.

Now it seems it will cost tax payers more than \$100 million to compensate fishermen to cease fishing in our healthy under-utilised fisheries so that we can import even more fish from much more heavily exploited resources elsewhere. The result - less people gainfully employed, less wealth created, a less diversified and resilient economy, further negative impact on our current account, not to mention the massive costs to the taxpayer for compensation and management.

And please spare me the nonsense about the danger posed to the reef by



In truth, the new Commonwealth Marine Parks (shown here in bright green) will have nothing like the impact on recreational fishermen that so many other near-shore MPAs have already had - especially the MPAs that were so cruelly identified by the fishermen themselves, conned into thinking they were assisting the scientists.

the harbour.

Of course we all believe in sustainability and preserving our precious environmental assets. But please base it on good science and good sense.

The Great Barrier Reef is truly one of the great wonders of the world. But it is a massive self correcting eco system with great powers of renewal. It is under no threat from fishing or tourism or shipping.

It seems to me the reef, and particularly our lifestyle and economy, is under more threat from grand, unnecessary and very expensive gestures which, despite our hubris, are totally unappreciated overseas.

- Keith DeLacey**

shipping. One cyclone like *Yasi* causes more reef destruction than if all of the ships that ever sailed the reef crashed into it.

During the Battle of the Coral Sea, thousands of ships were sunk on or around reefs, bombed and smashed, some of them fully laden oil tankers. And where is the evidence of that today? To the extent that they went down on a reef, they are now part of that reef.

The Chinese bulk coal carrier *Shen Neng 1* ran aground on the reef east of Rockhampton in 2010 amid cries of outrage and

demands to cease bulk shipping through the reef. But in reality, an infinitesimal blip on the vastness of the reef, one which will quickly rectify itself.

In March 2009 the *Pacific Adventurer* was hit by Tropical Cyclone Hamish and spilled 230 tonnes of fuel oil and a large number of fishing containers into Moreton Bay. Premier Anna Bligh called it the worst environmental disaster that Queensland has seen, and a large clean-up effort was mobilised.

In February 2010 the Australian Maritime Safety

Authority issued its report into the incident. One sentence stands out in my mind: "The total oil related mortalities were three dead animals comprising one sea snake, one Little Tern and one Petrel species."

I feel for the snake, but hardly another Fukushima!

The boundary of the Great Barrier Reef Marine Park, inexplicably, extends right into Gladstone Harbour, even though the reef is 40 kms away. But this doesn't stop the park being invoked endlessly and shamelessly in the campaign against economic development in

** Keith DeLacey is a prominent Queensland company director and former Treasurer of Queensland.

Whitsunday, QLD Fishin' Fever

Story & Most Pics by Doug Lindsay

Queensland fisho Doug Lindsay wanted to fish the outer Great Barrier Reef north east from Shute Harbour in the Whitsundays. He knew that - but what he didn't know was the best way of doing such a long voyage in a day boat - as the distances to the awesome fishing grounds he had been to with the top local pro charter skipper Ash Matthews were a long way out for his 'dayboat' - a 6.2m Seafarer Venom Centre Console.

Then Doug had one of THOSE 'lightbulb' moments.
"I've got an idea . . ."

Who doesn't long to fish and explore the outer regions of our own Great Barrier Reef? The hot fishing, the spectacular natural beauty - and let's not forget, the solitude of being **SERIOUSLY** away from it all.

Well, how about if you could do just that, in your own trailerboat, with the safety and comforts of home of a bigger vessel to rely on? It's called "mothershipping", and I'm here to let you know how well it can work and how to put a trip together yourself.

Our Mothership

Size is all relative, and some folk might consider a 32' express style gameboat, way too small to be the mothership, but when you own a 21' centre console, our mothership for this exercise, *Reel Work*, a 32' Pirate, looks like an oasis in the desert! She is owned by Ash and Kathryn Matthews who operate as Sea Fever Sportfishing Whitsundays.

Reel Work has everything you could need for an extended trip. Plenty of water capacity, bunks for the clients (and room on the deck for the tagalong's swags!) and the boys know how to knock up some of



Author of this report, cool truckie and hot fisherman, Doug Lindsay with a ripper GT.

the best tucker this side of Hayman. We had 6 bodies on board, plus crew, and it was fine. She was probably designed to be the "dory" and hang off the side of a 70 plus foot gin palace, but we found, with a little bit of forward planning, it suited the role of the 'big boat' very well.

Our Tender/Dory

My Seafarer Venom 6.2m centre console is a great fishing boat. I've repowered her recently with a 200 Suzuki 4-stroke. That was the best move I've ever made. Gone are the fumes and smoke of the old motors. She sits economically on 20-25kts and will give 40kts a nudge in lightship mode.

The centre console layout gives fantastic access to the bow for casting. I'm a bit of a lure man myself, and find this spot ideal for me. However, she's not ideal for extended overnight stays. I do have a bunk infill kit that makes overnighting possible, but it really takes away from the fishability of the boat.

Staying onboard also means roughing it in the food and comfort stakes. She was built to be a day fisher and is great at that. Having a home on the water to come back to each night, is the ideal scenario.

The Trip

I've fished with Ash (Sea Fever Sportfishing) on a couple of 3 day trips over the last year or so, and learnt (after about 1 hour on board) that if he can't find the fish, nobody can.



Above: The Barrier Reef's tastiest bycatch whilst targeting GTs. No complaints onboard with this beauty for dinner! Below: A quick cappuchino at Shute Harbour before heading out on a sea of glass . . . with Mother Bear and Baby Bear.

Quick Facts

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www.seafever.com.au

Ash and Kathryn Matthews



This guy is obsessed with giving his clients the best trip he possibly can and works damn hard to achieve it. The fact that he's also a pretty cool dude rounds out his package. But I have my own capable boat and love exploring the reef and experiencing all its charms for myself.

After one trip together with Sea Fever, I raised the idea of doing a combined trip, with Ash as the 'mothership' and he was keen to see how it would go. Unfortunately, our first attempt got blown out, but come the morning of Friday 13th July, the weather gods delivered a gift of glassy seas and only limited showers - it poured for 3 days before. All those hours of planning, internet scouring and some serious text message sessions were about to be put to the acid test. We were off!

The First Day . .

After a quick cappuccino, we cast off and headed north up the Whitsunday Passage. The four clients onboard *Reel Work* were Ken Ago and his son Linc (Ken and I met on a Nomad trip a few years ago) whilst Brad and Mick rounded out the quartet.

All these guys worked in with each other in the building trade in Rockhampton, and all had done at least one trip with Sea Fever Sportfishing Whitsundays.

I had Jason along with me again. We also work together, and this trip had featured prominently for the last few weeks in our "smoko chat". Even as we steamed out into the Passage, it was hard to believe we were actually doing it.

Conditions were superb, and we cruised effortlessly for approx. 2 hours to get to the outer reef, passing a couple of playful humpbacks on the way. What a spectacular place! Sure, the Whitsunday Islands are beautiful, but when you get another 30 plus miles offshore, the water becomes almost as clear as the air, and the colours take your breath away. On a good day, this really is paradise.

So, I could go on about the scenery for pages, but how about the fishing??



Brad scored this lovely red emperor just before the weather soured.

The boys on *Reel Work* were doing alright themselves. We fished in fairly close proximity to them and there was big smiles all round. Ken was working the popper rod pretty consistently whilst they trolled and providing plenty of laughs from the antics of the mackerel trying to destroy his lure. We watched them have several 4 and 5 way hook-ups, landing literally dozens of fish. Only a select few spaniards were kept and everything else returned for your next trip. Incredible action and remember, all this on a glassy calm sea. **DOES IT GET ANY BETTER???**

With the pelagics losing interest on the turn of the tide, we spent the middle of the day doing a bit of

Ash had suggested the mackerel would be on the SE corner of the reef we'd targeted initially, and he was spot on. The spaniards were thick. It only took a few minutes before the first drags sang their screechy little song. You could never get tired of that noise, could you? They were only school sized fish around 8-10kg, but a tonne of fun. Some solid mack tuna and some of the biggest bludger trevally I've seen were also taking our trolled Rapala X-Raps.

Once we located the predators on the troll, we would drift around, hooking even more fish on both jigs and even poppers. Trolling is alright, but you can't beat that feeling when a big fish stops your lure in its tracks. With us all using braid these days, that first lunge is amplified even further. I'll never forget those spaniards launching themselves up to 3.0m in the air after the poppers! This wasn't the best way to hook them, but a cool spectacle.

I learnt early on, that wire traces were not optional for this trip. Anything with a mono leader got snipped off. I even lost 3 assist hooks in a row. I had to change to a split ring and treble to land a fish. As the tide slowed, so did the bite. How many fish did we land in that session? Heaps, but we only kept one spaniard that was unable to be released.

GT popping and some reef fishing. Whilst there were a few coral trout and red throat emperors around, I couldn't get a hook-up from the handful of GTs that swiped at my popper. After I smashed the stripper guide of my Carpenter popping rod (bloody wind knots!), the GT popping lost a bit of interest for me.

Later in the afternoon, Ash called us over into a beautiful large lagoon, studded with big brown bommies, where we had a ball on red throats and trevally using PE Tackle Bucktail jigs. I wished I had brought some lighter gear to really take advantage of the action, but these 2-3kg fish still played up on the 30lb spinning tackle. I got 20-30 of these fish one after the other. They just loved that little Bucktail jig! It took Jason a while to let go of his bait obsession, but eventually he succumbed to the dark side and nailed some nice fish. You may have noticed that I have not made any reference to the names of the reefs we fished. I've deliberately held this back out of respect to our guide. This is his workplace we are talking about, and I think it's fair to leave the exact spots up to your imagination. Leave Shute Harbour and head north for 40 odd nm and you'll be in the region. Or better still, do what we did, and enjoy a couple of trips with Ash to get to know the place before tackling it on your

own.

When the sun was pretty much down, the call was made to slip around to a protected corner of the reef (although conditions were still ideal) to raft up for the night.

Time to cuddle up to the Mothership! Once settled, the boys got stuck into the squid and a few spangled and red throat emperors. Normally, the spangled emperor go crazy in this anchorage, but were a bit shy on that night. When Ash came out with some 20 minute old calamari done in moroccan spiced breadcrumbs, he became very popular indeed.

Remember that premature question I raised a few paragraphs ago about "Does it get any better"? Well, licking the tasty crumbs off my fingers and washing it down with an icy mid strength sure took satisfaction to a new level! Man, I could go some right now! The main course was 'only' delicious spanish mackerel served with a "fresh from the farm" salad.

When we do overnights on my centre console, we DO NOT eat like this! After a hot shower we all felt brand new again, but one by one, everyone disappeared down to the bunks, the day's action having taken its toll. Jason and I laid out our swags on the bridgedeck and enjoyed a great night's rest. Lying there, staring at the stars, sucking in that Barrier Reef goodness, I decided mothershipping is one step above fantastic.

The Second Day

Day 2 dawned even better than the first. The wind was still minimal, but the clouds had cleared almost completely. It was

The author's deckie, Jason, proud as punch to land a good bludger trevally. He was also pretty happy his \$20 jig didn't get pinched by the 1000s of Mackerel in the area.



going to be a cracker! With no time to waste, we got going with a brunch rendezvous pre-arranged. Whilst the boys on *Reel Work* were keen to add a few more trout to their box, Jason and I elected to go back to mackerel alley.

Our first fish on arrival was a nice little yellowfin tuna. Sashimi for entre tonight! The mackerel were on the go too, but on this day they were outnumbered by the

Ken enjoying a bit of esky-filling in fine style.



Above: Whilst preparing the big boat for the "dory's" arrival, the crew managed a few GTs. The Pirate 32 has been a 'reel' success in the Whitsundays, and is ideal for sportfishing charters in this region.

Below: It may only be a baby, but Jason at least saved the dory crew from a donut score on the GT front. It was taken from a blue hole, only accessible from a shallow draft rig like the author's Seafarer.





Above: The reward for all those hours of working heavy casting tackle: A solid GT for Ken Argow.

Below: Doug reckons If you're not day-dreaming about putting yourself in this picture, maybe you're reading the wrong magazine! (Spot on, Doug! - PW)



mack tuna with a few big bludgers giving us a workout too. I had a nice trevally shortened by a dirty old shark, just under the boat, but I got the remaining three quarters of him up to retrieve my jig. I still can't believe that he swam away. (Yes, swam away, even though he had no tail and was missing another 10-15cm of his torso!!!).

Those trevors are one tough fish!

We wandered over to the mothership when they arrived and were presented with a breakfast of bacon, egg and cheese rolls. Takeaway, Sea Fever style!

This helped fuel our battle with the pelagics that lasted until the tide eased again. We moved up on the very edge of the reef and I got a lovely coral trout on a popper, something I'd been hoping to do for sometime. We flicked blades, soft plastics and the old Bucktail jigs in the shallows and off the drop off for a fun mixed bag of red throats, coral trout and even a few hussar.

As the day rolled on, big schools of fusiliers started busting up along the edge of the reef, but I couldn't tease a GT into having a go at my popper. I reckon if I had my heavier outfit still in action, I might have been able to lure one up using a bigger popper.

I spotted a blue hole inside the reef and we crawled over the edge to find a 15m hole. The place just looked TOO good and we had to score here surely? Jason got tight on a nice little GT about 6 kg and we broke our duck, but no bruisers

We ran over to *Reel Work* to touch base only to see Ken landing a beautiful GT that would have been somewhere between 30-40kg. A cracking fish, well deserved by one of the most persistent fisherman I know.

Ken is a casting machine and he goes hard all day. Apparently, the boys had scored a number of GTs including 2 on the same lure. It goes to show the advantage of employing a professional skipper on a trip like this. We were close to the action, but Ash knew exactly when to hit each spot. We still had fantastic time working stuff out for ourselves though, and certainly had a great starting guide.

By mid afternoon, the weather was like those dreams you have, fantasising about the perfect trip. So when the weather report for the next day came through with a strong wind warning, the dream issued its own wake up call.

As the wind was forecast to come through in the morning, Jason and I discussed heading straight home, but decided to stay the night and head off first thing the next day. The boys wanted to do

some deepwater reef fishing so Ash anchored up in 70m and we tied up alongside. Once the tide eased a little, a steady stream of hussar, nannygai and undersize reds came on board.

After a much enjoyed shower (*how good is a genuine hot shower at sea and slipping into a fresh cotton shirt?*) Ash served up some tasty steak and veg that received no complaints. That man can really cook up a feast; amazing stuff considering the tiny galley he works in.

As the night wore on, I could tell the weather was starting to sour. It wasn't bad, by any means, but our glassy paradise was gone.

We woke early Sunday morning just in time for my boat to kiss *Reel Work* due to the rising seas (despite the several large fenders). It was time to go! We literally threw our stuff into my boat in the predawn glow. We stayed long enough to watch Linc land a nice chinaman fish from his first bait in the water.

The trip back to Shute Harbour was three quarters great, one quarter nightmare!. We cruised along for an hour and a half at 25 knots, the Seafarer eating up the half metre chop no problem. But when we came parallel with Hayman Island (at the northern end of the

This is the 'window' we placed in the magazine artwork for the stunning video about Ash and Kathryn Matthews' Sea Fever Sportfishing Whitsundays, in the combined August September inaugural 'online' edition of TBM.

Whitsunday Islands) the southerly front smashed us at 30 knots. We also had an opposing tide which caused the already sizeable chop to *really* stand up. We actually got fully airborne twice at 8-10kn!

I guess if I had to choose between a trip of perfect weather for 95% of the time with a bit of touch-up at the end, or an overall average trip, I'd still be happy to get smashed for an hour or so!

The boys on *Reel Work* fished most of the day and Brad got a nice red emperor off the bottom along with a nice top up of their reef fish box. Of course, everyone onboard got their bag limit on spanish mackerel which they'd done in the first couple of hours.

Lessons From The Trip

Mothershipping is a great way to get the most out of a trip to the reef. There's nothing like having your own boat, that you can pilot how you like and fish how you like. Add in the mothership, with all the comforts of home, and you're talking something very special.

There's no denying the safety aspect too. If something goes wrong, whether it be mechanical or medical, having that safety net is a great asset. Venturing too far from civilisation without a "buddy" boat of some sort is pretty foolish, and it's only when the brown stuff hits the fan, that you'll find out she's a big lonely ocean.

For our trip, we hired the expertise of an experienced charter boat and crew to act as the mothership. There's nothing stopping a group of privateers having a go at this, and I'm sure plenty of guys have

enjoyed the benefits of matching smaller fishing boats with bigger cruisers. Like most situations, to avoid potential issues during the trip, some clear communication **WELL BEFORE** leaving the dock, is crucial to a smooth adventure.

Here's a few things that you should settle:

Discuss the details. Things like sleeping arrangements, food, water, showering. Can the mothership carry extra fuel, ice, tackle (etc) for the "dory"? Don't assume anything.

Sharing Costs. The dory crew should discuss the financial contribution towards either the cost of chartering the mothership, or the running costs in the case of a private cruiser. In our case, we paid Ash to supply us with breakfast and dinner. We had our own supply of snacks and drinks (inc bottled drinking water) for during the day.

Safety. A trip plan, outlining destinations and timing should be prepared beforehand. Check radio compatibility and settle on a channel for communication. Discuss worst case scenarios, such as medical emergencies and mechanical breakdowns.

Some of this stuff might seem like common sense, but to ensure everyone has an enjoyable trip, it's best to know where you stand.

This was a great trip. Mostly fantastic weather, a great crew of blokes and some top class fishing action. The fact that we got to experience all that with the comfort and peace of mind of having the mothership, made it even sweeter.

TBM

F&B TV (Tablet/Phone users: If video does not play, press here to change formats)





Riviera 44 SUV

Riviera's new SUV collection and the first model in the line-up, the Riviera 445 SUV, will make her US debut at the Fort Lauderdale International Boat Show in Florida, held from October 25 to 29.

Riviera's director of brand and communications Stephen Milne said the 445 SUV was in all respects a true embodiment of Riviera heritage.

"By this we mean that all the familiar and reassuring aspects of proven Riviera boatbuilding DNA are there; purposeful lines, hefty scantlings, the solid feel in a seaway, spacious layout and Euro-style luxurious décor. And of course, a full no-nonsense Flybridge-scale cockpit," he said.

"Like our Sport Yachts and the newer Flybridge models, the SUV embraces a single, much larger, flexible saloon seating design that multi-functions for dining, cocktail, coffee, reading, lounging and even extra sleeping if required."

Forward in the saloon is the protected helm station to port, comfortably sheltered within the main deckhouse, giving the feel of a very spacious enclosed flybridge, yet

all on the main entertaining and living deck level.

The galley links the saloon and cockpit, in quiet conversational proximity to the aft-facing mezzanine lounge just outside the large awning window.

The new 445 SUV features two staterooms dominating amidships and extending full beam.

The opulent master stateroom forward has a plush island bed with large under-bed drawers and full-length wardrobe hanging space. There are long fixed-hull windows that bring light and reflections into the master stateroom.

The guest stateroom aft features three single berths, one single along the starboard hull side and two athwartships with storage underneath. There is plenty of space, making this vessel ideal for the family of five.

The two staterooms are separated by two generous and beautifully appointed bathrooms, a guest/day head to starboard and the master ensuite forward to port.

The Riviera SUV introduces a fresh design scheme for internal spaces, and the

Riviera design team have created a whole new-look palette of calming yet warm colours in champagne, crème, straw, manila and burnished orange; in surfaces of laminate, leather, suede, mirror, American oak, plush sisal carpet and subtle waffle fabric textures.

The SUV model series is not only pleasing to the eye, she is just as impressive below the water line, with Riviera's leading edge CAD technology designed hull with a 14.5 degree deadrise at the transom, Volvo IPS pod-drive propulsion and legendary award-winning build quality.

"One of the biggest advantages of the Volvo IPS system is that the bulk of the engineering machinery can be positioned well aft, rather than amidships, as shaft drives dictate. "The 445 model is really an ideal mid-sized example of the SUV, and we will develop further variations of this exciting new design in the near future."

For more information, please go to www.riviera.com.au

TBM





Boston Whaler 210 Montauk

It is Boston Whaler's largest Montauk yet - the rugged new 210 which upholds the Montauk legacy of incredible functionality and durability while making the most of its increased size to give boaters so much more.

"You get more room, more storage, an enclosed head compartment below the centre console, and it's a Montauk that will go more places because of its size and larger fuel capacity," said Ron Berman, Boston Whaler's vice president of product development and engineering.

"It's a hassle-free, hose-and-go boating experience with Whaler quality and Whaler safety in all materials and construction."

The 210 Montauk's size allows for an expansive forward deck area, which includes a standard large fish box and anchor locker, with an option to add a sun lounge with tilt-up backrests.

A convertible cooler seat with backrest in the bow offers 88 litres of storage, while six



easily accessible rod holders are affixed to the console behind the cooler seat.

The console also features easy-to-read instrumentation, space for factory-installed Raymarine electronics, and an acrylic windscreen with stainless steel grab rail. Owners can also opt for an audio system with USB and MP3 inputs so they can play the tunes on their iPod or smartphone.

"The variety of options available make it a very flexible platform," Berman said.

"Customers can configure

their boat for a great day of fishing, a great day of cruising, or a great day of water sports. We've got a variety of seating, sunbathing and fishing options so they can tailor their boat to their specific usage."

The 210 Montauk comes in a standard boat-motor-trailer package that includes the fuel-efficient 150 hp Mercury FourStroke capable of producing wide-open throttle speeds of 68 k/hr — or owners can opt for a 200 hp Mercury FourStroke for even more power.

The boat's length helps accentuate the Montauk's



trademark Whaler reverse chine, allowing for a smooth, dry ride. Yet the Montauk's efficient, no-frills design makes it an ideal towing platform, as well; with the standard tandem axle trailer with dual axle brakes, the 210 trailers with ease from home to boat launch and back.

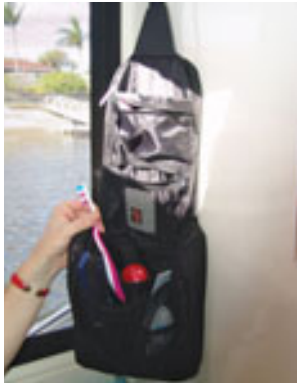
"The 210 is everything you'd expect from a Montauk, with a few surprises, and characteristic Whaler quality and craftsmanship. You can now do even more onboard. It's the classic Whaler," Berman said.

For more information, visit www.bostonwhaler.com.

TBM



2012 Spring Stocktake Clearance Now On!



Weekender Wet Shower Bag. Was \$24.90 Members \$15.95

Get organised on the boat or around the camp. Easy & quick to wrap up.



F&B Cooler Bag. Was \$59.90 Members \$40

Very useful on the tinnie, in the car or on the picnic rug. Effective, too.



F&B Drink Bottle. Was \$9.90 Members \$6.95

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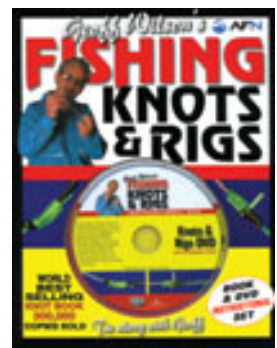
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POWERED CATS SURVEY

This month, the TBM Consumer Report is focused on that other unique

Australian invention . . . the powered catamaran, or as they are invariably called, the "SharkCats". Whilst Australians didn't invent the powered cat, we certainly took it to another place in terms of establishing it as a generic type of

power boat with exceptional features that set them aside from regular

monohulls. In this special report, editor Peter Webster looks at the state of play in Australia today, we produce an up-to-the minute Cat-ologue of the top brands, and try and answer

some of those mystifying questions about the powered cat.



It's hard to believe really, but it's nearly 40 years since the writer published one of the very first tests of the "SharkCat" that prawn fisherman and shark meshing contractor Bruce Harris had developed on the Queensland Gold Coast.

Harris was frustrated by the slow pace of his displacement trawler and the dire problems he sometimes had getting the trawler in and out of the old Southport Bar. Harris had the contract to service the shark mesh net strung along the Gold Coast's wonderful beaches, protecting the 1970's tourists from their own personal version of Jaws . . .

Harris figured there had to be a better way and although it's apocryphal now, he did actually set about building his first catamaran out of plywood with two pointy ends and two blunt ends, with the sheeted plywood wrapped up along what became a 'tunnel' connecting the hulls.

"Tippy Willy" as it was

christened, was about 16' long, built like the proverbial and with two 55hp 2-stroke Johnsons on the back, was the answer to a shark meshing contractor's prayers – it was fast, remarkably effective crossing the Bar either way - and as history now confirms, the "Shark Cat" concept was born. It wasn't

fibreglass yacht builder, the first set of fibreglass moulds were created for the original 20' "SharkCat".

Whilst it was definitely built with the age old "thumb and squint" method of design, Harris was a very experienced commercial

that any boat – catamaran or monohull – had to embrace, if it was going to be successful as a commercial fishing boat.

In 1972-3, the first of the limited production heavy duty fibreglass SharkCats were produced, and started to work in various fishing ports around Australia.

The 'word' spread like wildfire about them, especially as Harris, in a stroke of sheer marketing genius, appointed every fisherman his 'agent' in the fisherman's community, with each "sale" earning the fisherman a solid commission.

Within a couple of years, SharkCats were being cranked out of the very crude factory in Labrador, on the Gold Coast, at an astonishing rate, as fishermen around Australia put their hands up for one of these tough, ungainly looking but dramatically effective power boats.

In 1975, the writer travelled to the Gold Coast from Sydney for one of the first formal tests of a "SharkCat" in Australia by



long before Harris realised he could make a bigger and better model in fibreglass, and with the patient assistance of a local

fisherman, and whilst he may not have be able to loft out the lines to architectural standards, he understood the ways of the sea, the formation of waves and the fundamentals

a national magazine.

This was an extraordinary experience for a young editor, defying every precedent and tradition in the book, especially as the Bar was formally closed on the day of the test, the result of the tail end of a cyclone way up to the north. Nevertheless, it was pushing up huge swells along the Gold Coast's ocean beaches, with towering surf breaks crashing down as the swells ran over the shallow water across the sand bar, forming the open Spit.

But the test, according to Harris, was still on . . . Heading out towards the surf breaking right across the old bar, with Harris at the helm of his racing cat, foot throttles and no windscreen, was one of the most terrifying and exhilarating moments in the writer's boating career. To this day, it is remembered vividly as for quite a while, rocketing towards the surf break at the best part of 50 knots, I was convinced I was not going home.

Harris' sales technique was a beauty – he'd "park" the boat in the white frothy water between the breaks, beam-to, and as these huge waves rose up and started breaking down over the boat, he'd look across to his hapless passenger and ask "You can swim, can't you?"

There has never been a more effective demonstration of a power boat in rough water than those Harris delivered in the early 1970's and small wonder he sold every fisherman he ever took out to sea, one of his boats.

Much later, and much wiser about the ways of men, boat salesmen, powered cats and Bruce Harris, I realised that Harris was a consummate seaman who could have got away with most of what he did at sea in a 14' Quintrex – let alone a huge, high sided, super stable 6.5m powered cat with 350hp on the transom!

But that's history now and there have been literally thousands of powered cats subsequently built in Australia,

FAQs About Powered Cats

Q. Why Is One Cat Better Than Another?

A. This is like asking why is one car better than another, or which is best? A Holden, a Ford or a Toyota? It's not that one cat might be better than another but most cats have a particular application to a job or function, and in that context, depending on the power system involved, one cat might do a better job of it than another. To start with, the first thing to do is establish exactly what you expect to do with a cat as distinct from a monohull. The real question is more likely: *Do I really need a cat - and why?*

Q. High Tunnel Or Low – What's The Difference?

A. This has been roundly debated for years, but there is a general consensus that a high tunnel craft will exhaust the water coming down through the tunnel more easily than a low tunnel craft which quite often can trap the water between the top of the tunnel (ie the hull) and the surface of the water. This is thumpingly obvious in a cat if it has to work for any length of time into a head sea situation.

Q. Why A Cat – And Not A Mono?

A. A well designed powered catamaran designed and built by the top cat manufacturers will have reserves of stability unmatched by any monohull, and *generally speaking*, a significantly softer ride. They also handle rough water – generally speaking – better than a mono for the same reasons ie, they have massive reserves of stability and a softer ride, hence they are better equipped to work in rough conditions. Originally, back in the 1960s and 1970s, if a fisherman wanted a self-draining cockpit in a boat under 8.0-9.0m LOA, the only way it could be achieved would be in a cat because of the high set deck mounted across the tunnel. This, by definition, has to be quite a bit above the natural waterline. Self draining decks are not such an unusual feature in larger monos today, but they still are in monohulls under about 6 metres.

Q. What Are A Cat's Worse Features?

A. The cost, the extra weight for length, the fact that most of them need two engines, and curiously, they are not very good load carriers – in fact, owners need to be very careful they don't put too much weight in the stern (particularly) as weighing down the transom of a cat can affect its handling quite severely. In truth, 95% of boat owners don't need two engines today – but blokes who regularly fish wide offshore look to the cat's inherent safety (**because** it has two hulls, two engines, two fuel systems, two

batteries, etc) and believe these features are easily worth the extra cost for the peace of mind and safety they bring to the situation.

Q. Do Cats Have Good Resale?

A. Yes, this is one of the great features of a modern powered cat – a nicely maintained, quality catamaran with 4-stroke engines and a good rep will bring almost new money secondhand, and hold its value for years. Even some of the older cats, from the top manufacturers but fitted with 5-10 year old 2-strokes, are still bringing top dollar secondhand because the fibreglass versions are so strong and so well built, they will last for decades. All that needs to happen is the engines should be upgraded every 5-7 years, and they'll just keep on keeping on. Pedigree cats are easily the best investment in the power boat world.

Q. Are Cats Better In Alloy Or Fibreglass?

A. It doesn't really make any difference – it's possible to have a disappointing finish in both alloy and fibreglass cats, just as it's possible to have disappointing handling in both versions. The material it's built out of doesn't really have an awful lot to do with what makes a good (or disappointing) cat – it's really no different to monohulls, where the same thing applies.

Q. What Does 'Walking The Cat' Mean?

A. A really good cat with the right power:weight ratio, tunnel height and loadings will have a natural tendency to gently sway or "walk" from one side to another in a seaway, and an experienced skipper takes advantage of this principle by letting the cat "walk" through the sea state without actually adjusting, much less working the helm. Because it is a natural phenomenon, good skippers learn how to take advantage of it, and create an even softer, faster ride by letting the cat walk between the "hills and gulleys" on the surface of the sea. This is not to say (obviously) that a cat levels the sea or anything silly like that, but in any sea state there is a sub surface issue where smaller waves or wind driven water will create its own minor chop within the swells or chop itself, and in this environment a cat is absolutely phenomenal if it's handled and driven properly. The secret with any cat is NOT to drive the hulls straight into waves – the trick is to bear away at least 10-15 degrees to maximise the waterline length of the hull from one forefoot to the keel on the opposite transom centreline.

- PW, August 2012

TBM

The Boat Mag's
CONSUMER
REPORT
 Understanding The Basics:
Powered Cats

and all of them can trace their parentage back to Harris' "Tippy Willy".

Almost singlehandedly, Harris launched the powered catamaran movement in this country and although he was joined in that program later on with people such as Mark Hookham (Markham Whaler) John Egar (Powercats) and Ross Hunter (Broadbill), there is no doubt it was Harris who started the movement.

Cats Today

Harris continued through to the late 1970s when the fuel oil crisis hit Europe. Armed with little formal education but a canny business ability, a holiday trip to Europe with his family forewarned Harris of the impending impact the fuel crisis would have in Australia. When he returned, he put the Sharkcat business on the market, and sold it to Wollongong automotive specialist Jim Anderson.

Anderson picked up the brand in the late 1970s, and started reworking what were (frankly) pretty crude boats built for fishermen, into something much more acceptable to recreational owners.

In his own way, Jim Anderson did almost as much again to further the brand as Bruce Harris did. Where Harris pioneered and launched the concept of rough and tumble power cats (remember the Solo drink commercials?) it was Jim Anderson who took them to the next level. Assisted by veteran industry tool-maker Bob Cook, they progressively re-tooled the top three models (18', 23' and 27') with a much more professional – and acceptable – standard of finish that the

recreational community were prepared to accept. In his own way Anderson was the right man at the right time. He recognised that the fuel energy crisis would slow the market down for some years, and he knew that to survive, he had to come up with a better SharkCat – and he did.

He also pioneered the single engine diesel cat which, whilst not one of the writer's favourites, was certainly popular with the line-fishing and spanner crab community who loved the economy and reliability of the centre mounted Volvo diesel working right over the tunnel. Because it was so heavy in the stern it worked surprisingly well, as the cavitation plate on the Volvo's drive leg remained at a reasonably constant 'attitude' and worked quite efficiently – but the result was more like a wide beamed, stable mono, than a high performance catamaran.

Anderson also developed the first of the flybridge models and again, whilst it was never one of the writer's favourite craft, there was no doubt it served its purpose and generated quite a lot of sales for the brand at a time when that was needed.

However, by the late 1970s and early 1980s, other manufacturers had stepped up to the plate and were producing some very good cats.

John Egar's contribution to the powered cat movement was and remains considerable, because he took Anderson's SharkCat concept and refined it even further, developing his own school of thought about design and specifically the height of the tunnel.

It was at this point that the industry started to get very marked divisions of thought between the various cat manufacturers with Mark Hookham pushing down the asymmetric hull road very strongly and effectively with his smaller 4.3, 4.6 and 4.9m

A Calvalcade Of Powered Cats, Circa 1974 - 2010

Here's a cross section of the POWERED CATS the writer has owned and operated since 1974, as distinct from the dozens of others he's tested and written about. Each has contributed to a unusually high level of knowledge and experience in this demanding and specialised field. This has powered the extremely popular "Powered Cats of Australia" bookazines. The series (Book 1 and Book 2) have been published, but due to the downturn in the overall industry, we're holding Book 3 over until 2013.



Original 20' Sharkcat, 1974-75 Tracey-J-2



560 Sharkcat, 1977-78



5.0m Sharkcat 'Pekelo' 1978



Powercat 328 Tracey-J (4) 1984-85



Sharkcat 2300 'Take Two' 1984-85



Powercat 268 'Take Two' 1986-87



5.2m Kevlacat 'Krazy Kate' 1991-92



Hook'em 6.0m 'Tusitala' 1992-03



CCC/Maujean 5.7m 1988-99



CCC/Maujean 6.85m 2005-08 'Whimaway'

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The Boat Mag's
CONSUMER
REPORT
 Understanding The Basics:
Powered Cats

Whalers, whilst at the other end of the table John Egar was developing the 248, 288 and 328 Powercats, all of which were extremely popular – especially with Harbours and Marine and Water Police etc. Egar's design tenant differed from both the SharkCat philosophy with its symmetrical hulls but highish tunnel, and Hookham's asymmetrical hulls, because Egar intentionally produced the cats with wider sponsons and a lower tunnel

than all the others. His belief was that as many of them were being used by Harbours and Marine, Customs and Water Police etc, because he couldn't control the load conditions on the boat, he believed

passionately that as the boat got loaded more heavily with more officers, cargo or whatever, it was important that the tunnel actually became immersed in the water, thus creating a vastly increased level of displacement and stability for the boat as the load increased possibly more than it should.

This philosophy was debated far and wide, with each of the manufacturers claiming their's was the best (hardly a surprise!) and as the cat's

popularity increased, the debate widened, especially when some of the aluminium powered cat manufacturers came in with different models again – all featuring one of the three fundamental principles – asymmetric hulls, symmetric hulls or the Egar lower tunnel hull with symmetric sponsons.

Which is best? Well, the author has owned and operated the 268 Powercat and subsequently the 328 Powercat (a terrific cruiser) as well as several "SharkCat" types including the 5.0m, the 5.6m, the 7.3m (the classic 23) plus the 6.4m Markham Whaler (or Dominator as it later became known) which was one of our popular project boats in the 1980's called "Tusitala".

Mention must also be made of the 5.2m Kevlacat 'Krazy

Kate' which the writer has described on numerous occasions as 'the best small craft we've ever had' an accolade that still stands, something like 20 years later!

In more recent times we've enjoyed the work of Marcel Maujean with his aluminium cats, with the 6.8m plate aluminium CCC "Whimaway" (our black cat) being one of the best of all of them – as it should be, being the most recently designed and built of the cats the writer has owned.

Marcel remains one of the top aluminium cat designers and builders in Australia, and on the drawing board he's joined today by Melbourne's Catran Galema, SA's Jon Kemp and WA architects Adam Schwetz and Gavin Mair – all of whom have considerable experience now in the design of contemporary power cats for a huge variety of functions.

Today, cat design has evolved to the extent that they form the backbone of Australia's Search & Rescue fleet, Water Police, Patrol boats with Parks & Wildlife everywhere, Customs etc. There is an overwhelming consensus that for commercial or patrol boat work, especially in the Search & Rescue area where crews have to go to sea in what can be appalling conditions, you're better off doing it in a well designed and equipped powered catamaran than anything else.

Given that this has been the case now for some 35 years, over hundreds and hundreds of boats in uncountable operations, the writer believes we're entitled to say the evidence points to the notion that powered cats excel in this work and always outpoint a monohull when it matters.

Cat Disadvantages

It's not all peaches and cream with cats and there are many, many situations where they are simply not necessary for the task at hand, or chronically unsuited.

Powered catamarans by



Left: Hands up all those readers who had one of these in the 1970s? The classic Markham Whaler 4900 was sold by the hundred - for a very good reason: it was a darn good boat.

Below: The future of the boating industry lies in exporting our considerable marine expertise - check out this 'home' for the 10m Cairns Custom Craft flybridge cat in Tahiti.





definition are bigger, wider, and heavier than their monohull colleagues, they sit high and proud on most trailers and because they are heavier than a monohull and you can't put them down into the vee of a trailer, they have dreadful windage on the highway.

The cliché about towing a block of flats came from people looking at the big 4WD's hauling powered cats into places like Bermagui, Portland, Townsville etc, when these tall, blunt, square-edged shapes were hauled behind the tow vehicle.

In more recent times there has been a trend to smaller lighter cats, picking up where the Markham Whalers left off in the 1980's when Mark Hookham moved to Port Macquarie and went through the awful saga of losing the business for reasons that didn't have very much to do with him or his team.

Whilst that's another story, it was because of the dramas Mark experienced building the 10-12m Ranger cruisers, he stopped building the little Whalers, and lost control of the moulds for a crucial couple of years, stopping the momentum of the Whaler's sales and development almost overnight. Despite being 'picked up' by other boat builders further

World class Ocean Trek 52 - the John Egar design that set a precedent in the 1980s that STILL hasn't been bettered. Eighteen of these magnificent cats were built, and they could be put back on the market and sold internationally today.

down the track, they never really came back from their closure in Port Macquarie – certainly not in the volume that Mark built in the late 1970's and early 80's.

Small cats can be fantastic – make no mistake about that. Mark Hookham's 4.3m and 4.9m Whalers deserved the near legendary reputation they had. Considering they were only 14' and 16' long – their seaworthiness and inherent safety was exceptional.

Needless to say, recreational fishermen, and especially ANSA fishermen who really liked light tackle work in small craft, towed behind sensible tow vehicles, took to them like ducks to water.

To this day, Markham Whalers – especially the well maintained ones – command a premium in the resale area, quite astonishing too when you think that many of them are well over their 20th birthday!

There have been some other developments with small cats –



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Understanding The Basics:
Powered Cats

especially from the aluminium manufacturers such as Ron Webster's original Twinfisher range and more recently the development of small cats by the likes of Mako Craft, Sailfish, Sea Trac, etc. There will always be a demand for small cats – mainly because their stability is so much better than a monohull, and as so many fishos get older, having this core stability underfoot is absolutely priceless – and very often is the difference between being able to go boating or not go boating at all.

This was the genius of the Ron Webster Twinfishers – and although there were some very strange handling characteristics

imbued in some of the Twinfisher models, they were extremely stable underfoot and at low speeds such as trolling. As the speeds got up (and especially if the boats were overpowered, which

happened in almost every case) then the handling could become quite worrisome, especially beam-to in choppy conditions.

However, but it was not so much to do with the boat's design as it was that Australian's have a passion for over-powering everything, and in the case of the Twinfishers, in many cases, it was quite a serious mistake.

That said, the newer model single engine cats coming through today from the likes of Alf Stessl's Mako Cat and Sea Trac, both from Victoria, have approached the issue differently to Twinfisher which, in truth, was not a catamaran anyway, although it was usually sold as "having the advantages of a

cat, with a single engine's fuel efficiency."

The Twinfisher's design was closer to a Tri or a Gullwing than a pure cat.

Not so the more recent small cat developments from several of these manufacturers where special attention has been paid to over-sizing the sponsons to create much greater displacement in each hull, recognising that because they have twin hulls, they could actually become fatter than before without impacting too much on the ride softness.

Now obviously, if the hulls get too wide they'll bang down just like any other tinny, so the trick is to find that compromise between creating a fat little hull on each side that doesn't actually rise up out of the water very much, because it's so buoyant it literally sits on the top of the water.

This is the genius of Alf Stessl's new Mako cat. He's got this working with a single engine remarkably well,

probably to the highest level of efficiency we've seen yet in Australia, and it's all due to the creation of two wider than normal sponsons for a boat this size, ensuring that the hulls' hydrodynamics remain reasonably constant as the boat goes from zero to cruising speed.

In the writer's opinion, there's even more work to be done on this principle, because although it's not new (as such) the concept of creating the ride softness and stability of a cat with the single engine efficiency of a monohull is very close to the holy grail of most trailerboat manufacturers.

And with good reason too. As we can see in this case, Alf Stessl is getting terrific performance from a 5.3m cat running around Victoria with an old 90hp Mercury 2-stroke outboard! And that's the way it should be – as an industry, we should be pursuing higher levels of efficiency with smaller, less expensive motors to

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purchase and less expensive to run. Especially where cats are concerned because very few private people want or need the expense of running two engines.

Resale And Other Matters

The good news about cats concerns their resale – it is significantly better than monohulls of similar length and scope, and we make that observation in the knowledge of the collapse of prices of secondhand craft in Australia, thanks to the importation of hundreds of trade-ins and secondhand boats from America.

The effect this has had on the resale price maintenance of secondhand craft or trade-ins in Australia has been almost catastrophic, but whilst this is not the time or place to debate the ‘where-fors and why-fors’ of that matter, the fact is that as a generic boat type, Americans still haven’t really discovered cats, so none have been dumped here as none were available secondhand in America.

So the cat market in Australia has been largely quarantined from the affects of the wholesale importation of unwanted monohulls into Australia from American stock.

This is easily checked by just

a quick run through any of the classified sites such as **boatsales.com**, Trade-A-Boat, (etc). You’ll find that good quality catamarans are very hard to find – and recent models almost impossible.

Part of the reason for that is that cats are much more expensive than monohulls of a similar length, so a lot of people literally wait for the late model secondhand stock to appear and *snappo!* As soon as they’re listed, most of them are on-sold straight away.

In a similar vein, the next group of cats buyers find on the classified sites, are the 5-10 year old models with 2-stroke outboards. These are just as quickly snapped up, because the top brand fibreglass models last damn near forever, so the trick is to buy one with clapped out secondhand 2-strokes and upgrade the craft with new 4-strokes – the result being a good-as-new cat for many thousands of dollars less than the price of a new one.

The codicil is that you’ll still pay a premium for a really well maintained cat, even if it’s got secondhand engines.

The writer was looking at one just the other day, acknowledging that it had been beautifully maintained and the 2-stroke V-6 Yamaha 150’s were virtually identical to the

engines we had on “Take Two” in the early 1980s. This rig was still going to bring \$50,000-\$60,000 and I’d pay it again myself because the boat was virtually ‘as new’. So the catamaran resale story is one of the industry’s rare ‘good news’ happy endings.

Makes you think, doesn’t it?

Where To From Here?

In a design sense, the writer believes cat design has stabilised in terms of the generic marine rescue craft produced by Noosacat *et al.*

Similarly, the generic cat fishing boat, with its vast cockpit, self draining deck about 300mm above the water level, the ‘hose out’ capability and ruggedness charter fishermen and serious anglers prefer - is not going to change much in the future, either.

Aluminium has some advantages in the cat world, but by and large, the fibreglass guys do get a better finish and significantly better hull shapes because they can work their magic on the plug and subsequent mouldings, refining the hulls to a very high degree or subtlety and sophistication.

The new moulds for the Noosacat 3000 tested elsewhere in this issue, are absolutely world class, with nuanced hull features that set it

For those like the author, who still dream about long range, remote area fish-cruising, this concept (originally by Peter Kerr of Lizard Yachts and adapted by Clint Earnshaw in WA) is remarkably close to PW’s dream-along concept for next time around.

apart from anything you could possibly make in aluminium – unless you’re prepared to throw vast amounts of money at them.

Having said that, the writer believes that the next area of development in cats will be towards a more completely fitted out cruising cat of a kind that scarcely exists in Australia at the moment, and one that the writer is personally interested in developing.

It is easily summed up as being a light weight version of *Far-Away*, the 8.2m aluminium long range cruising deep vee monohull we developed back in 2005. It’s been written about in many magazine and book articles.

The principles of what was imbued in *Far-Away’s* long range, live-aboard capability could easily be developed in a catamaran, utilising the many benefits of cat design ie., the cat’s increased level of stability, seaworthiness, and ‘displaning’

The Boat Mag's CONSUMER REPORT

Understanding The Basics:

Powered Cats

performance potential with small engines. Let's face it, if the boat is going to have two engines, it might as well be a cat for all the other advantages cats offer.

So the writer is thinking that all this could be coming along in the not too distant future, unashamedly following in the two wakes of the exceptionally interesting craft developed by Clint Earnshaw in WA working with designer Peter Kerr from Lizard Yachts in QLD.

This 30 footer (see pics above) embodies much of what the writer is talking about in its design brief, and it proved quite effective in its 2010 cruise to the Kimberley, WA.

If we're looking for future trends in cats, I suspect that this is the next direction that we'll see in the development of cats in the 6.5m-8.0m league.

At the other end of the scale, I think where Alf Stessel is heading with his 5.3m (and

smaller) single engine, wide-sponson(s) cat for small craft owners, could well end up becoming the modern equivalent of the 1970's Markham Whaler.

Hopefully, Alf and the other small cat manufacturers in aluminium will drive the small cats back down to 4.50-4.80m (and even smaller) sizes.

The market for the smaller cats is way bigger than it is for

larger ones, because there are thousands of retirees **who need the stability, safety and ease of handling of these small cats** as they get older.

Conclusion

It's no secret the writer had been fascinated by cats since the early 1970's, although I consider myself exceptionally lucky to have owned some magnificent monohulls to balance the books.

I do not believe that cats suit all that many people.

The majority of recreational boatowners are still far better served with a modern monohull in either aluminium or fibreglass.

It's not true to say that cats are the best of anything, although most marine rescue crews would point out that cats are streets ahead of monos in terms of rough water handling ability.

However, that truism must be metered against the reality that there are some very fine monohulls plying the seaways too, and as the writer has often written, it really is about "horses for courses".

The generic powered catamaran is in its element in Search & Rescue, blue water sportfishing, patrol work, commercial fishing, etc. In that league, it has few, if any peers.

In the smaller sizes, the advantages of a cat - especially these new single engine models - are of great interest to retirees, as few, if any monohulls could match the advantages (stability underfoot, especially) ride softness and performance of a well designed and built powered catamaran.

TBM



Above: One of the major disadvantages of a cat is that most of 'em have to sit above the wheels, unless you can squeeze them inside as Peterson has done here with one of their new, Melbourne assembled ally trailers.

Below: How good is this Kevlacat 3400? Beautifully designed, built and fitted out for mainstream heavy tackle gamefishing. Awesome day boat set-up for charter or private sportfishing.





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“Shogun” is For Sale

Due to serious illness by its owner, one of Australia's best loved plate sportfishing boats is for sale, as is, where it is, on a farm near Bermagui, NSW. Originally built for Peter Webster in 1982, this 25' Star is powered by a Volvo 155hp diesel sterndrive, and has worked and fished from Port Lincoln SA to the North coast of NSW. Superb deep sea rig, great cockpit. Weighed approx 3.3 tonnes BMT on a gal steel trailer. Hasn't been used for some years, and needs a great deal of work & TLC, but the makings are outstanding. PW happy to discuss its history during business hours (07) 5564 2562.

Enquiries to John, PO Box 32 Waramanga ACT 2611.

For Sale: Gordon & Ruth's Whittley Voyager 580



Whittley Voyager 580 - this is an unusual boat which we chose as it was powered by the beautiful Yamaha 115hp 4-stroke which has just had its annual service. Fantastic fuel consumption of just 21 L/ph at 24 knots – a Sunday on the Broadwater normally costs us \$20 fuel. WOT 32 knots. Navman colour GPS/sounder with engine instruments & fuel monitoring. We added Bennett trim tabs which transformed the boat's performance. It now rides great in choppy water, even with 5 people, the esky and Dug the dog. GME stereo with iPod capability, 27meg radio, nav lights, interior lights, dual

batteries, plough anchor, etc. Brand new smart black bimini and camper covers which provide full length cockpit rain protection or can be removed or folded back easily for fishing. Full length bunks, chemical toilet (behind curtain) built in sink with fresh water tap plus FW shower at stern. The boat has been used nearly every weekend. Kept under cover at Horizon Shores. No trailer, but one can easily be arranged thru trade. Any inspection; perfect nick. Much loved, but a bigger boat is calling to cope with Dug the Retriever, big teenagers and friends . . \$37K ono**

*** Full details of options, extras & fittings on request to ruth@boatmags.com.au or call Ruth (07) 5564 2562

Right: The Noosacat 3000 coming in through the break on the Noosa Bar. It takes a lot to ruffle the feathers on this big rig, as it is one of Australia's foremost rough water craft. Below Left: Almost as important as how they handle the rough stuff - a boat's stance when it is OFF PLANE and/or at rest, or just poking along, can be critical in really bad conditions (or just trolling, for that matter) and as you can see, the Nooscat 3000 has an ideal stance.



Noosacat 3000

We've been scheduled to test this new Noosacat 3000 now for several months but through a combination of unusual circumstances it has been repeatedly postponed.

The exercise of getting The Boat Mag's team together with the Noosacat people, a camera boat, and high tide on the Noosa Bar at approximately late morning on a nice sunny day in a boat with engines, proved something of a challenge. We do apologise to the readers who thought we were testing the boat last month, and a couple of months before that and so on. The wait has been worthwhile. There are very few boats in Australia that can turn the lights on like this one, as once again we rediscover why Noosacat is easily the biggest powered cat builder in Australia – and has been for many years.

Editor Peter Webster has the story, with pics by Ruth Cunningham.

The Noosacat story is really the story about Wayne Hennig and his ever patient wife Debbie and the stoic, level-headed growth they've administered in one of the most unstable industries on the planet.

To Wayne and Debbie's eternal credit they have charted a steady course through the vagaries of recessions, downturns, change in regulations, ever-changing Survey requirements and so on, that would have left lesser companies gasping

for air – but they have steadily moved on, overcome the many obstacles bureaucracy (especially) has put in their path over the years and matured a multi-million dollar business that is the envy of most boat builders in Australia.

It's easy to say it was simply because they had the old "SharkCat" franchise and therefore they were on a winner from the outset. Obviously, this has a degree of truth in it, but what they purchased nigh on 22 years ago

has almost no relationship to the product they are producing today, nor does it acknowledge the management skills they brought to the table to enhance this iconic brand's position in a highly competitive market place.

Today, Noosacat produce a very sophisticated, well finished, high performance cat range with models spread from 5.0m through to 15.0m, and just about every metre step in between.

Noosacats are now in use all over



NOOSA CAT
NC258Q

New
NOOSA CAT 3000

3000 Sportsman

Back inside, cruising sweetly up the Noosa River. Configuration and aptitude to 'serious' fishing is magnificent. It's also available as a spectacular Walkaround, an Open or Hardtop Runabout - and a Long Cabin model - the latter popular with SAR groups.



Noosacat 3000 Cuddy

Australia with every Sea Rescue organisation, Coast Guard, Water Police, Parks & Wildlife etc (you get the picture) and have been supplied to just about every department in every State of Australia at some point in time. In addition, hundreds of cats have been built for various levels of commercial and professional usage and of course, several hundred more have been built for private owners who can afford what is, frankly, the best fishing-type boat in Australia.

That's a pretty big call, but I was reminded of this once again last month when we had the opportunity to go up to Noosaville from the Gold Coast and spend the day with the Hennigs and the new 3000 model.

It's always something of a privilege as far as the writer is concerned, to be given the opportunity of working craft of this calibre in conditions that will be confronted by Noosacat owners all over Australia.

The test 'course' starts with the crossing of the Noosa Bar, which although it is quite small and relatively safe by comparison to some of the bigger ocean entrances, it still stands up and looks at you enough to get the adrenalin going, and force the helmsman to concentrate on his path out through the break.

On this day, the channel was better defined than it's been in times past, but was 'working' well enough for our two boats (we

had a new Marine Rescue boat alongside for trials and photography) and provided a terrific start to an exciting day.

With Wayne at the helm (*Where else? Getting him off the helm is always a challenge!*) we thundered out through the Bar and then repeated it for the cameras twice, before heading out across the bay into typical south east Qld conditions - a very nice 10-12 knots with calm seas on a low swell.

Over the years, the writer has tested all of the Noosacats in different sizes, and as we've written before, always prefer the lighter, more buoyant models that don't drag their stern around with a pronounced, nose high running angle.

Hate that, and have been very critical of other manufacturers in the past for creating cats that are too heavy in the 'ends' by using engines that are too big or too heavy for the cat's hulls' displacement.

Nothing flattens a cat's performance like an overweight engine structure right on the transom, and worse, usually creates a very uncomfortable 'pendulum' effect when the boat is held down by the stern and up by the buoyancy in the bows. Horrible - especially on near vertical bar or surf waves.

For this reason, the writer is always sceptical about the use of sterndrives, although it must be noted, the aluminium block Volvo D-3 equipped Noosacat 3100 we tested last year was certainly a very pleasing example of how you can get a diesel powered Noosacat beautifully balanced by using the lightweight aluminium

Volvo block, and carefully placing the diesel fuel tanks in such a way to ensure the craft remains balanced, regardless of the fuel load.

Here, we were powered by twin 225hp 4.2L Yamahas, outboards that are widely accepted as the the current "state of the art" in outboard design and manufacture, producing their horsepower for an astonishing 272 kilos a side - plus props. These outboards are perfect for 'cats, with one of the best power: weight ratios it's possible to get, and a beautiful choice for the Noosacat 3000.

Yes, it was probably over-powered a bit, and certainly, an owner can easily come right back to 150 Yamahas, and still have a sparkling level of performance, but as many readers well know, the writer is something of a revhead when it comes to high performance cats, and totally believes that more power is better than less - especially if the weights are relatively similar. You don't have to use the last inch of the throttle, but crikey there are times when it's good to have it under your right hand.

The reason it's relevant here is that more than most boats, the Noosacat is inevitably going to be used in extremely rough water. It's what they do.

It's part of the Noosacat DNA. These boats are born, bred and trialled in the roughest conditions imaginable, and they're designed to go forth, usually rescue or tow, and come back again safely with the crew and any of the victims rescued, safe and sound.

This of course pre-supposes a highly

Hull Specifications

Boat length (not bowsprit) **8.0m**
Overall length **8.60m**
Boat length on trailer **9.1m** (approx)
Beam (maximum) **2.50m**
Draft **0.40m** (engine up)
BMT (est) **3.2 - 4.0 tonne**
Power rating **2 x 150 - 225hp** (25.5 inch)

Standard Features

Stainless steel bow rail with bowsprit loop
Bow Sprit with bow roller
Bow bollard & 2 stern bollards
Self draining anchor locker with hinged lid
Anchor rope dead eye
Winching eye to tunnel
Fore deck access hatch
2 x moulded double battery boxes, built in
Wiring conduits
5-piece windscreen with armour plate front panel
Wiring cover with door
Deluxe seats on moulded bases, storage under
2 x bunks with moulded bases with storage under
Fabric covered bunk cushions
Lockable door to forward cabin
Moulded GRP duckboard with lift-out transom door
Moulded side pockets
Quality compass
2 x heavy duty batteries
Battery master switches
Start Battery paralleling system
LED Navigation lights
3 LED cabin or cockpit lights
Hydraulic steering
2 x 150hp 25" Yamaha, s/s props, 4-stroke, c/rotating
Binnacle controls with supreme cables
2 x fuel filters & fuel lines
Yamaha can-bus instrument package including fuel senders.
Engine installation, pre-delivery and sea trial
27 MHz radio and 8' aerial
2 x approx 225ltr 316 stainless steel under floor fuel tanks
2 x external deck fuel fillers & vents with covers
Stainless steel hardtop rails
Heavy-duty "D" section mid rail fender
316 S/S Duckboard rails
316 S/S Duckboard ladder
4 x S/S Cockpit rod holders
S/S Grab rail to dash
In hull transducer wet box with 8" bronze Inspection port
All under floor areas flow-coated
Fibreglass floor, bulkheads & beams (no timber),
Helmsman's and observer's footrests on dash
Moulded binnacle controls console
16 x underfloor buoyancy compartments



This is an important shot, as it clearly shows the tunnel in this superb new hull can easily 'breathe', swiftly exhausting the water rushing down through the tunnel. This leads to faster take-offs, easier cruising, lower planing speeds.

skilled crew, and a dedicated rescue craft fit-out, which was exactly the case we found in the Hervey Bay Marine Rescue Noosacat. It was undergoing part of its sea trials before its hand over, and conveniently, was locked-in to run alongside the test boat for the photography.

This was particularly interesting for the writer because we have a great deal of respect for the work of the Marine Rescue and Coast Guard people around Australia and always like to study how they've set the boats up, the equipment they use, the tow post they've installed and so on. All of which is the result of many years of often very dangerous work in appalling conditions – so they learn very quickly what works and what doesn't. Once again, we were seriously impressed with the fit-out and design features of the Marine Rescue Boat from Hervey Bay.

Design

The Noosacat 3000 measures 8.70m overall including outboards, and 8.60m when measured including the bowsprit and duckboard. The actual moulded length of the hull is 8.0m. The maximum beam is a useful 2.50m which means it's trailerable in all states of Australia without flags and flashing lights, and has a hull draft of 0.40m at rest.

We ran the tape measure across the hull and cockpit and came up with some interesting figures.

The net width between the coamings in the cockpit is 2.090m, and there's a terrific 3.120m between the back of the seat boxes

and the transom moulding ie, the true cockpit area is 3.12 x 2.09 but from that you have to take out the (very useful) centre fishbox which measures 1.230m fore and aft and 530mm across the boat. However, as you can see in the pictures, this is an absolutely ideal work table with a very big draining fishbox underneath so it lends itself to any number of combinations.

Our first thought was that you'd use the lower unit (1.23m long) as the kill box, and the upper unit as a lure or tool centre, with a hinged teflon cutting board on top . . . then we'd convert one of the two boxes under the helmsmen and passenger chairs into a live bait tank on one side and an ice chest (or eutectic freezer) on the other. There's certainly plenty of room for such development.

Freeboard internally down the lowest point is a wonderful 765mm at the transom, which rises up to 830mm next to the seat boxes. Aussie blokes will love it, because it's the sort of gut height (we!) need when the rig is working in swells down on the South Coast, or in choppy conditions up at the 'Reef, or . . .

The seat boxes for the helmsman and passenger chairs are well fitted too, measuring just over a metre in length, 630mm high and 480 wide.

The cabin is probably the weak link in the whole thing because the bunks on either side are only 1670mm long which is annoyingly short for someone of the writer's size - a fairly normal 6 foot height.

However, with the optional infill panel between the berths, you can easily sleep

Noosacat 3000 Cuddy



Attention to detail is comprehensive - and it is all done in the best traditions of Aussie GRP fishing craft. The new mouldings are of an extremely high standard, and show this factory's vast experience in the smaller, but vital details (such as the throttle box, radio locker mouldings (above, centre) footrests, etc). This will be a very easy rig to clean and maintain in pristine order.

across the boat. In that case, there is stacks of room, because the NC 3000 is nearly 2.4m wide.

That said, we have to acknowledge here that the Noosacat team did this in the NC 3000 Cuddy deliberately, because most people want all the space in the cockpit they can get - and not 'lost' in the cabin which is so rarely used.



Alternatively, owners looking for a softer, more family or cruising oriented NC 3000, should consider the Long Cabin version (above). This is available with a completely different toilet and berth arrangement, a galley - even a dinette if required.

The test configuration is actually that of a hardtop cuddy cabin cruiser. We must observe the hardtop is a terrific feature of the craft, wrapping around with side opening windows and toughened glass in solid frames facing forward. We have to

remember this is a boat that's actually designed to go through breaking surf if necessary, so everything is super strong and over built.

Handling & Ride

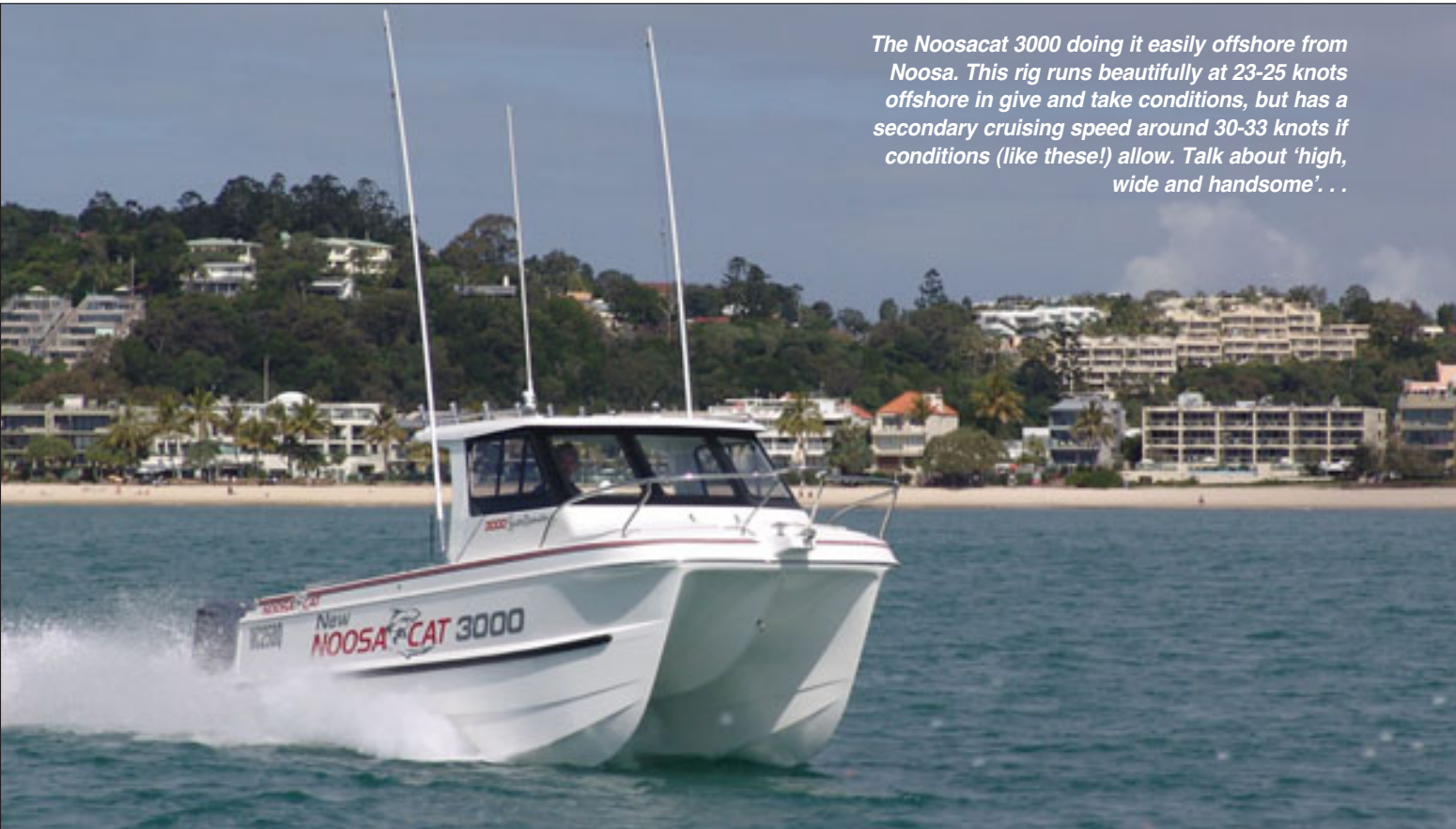
The handling of this cat is out of the box, and conventional in the catamaran world where its symmetrical hulls do end up leaning outwards as distinct from the asymmetrical hulls, which tend to bank inboard.

This is not the time or place to debate the issue, but it would seem to the writer that history has now shown us that the symmetrical hulls are the most popular with most cat enthusiasts.

In some ways the argument is a little specious and reminds the writer of the perenial debate the automotive industry has over independent rear suspension compared to a fixed rear axle, or a front mounted rear wheel drive car versus a rear mounted engine.

No matter what we design and build in the world today, you can bet your sweet life somebody will have another theory, another commitment, another belief that challenges the original, and just as its pointless to





The Noosacat 3000 doing it easily offshore from Noosa. This rig runs beautifully at 23-25 knots offshore in give and take conditions, but has a secondary cruising speed around 30-33 knots if conditions (like these!) allow. Talk about 'high, wide and handsome' . .

argue for long about whether a rear engine Porsche handles better than a centre engine mounted Ferrari, or a front engine mounted Aston Martin, we have the same sort of situation here.

Whether an asymmetric hull is better than a symmetrical hull is actually up to the individual to consider, trial and form his or her own conclusions. And you can bet London to the proverbial, that if you put 10 fishos into two similar sized and powered cats, one asymmetrical and the other symmetrical, you'd end up with 10 different opinions.

From the writer's viewpoint, I would have either – the issue is not one that I have any real concerns about. To the writer it's like buying a performance car - it's just one of the elements that you take onboard when you trying to decide which one to buy.

Here the writer would be more influenced by a history that goes back decades of incredibly tried and tested performance under the most extraordinary and dangerous conditions one can find at sea, and the reason that the Coast Guard and Sea Rescue people keep backing up for more is patently obvious.

These boats do the job.

In terms of handling and ride, the writer has had several of these craft, and still ranks the original 23' cat with the twin 150 Yamaha V-6's (2-strokes) as one of the

finest craft I've ever owned.

This boat is of the same genre – although it is about 4 generations away from what was built in those days, with a vastly changed standard of finish and fit-out.

The fundamentals of handling and performance remain (thankfully) reasonably constant.

Hennig has always committed to the principle of honouring the original SharkCat's legendary handling and ride in appalling conditions, although he has, bit by bit, almost chine by chine, improved the breed over the years. Not so that anybody would shake their head and say "that's a bit weird", because in most cases the changes are almost indiscernible.

In this case, for instance, he took one of the best and longest established cats in the range that used to have a couple of very hard-to-build aluminium pods hanging off the back of it, and then arranged for a brand new hull plug (and subsequently, the moulds) to be generated in 2011 incorporating the original hull characteristics and design, but with the superb new transom arrangement which is now all one integrated unit.

So not only has the original hull been lengthened, he's also increased the chine flats a tad, narrowed the tunnel a smidgen, to allow for the bigger, heavier engines he expected the owners to use.

So once again it's the Volkswagen theory of design management – little bits at a time without ever risking the fundamental integrity of what is one of the finest hulls of its type produced anywhere in the world today.

***Time Out #1:** Okay, so that's all bleeding obvious – "Webster's at it again with his usual rave about Noosacats" . . . I recognise this reaction is inevitable these days, when 99% of the tests published by everybody in the magazines, internet blogs and opinion pieces, conclude that EVERY boat is the softest riding, fastest, best built, smoothest, most economical boat that cuts through the water like the good old hot knife trick . . . I'm aware many readers will be drawn to that conclusion in respect of the flattering comments I've made about the NC 3000 in this report.*

*There's only one small problem with that situation, and it's this: Folks, this **IS** the brand that started all those cliches, and it's my happy lot about once a year, to be reminded just how good these Noosacats have become.*

They are literally in a class of their own matched only by their peers from the likes of Leisurecat, Kevlacat, Dominator (etc), other boats that are in this cat league around 8.0m-9.0m, all of which display

Noosacat 3000 Cuddy

characteristics that you simply can't replicate in a monohull.

Now without being able to stage a Rally comparing all the cats head to head (I wish!) the writer is, I think, entitled to draw some conclusions about this craft when it is compared to other craft in the main stream.

That is, if you're going to spend \$150,000-\$200,000 on a high performance power boat, what else can you buy that compares to the Noosacat 3000? And how does it compare in terms of performance, ride, handling and so on?

And that's where the argument or issue becomes crystallised, because in the writer's opinion, there isn't a mono hulled boat like this made in Australia (*or anywhere else, for that matter*) that can stand in the shade with the Noosacat 3000, so we are entitled to talk about its ride softness, its impeccable handling and extremely good manners in seriously rough weather.

Time Out #2: *In making these comments, can I stress that they assume that the rough sea capability is matched by the rough sea skill of the skipper. These boats are inanimate fibreglass and metal objects that do absolutely nothing except sit in the water and consume money until such time as somebody stands behind the helm and puts the throttle forward. Then, if they're taken offshore into gale conditions, there's almost no way you can break them in a physical sense, but by crikey, with the wrong skipper at the helm in certain conditions, cats will fall over just the same as anything else; they can get the crew into very scary situations if the skipper doesn't know what he is doing or hasn't the necessary training to handle ANY sort of boat in rough seas, let alone gale conditions, offshore.*

The point is, and it's the point the writer has made repeatedly – it would be no different to putting the writer in the new Ferrari 485 Italia and saying "Go forth and hot lap Bathurst".

My lap time would be embarrassingly slow – so much so that any of the pro drivers could probably lap me in the Italia in a 1955 Morris Oxford.

The point is this: It's not about the machinery – it's still all about the skill, the experience, of the man standing behind the helm. And this is my central point – with that right person, with the right experience behind the helm, a boat like the Noosacat



Above: The new tooling in and around the transom and outboard wells is beautifully done - note the "tunnel" for the steering tie bar, the walk-thru transom door and fold-down ladder.

3000 will handle a full gale and come back safely.

Having said that, readers might now be tempted to think you have to be especially talented or skilled to drive a Noosacat 3000 - but again, at the risk of some monotony, to use the Ferrari analogy: whilst I may not be able to hot lap around Bathurst, I'm pretty certain the writer could drive that awesome red beast down to the shops, or up to the mountains without hurting myself, the car or anyone else.

What I'm referring to this time, is having the ability to **extract the best** from the craft and draw it out to its full potential – that will take some serious practice, and could take a year or two of experience at sea in a wide variety of conditions.

The Noosacat 3000 is about as safe as it gets. It's extremely predictable, and I would have absolutely no hesitation in giving my 10 year old grandson the helm for hours without a worry in the world – as we did with my son Jeff in the 1970's.

Compared To Other Cats

Lined up against cats such as the Kevlacat 3000, the Leisurecat 8000/9000s,

the new Markham 8100, the Noosacat 3000 handles the competition easily, as none of the other cats are markedly *better*. Using our standard 14 element scoring system covering

- Design / Styling
- General Handling
- "Downhill" Handling
- Ride Softness
- Dryness
- Helm Comfort & Ergonomics
- Fishability
- Stability At Rest
- Overall Seaworthiness
- Inherent Safety
- Standard Build Finish
- Standard Build Fit-out
- Electrical Fit-Out & Planning
- Trailing Aptitude
- Value For Money/Application

Where each element is scored out of ten points for a total out of 150, this new Noosacat 3000 can certainly claim the 'Top Cat' mantle. Given it has only just been developed and launched, this is exactly how it should be.

Performance

The 225 Yamahas provided exhilarating performance and enough brute acceleration to knock a person clean off their feet if the electronic throttle(s) are opened too quickly.



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The big 19" props have enormous bite, and the low down torque of these two 4.2L engines is truly exciting.

It is a Bar boat *par excellence*, and the sort of boat you go out into choppy or rough waters for the sheer bloody hell of it. Boy, it's good, and it is such fun to drive that you're drawn into a higher speed envelope than is probably sensible – especially for your passengers.

But it is an adrenalin machine, and if you tweak it to get the big Yammies howling up around 5,000rpm, and just twiddle the individual leg trim angles to get it running absolutely perfectly horizontal, it has to be one of the most exciting "fishing" boats ever built.

Mind you, the NC 3000 is positively civilised in terms of throttling it back and keeping the peace – and for that reason I'm more than comfortable suggesting that 2 x 150hp outboards would be easily enough for 90% of the market. Only the desperates like the writer, who don't get out often enough to do this, will really find it necessary to go down the road with outboards up to 225hp.

Fit-Out & Finish

This is, by Riviera or Maritimo standards, a very plain boat. It is largely flow coat finished and although the fittings themselves are very good quality and well built into the boat, the Noosacat retains the "hose-out" capability preferred by Australian fishos.

From the writer's perspective it is perfectly okay, because like most fishos, the writer is not really interested in carpet or tricky finishes in a boat like this. To me, it's all about going out to the canyons, or along the 'Shelf sportsfishing or drop lining in the very deep water that we have to go to these days.

I can see electric winches along the gunwales, and some very big sea bass coming over the side; perhaps SBT's from the southern parts of Oz, let alone mackerel and billies from our northern waters.

The cuddy model is not a boat you'd buy for long range cruising with your lady or

family 'coz the hardtop cuddy is basically all about fishing, fishing and of course, fishing.

This is just about the perfect boat for blokes who are downsizing from Berties, Rivs, Randalls, Mariners, etc, after a lifetime of bluewater fishing; blokes who still want to get out there, but without the hassles of crew and the huge maintenance costs of serious game boats and their attendant diesels, gearboxes, shafts, etc.

I can see this boat moored at the waterfront homes now scattered all around Australia, just a mile or two from the entrance and 10-15 miles from some seriously good offshore fishing grounds. Locations where the owner often has a Bar to cross to get out, and very often, needs a soft riding rig to look after an increasingly bad back, hips, knees or whatever. The fact is, fishos are getting older and need the ride softness that boats like this can provide driven sensibly.

And let me make this point clearly to you – yes, it's capable of great speed and daring-do out in the blue stuff, but the really important aspect of this boat is that it has the most beautiful bluewater cruising speed of around 23-25 knots, at which point the Yamahas are just loafing along, the ride is quiet, soft and if the skipper lets it walk through the waterway itself, it is an absolute joy to experience.

It is seriously a boat the writer would look at running the 23-25 miles off the Gold Coast to the 'Shelf. Working up or down the Shelf for 3 or 4 hours, undertaking a spot of deep water canyon fishing if the surface pelagics are quiet, before coming back home in an hour or so – yes, let me say that again: *coming back the 23-25 nautical miles in an hour or so; back into the canal well before dark.*

I can't think of a better boat for the job than the Noosacat 3000.

Trailerling

For the record, with the 2.5m beam the Noosacat 3000 is legally trailerled behind a big F250 or Chev Suburban type vehicle, and Wayne makes a beautiful trailer

(available in stainless steel even!) for the rig so it fits it like a glove (see pics).

For readers on farms, sugar cane properties etc., who are within tractor towing range of the ramp, and prefer to keep the rig at home, be aware this is really easy to tow legally without flags, flashing lights etc, but it is a big rig and needs a big tow vehicle or tractor to pull it.

Wayne has confirmed the typical BMT weight of the rig is in the 3.25 - 4.00 tonne range, depending on gear fitted.

Cost

As tested the rig here cost \$180-\$185K with the c/rotating 225 Yamahas, LAN instruments, etc., including GST. However, the price can be considerably less, (from \$138K with 2 x 150hp Yamahas) or more, depending on the brand of outboards selected, the horsepower, the day's rate on the \$AUD, and all those other variables designed to give boat builders and their clients many sleepless nights!

The trailer is available for another \$20,460 for the standard galvanised steel tri-axle model or with the upgrade to the LDX stainless steel frame, another \$3,740 – that's for a trailer that will probably out-live us all, I suspect.

Conclusion

There are no prizes for working out that yours truly would put his hand up for one of these tomorrow morning except for a painfully obvious reason! But financial considerations aside, this is truly an exceptionally good boat for the purposes we've described in this report, and continues a magnificent tradition the Hennigs have honoured so well over the last 20 years.

Noosacats like this are not for everybody. Indeed, they apply to a relatively small number of very lucky people who have the 'reddies' to stump up the purchase price, the waterfront facility or farm sheds to house it, and the location around Australia where it can be used to maximum affect.

Cats by their very nature are bigger, heavier, need more power than most monos, but provide an extraordinary level of ride comfort and safety, let alone bad weather performance that puts them in another league compared to monohulls. This is a very good craft with few peers in its class and now that it's got its brand new hull, it carries its Noosacat label with even greater distinction than ever before.

For further information please write mail@noosacat.com.au or phone (07) 5449 8888 Fax (07) 5449 9480

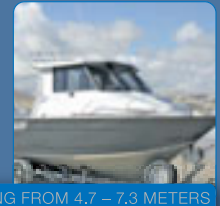
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2012 MID-YEAR POWERED CAT DIRECTORY

On the following pages, The Boat Mag team is proud to present Australia's third Directory of all the major powered cats produced in Australia.

When we started the first edition in 2005, we were not sure just how big the market was ourselves, and it was only after we jumped off the deep end, that we started to get a handle on the size and scope of the Australian powered catamaran industry.

The cat industry sector is - despite the GFC - much larger than most think, and apart from being spread right across Australia, we are, by any reasonable assessment, world leaders in this field.

This third Directory is as comprehensive as we could sensibly make it - and incorporates many changes requested by the 'Cat industry' - but retains the essential usefulness of a compact, complete and standardised Directory.

We'd like to take this opportunity of thanking again all the cat manufacturers who participated so eagerly; their support, trust and enthusiasm is greatly appreciated. We hope we've done them proud!

Peter Webster, Editor *Ruth Cunningham*, Publisher



6.0 - 6.9m Cairns Custom Craft

www.cairnscustomcraft.com



In the 5.5-7.0 m range of cats, CCC produce a number of different variations around the central basic theme. Over the years, dozens of these cats have been built for use all over Australia. At CCC, they can be built in cuddy, full cabin, centre console, side console, walkaround, wheelhouse versions - and all combinations there-in. This enables the consumer to really dovetail his precise boating requirements - to fit a garage, use a certain size engine combo, emphasise the fishing cockpit, etc.



TYPICAL SPECIFICATIONS

Overall length (LOA)	5.75m
Boat Length	5.64m
Max Beam	2.49m
Draft	0.40m
Hull Weight	490kg
BMT Weight (Note: Ally trailer) ..	1.54t
Minimum Power	2 x 50hp
Max Power	2 x 90hp
Fuel Capacity	2 x 120
Berths (Cuddy)	1-2

7.0 - 11.0m Cairns Custom Craft

www.cairnscustomcraft.com



These craft have been featured extensively through the pages of *F&B*, *Plate Alloy Boats Of Australia* etc. The 10m flybridge (above) charter boat is now based in Tahiti, Coastguard boats work along the eastern seaboard.

In recent years, ever-tightening regulations and restrictions have ensured commercial craft have to be built to a very high standard. Aluminium is increasingly first choice of the naval architects, and few Australian yards have the breadth of knowledge and experience in this medium as Cairns Custom Craft.



Elite - OceanCat



Awabi Diva

“An Abalone diver from South Australia flew over to trial an OceanCat for possible interest in building a new boat within the next year or two.

The trial held off Lancelin, Western Australia produced the usual conditions - good swell and strong winds. As per usual, the 3000 OceanCat enjoyed the conditions.

The next day he flew back to Streaky Bay and as soon as he got home, I got a call to get the new 3100 Series OceanCat under way and to deliver ASAP.”

- Brett Sullivan, Elite Marine

SPECIFICATIONS

Hull Length	9.0m
Length Overall	9.5m
Beam	3.5m
Minimum Power	2 x 175hp
Maximum Power	2 x 300hp
Berths	Two
Fuel Tanks	2 x 500L
Water Tanks	2 x 100L
People	2 + 12



Spirit Of Bunbury 111

A Custom built Sea Search and Rescue vessel for Bunbury Western Australia. The vessel design is based on Elite Marine's OceanCat model specially designed for great sea keeping in extreme conditions maintaining high performance and safety.

SPECIFICATIONS

Hull Length	10.0m
Length Overall	10.8m
Beam	4.0m
Minimum Power	2 x 200hp
Maximum Power	2 x 370hp
Berths	Two
Fuel Tanks	2 x 650L
Water Tanks	2 x 80L
People	6 + 2





Samson 111

This is a multi-role vessel designed for ships line handling, Pilot transfer, crew transfer and Sea Rescue.

Its main role is ships line handling, operating at Cape Lambert in Western Australia's far north. A large aft deck area allows crew to work safely, while the captain has full control of the vessel from its fwd and aft control stations operating the water jets from a mouse control allows the vessel to get into tight spaces with full control.

SPECIFICATIONS

Hull Length 15.7m
 Length Overall 17.09m
 Beam 6.0m
 Power 2 x 715hp
 Berths n/a
 Fuel Tanks 2 x 2500L
 Water Tanks 2 x 200L
 People/Crew (On Application)



PV Edwards

This vessel was designed and built for the Department of Fisheries in Western Australia's Sharks Bay and surrounding area. Capable of 33knots with the water jet fitout here, it can operate at these speeds in only 300mm of water. Elite Marine are able to transform this vessel into many functions including patrol vessel, sea rescue, crew transfer, lines vessel, pilot vessel, charter vessel and all purpose work boat.

SPECIFICATIONS

Hull Length 12.9m
 Length Overall 12.9m
 Beam 4.5m
 Power 2 x 575hp
 Propulsion 2 x HJ364
 Berths 4
 Fuel Tanks 2 x 1500L
 Water Tanks 2 x 150L
 People 2 + 20



Kevlacat Flycaster/Suncoaster

SPECIFICATIONS

Moulded Length . 5.18m
 Length Overall . . . 5.6m
 Beam 2.16m
 Draft 0.35m
 Rec Power 70hp
 Max Power 90hp



Stable, terrific ride, superb fishing platform, super strong GRP construction, the Kevlacat Suncoaster is hard to beat.

- Cruise speed of 22-24 knots with 90hp four stroke outboard
- Great stability all the way around the boat including forward near the bow.
- Forward post seat is removable. Rear post seat is optional.
- Significant storage is available in the forward and rear compartments.
- Recessed storage of EPIRB and fire extinguisher.
- Esky under forward seat in console.
- Live bait tank under passenger seat.
- Ample dashboard space for sounder/plotter and engine gauges.
- Exceptional value for money - get a quote and a pleasant surprise.



Kevlacat 1900 Offshore

Described by leading boating journalists as "one of the finest trailerboats of any kind ever made" the 1900 has remained in production since the late 1980s.

The journalists are right -

there is something magical about this cat's combination of hull shape, waterline length, sponson width, tunnel height, etc!

However, the 'Classic' 1900 remains one of a kind, and can be found

operating on waterways all over Australia.

In its latest guise, it is powered with 60hp-70hp 4-stroke engines for excellent fuel efficiency and economy, returns speeds to the mid 30's and

in its class, is one of the softest riding boats on the water today.

Easily trailered by mid-size 4WD's, its BMT weight is (approx) 2100kgs.

SPECIFICATIONS

Hull Length (mould) 5.2m
 Length Overall . . 6.54m
 Beam 2.4m
 Draft 0.40m
 Rec Power . . . 2 x 60hp
 Max Power . . . 2 x 90hp
 Fuel Capacity . . 2x180L

www.kevlacat.com.au



Kevlacat Series 2100

www.kevlacat.com.au



Now here's an irony - this is the boat Kevlacat developed to actually replace the Classic 1900 Offshore.

It introduced a completely new deck mould, integrated outboard wells, sleek, more modern styling, integrated battery boxes (etc) in a package that makes the 1900 Classic look almost retro.

Well, that was the theory, anyway! As events transpired, demand for the 'Classic' 1900 continued unabated, to the extent it remained in production as (arguably) one of the most popular GRP cats of all time!

Today it's about a 50/50 split - some prefer the original, others much prefer this sleeker, more contemporary 2100.

At Kevlacat, we just want all our customers to be happy!



SPECIFICATIONS

Hull Length (moulded)	5.8m
Length Overall	6.4m
Beam	2.41m
Draft	0.40m
Rec Power	2 x 70hp
Max Power	2 x 90hp
Fuel Capacity	224L
Water	Two



Kevlacat Series 2400

www.kevlacat.com.au



The Kevlacat 2400 Offshore has now replaced the long serving 6.2 series, with a useful increase in the overall length, and a new deck concept featuring a larger cabin.

This 6.5m cat is easily trailered, and performs brilliantly with engines in the 115-140 class and offers a true 40kn performance envelope with power from 115hp.

The standard features are

- GVM on Trailer 3000Kg
- Kevlacat composite construction
- Lockable fwd cabin
- 2 x single berths
- Self draining floor
- Built in live bait tank and deckwash
- Built in battery parallel switch
- Large insulated fish & drinks storage boxes
- Cruise speed of 25kn
- WOT speed 45kn
- Drive on/off trailer

Now also available in the “Weekender” layout including fully equipped galley and lounges.

The 2400 Offshore is available in Survey for commercial operation.

SPECIFICATIONS

Hull Length (moulded)	6.50m
Length Overall	7.68m
Beam	2.50m
Draft	0.40m
Rec Power	2 x 140hp
Max Power	2 x 150hp
Fuel Capacity	2 x 225L
Water	(Opt) 60L
Fixed berths	Two

Kevlacat Series 2800

www.kevlacat.com.au



SPECIFICATIONS

Hull Length (moulded)	7.20m
Length Overall	8.20m
Beam	2.77m
Draft	0.60m
Rec Power	2 x 150hp
Max Power	2 x 200hp
Fuel Capacity	2 x 360L
Water	(Opt)
Fixed berths	Two

One of the most popular models ever produced by Kevlacat, and known as the 7.2 for many years, this is an outstanding fishing, diving, cruising package that justifies the tag "all-rounder".

An extremely good deep-sea boat, the 2800 today is invariably produced with a hardtop, and frequently with a dinette to port with seat boxes etc to starboard.

This still leaves the famous 'tennis court' back deck, so loved by our customers throughout Australia.

Most commonly powered with 150hp-175hp 4-stroke outboards, the 2800 is an excellent package for boatowners downgrading from larger game boats, but still insistent on excellent offshore performance and a soft, comfortable ride.

This is the solution.

Kevlacat Series 3000

www.kevlacat.com.au

SPECIFICATIONS

Hull Length (moulded) . . 8.00m
Length Overall 9.30m
Beam 2.80m
Draft 0.60m
Rec Power 2 x 250hp
Max Power 2 x 300hp
Fuel Capacity 2 x 360L
Water 90L (Opt)
Fixed berths Two



A semi custom built 30ft catamaran that allows you to fit numerous options such as dinettes, galley units, freezers, fridges, toilet/shower cubicles - the list of options is extensive.

With a level of ride comfort and safety that surpasses all expectations you are sure to be impressed by this "Best in Class" Offshore machine.

The ability to set it up as an absolute 'boy's toy' or to take the family away cruising for the weekend, will mean more time on the water enjoying all there is to offer.

Available in a fully enclosed or cuddy cabin style of vessel you can guarantee that your boating needs will be met with the 3000 series Kevlacat.

Also available in Survey for Commercial operations.

Kevlacat Series 3400

www.kevlacat.com.au



SPECIFICATIONS

Hull Length (moulded)	9.00m
Length Overall	10.2m
Beam	3.20m
Draft	0.60m
Rec Power	2 x 175hp
Max Power	2 x 300hp
Fuel Capacity	2 x 450L
Water	.225L
Fixed berths	Two (+)

The Kevlacat 3400 has become something of a legend in south-east Queensland gamefishing waters as it has been the backbone of several popular sportfishing clubs in the region and has achieved great success at every level of competition. A wonderful sea boat, there's not a lot that will pull up a 3400, and whether it's powered by the larger V-6 4-stroke outboards, inboard diesels or diesel sterndrives, this is a very mean machine by any determination.

Usually fitted out with great care to suit very specific sportfishing applications for very experienced owners, the 3400 is an exceptional 'one of a kind' style of cat.

Available from the classic 'Magnum' configuration through to the flybridge models.



Kevlacat Series 3700

www.kevlacat.com.au

SPECIFICATIONS

Hull Length (mould) . 9.80m
Length Overall 11.0m
Beam 3.20m
Draft 0.60m
Rec Power 2 x 300hp
Max Power 2 x 350hp
Fuel Capacity 900L
Water 200L
Fixed berths Two (+)



The Kevlacat 3700 Series is a fully custom built vessel that can be designed to suit your exact on water requirements. From the Cuddy Cabin style "Magnum" to the fully optioned Flybridge Deluxe you can make the vessel as basic or as luxurious as you desire, the only limitations are your imagination and budget.

With a fantastic range and economical cruising speeds in the mid-20 knots, you will get to your destination quickly, safely and in absolute comfort.

Once at your destination you can relax in the air-conditioned saloon or enjoy some fishing with the family from the expansive and functional cockpit.

Available in inboard diesel and four stroke outboard, you will be sure to find a drive/layout and options package that will satisfy you and the family for those great long weekends away on the water or for the boy's trip to your favourite red emperor spot.

For further information please visit

www.kevlacat.com.au

Kevlacat Commercial

www.kevlacat.com.au



When strength, performance, build quality, functionality and reliability are key factors in your boat purchase decision, you have only one choice, Kevlacat Australia Pty Ltd.

This is the very decision facing many charter operators, commercial fishermen, patrol and enforcement agencies, search and rescue organisations. They have specific needs, but safety and reliability is always paramount.

Every Kevlacat model can be built to commercial survey from the 1900 Offshore thru to the 3700 Flybridge Deluxe.

With the ever changing requirements surrounding the new National Standards for Commercial Vessels (NSCV) we at Kevlacat have the experience and resources to remain abreast and adapt to these changing standards.

With a client list that reads like the who's who of commercial boating, you are sure to be satisfied that your new Kevlacat will perform for you year in year out.

Our recent client list includes:

■ NSW Maritime - 3000 Express Cruisers x 8



- Marine Rescue NSW - 3000 Express Cruiser x 4
 - Australian Volunteer Coastguard - Various vessels up and down the coast line.
 - Volunteer Marine Rescue - Various vessels throughout Queensland
 - Randwick District Surf rescue - 2400 Series
 - Victorian Fisheries - 3000 Express Cruisers x 3
 - NSW Maritime - 3700 Flybridge
 - Australian High Commission Tarawa - 2400 Series.
 - Xstrata Zinc - 3000 Sportsfisher
- These are just some of the more recent commercial



clients that have turned to Kevlacat Australia to satisfy their specific commercial vessel needs.

For further information please visit

www.kevlacat.com.au

Mako Craft 5.3 Cat

Mako Craft 5.30 Single Cat



There would be very few boating folk in Australia not familiar with the name Alf Stessl. This man is truly one of the iconic figures in the world of ally boat building.

For more than 4 decades, Alf has nurtured, hustled, progressed and promoted the world of aluminium boats in all its forms, and is one of the original pioneers in the development of the now

standard MIG process.

With an energy that underscores his life-long love of ally boatbuilding, Alf has now developed Mako Craft in Victoria, carefully positioning the factory near Geelong to reap the benefits of being the only major recreational aluminium boat builder in that state.

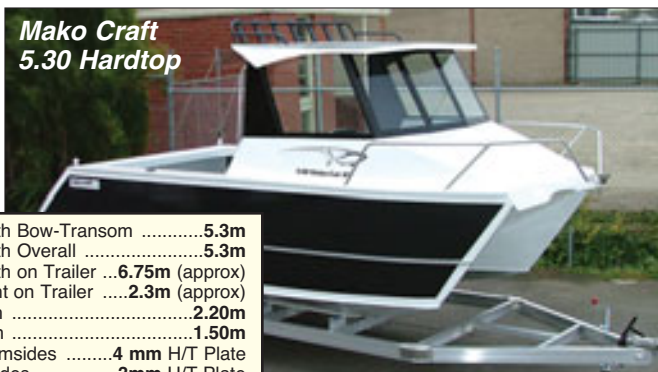
Mako Craft now have a fascinating range of craft reflecting Alf's lifetime of experience working with

Australian fishermen. And most recently, he's completed development on this exciting single (or twin) engined cat, now in full production.

To stay on the pace with this high energy boat builder, keep a very close eye on the Mako Craft website at www.makocraft.com.au or email makocraft@geelongce.net.au



Mako Craft 5.30 Hardtop



Length Bow-Transom	5.3m
Length Overall	5.3m
Length on Trailer	6.75m (approx)
Height on Trailer	2.3m (approx)
Beam	2.20m
Depth	1.50m
Bottomsides	4 mm H/T Plate
Topsides	3mm H/T Plate
Min hp	1 x 60, 2 x 40
Max hp	1 x 140** 2 x 90**
Number of People	Five
Max Load	650kg
Transom Shaft Length:	
Single & Twin:	25" (only)
Max Transom	250kg**
Transom Material	4mm
Hull Weights:	
Base Cuddy ally	540kg Approx
Base H/Top ally	TBC

TBM-July





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Markham 8100 Canyon Runner

www.markhammarine.com.au



8100 Markham Canyon Runner

Since its introduction to the Australian marketplace, the 8100 Canyon Runner has set new standards in bluewater performance and become a favourite of offshore anglers.

With strong endorsements from the boating media and hundreds of delighted owners throughout Australia, New Zealand, Asia and the Pacific, the 8100 Canyon Runner sets the standard for trailerboat performance.

With a comprehensive list of standard features and a long list of options, the experienced boat owner can customise a craft to suit their individual needs and circumstances.

SPECIFICATIONS

Overall Length (LOA) .....	.8.1m
Boat Length .....	.7.0m
Max Beam	2.50m
Draft .....	.0.40m
Hull Weight .....	.1600kg
BMT Weight (approx)	3.0t
Minimum Power	2 x 115hp
Max Power	2 x 150hp
Fuel Capacity	2 x 200L
Berths .....	.1-2



Markham 8100 Patrol Cab/Island Runner

www.markhammarine.com.au



Markham 8100 Patrol Cab/ Island Runner

Based on the same successful hull as the Canyon Runner, the enclosed wheelhouse version allows the owner to choose between an all-out fishing vessel or a pocket sized weekend cruiser... with all the great sea-keeping abilities of this boat and a large cockpit suitable for serious fishing or serious entertaining!

The Island Runner features a stove, sink, fridge, optional hot water system and galley unit while the Patrol Cab is more fishing orientated.

Forget about leaking clears and enjoy whatever the weather throws at you with windscreen wipers and washers to give you a clear view through the toughened safety glass windscreen and side windows.

Either version can include a full rear bulkhead and lock-up door and overhead hatches and sliding side windows provide good air flow.

There's plenty of room in the forward lock-up cabin for a double berth and space for a full electric toilet with a holding tank.

SPECIFICATIONS

Overall Length (LOA)	.8.1m
Boat Length	.7.0m
Max Beam	.2.50m
Draft	.0.40m
Hull Weight	.1600kg
BMT Weight (approx)	.3.0t
Minimum Power	.2 x 115hp
Max Power	.2 x 150hp
Fuel Capacity	.2 x 200L
Berths	.1-2



Markham 9800

www.markhammarine.com.au



Specifications:

Length (moulded).....	9.46m
Length (overall).....	9.76m
Length (overall with landing board)	10.39m
Beam	4.0m
Draught	0.7m
Draught (with shaft drives)	1.15m
Waterline length	8.25m
Freeboard (at cockpit).....	1.4m
Cockpit floor area... ..	14.42 sq m
Cockpit depth	0.75m
Fuel	2 x 650 litre
Water	1 x 650 litre
Black water	1 x 250 litre
Weight (hull only) flybridge	4.1
Weight (hull only) Express	3.8 t
Maximum displacement.....	9.8 T

The new Markham 9800 is an exceptional, multi-function craft. The 'resin-infusion moulding' construction technique gives the hull unequalled strength and uniformity far in excess of traditionally moulded boat-building methods.

The Markham 9800 is designed to provide comfort, performance and economy now and into the future.

It is available in Flybridge or Express-Cab, and can be powered by inboard shaft drive, stern drives or outboards.

Flexibility in design means the Markham 9800 can be fitted out with a range of options and interior finishes to suit owners' individual requirements.

With a 4-metre beam, the Markham 9800 has plenty of accommodation, a spacious cabin and a huge cockpit making this boat suitable for game fishing, family weekends or extended cruising.

. . . . Flybridge or Express Cruiser

www.markhammarine.com.au



Noosacat 2300



SPECIFICATIONS

Molded Length	6.70m
Max Beam	2.50m
Draft (at rest)	0.40m
Hull Weight (from) (WalkAround)	1.45t
Cockpit Length (clear) (W/around)	3.30m
Cockpit Width (clear) (W/Around)	2.00m
Min Power	2 x 75hp
Max Power	2 x 150hp
Fuel Capacity	2 x 180l
Water Capacity	Opt
Fixed Berths	Two

One of the most versatile boats in the Noosacat range, the 2300 is now available in a variety of configurations, including the Hardtop Walkaround model (left).

This is a terrific model for fishos, because the walkaround creates so much more fishing room it's almost hard to believe possible in a 2300 - but the big rear cockpit is still there, as well as all the fishing space forward.

A smallish cabin provides shelter and accommodation, and together with the Cuddy and Hardtop versions, this will long remain one of the most popular boats in the growing Noosacat range.

Best powered with twin 135hp-150hp engines, the 2300 stands up and flies with this level of horsepower, but for real economy, can be wound back to 115's if required.

Noosacat 2700

www.noosacat.com.au



Long considered the definitive Noosacat, today's 2700 is a far cry from the old glass boats of yesteryear.

New deck and cabin tooling, hardtops, short or long cabs, rear bulkheads, a beaut Walkaround - today's 2700, whether it's in the Search & Rescue configuration or set up for family fishing, is a vastly different boat from the original models as far as the finish and fit-out goes, but the original integrity of this classic cat hull has been retained – and further improved.

The most popular model, the 2700 Hardtop, (the top pic) is usually powered with twin 135-150hp 4-stroke outboards, but is rated for 2 x 225's for the free spirits amongst us.

SPECIFICATIONS

Molded Length	7.30m
Max Beam	2.50m
Draft (at rest)	0.43m
Hull Weight (from) (WalkAround)	1.80t
Cockpit Length (clear) (W/around)	4.03m
Cockpit Width (clear) (W/Around)	2.08m
Min Power	2 x 115hp
Max Power	2 x 125hp
Fuel Capacity	2 x 225l
Water Capacity	.Opt
Fixed Berths	Two

Noosacat 3000 GT Sportsman



Noosacat 3000 Cuddy Cabin



Noosacat 3000 Hardtop on Posts

Launched in October 2011, this is the very latest Noosacat with superbly finished new hull tooling. With integrated pods, moulded transom steering gear tunnel, slightly widened sponsons, and a 'best ever' standard of finish, this is an exceptional cat with all the hallmarks of another classic.

Available as a cuddy cab (shown here) cuddy with hardtop (lower left) walkabout, short and long cabin open or lock-up models, the Noosacat 3000 has been designed from the ground up around today's powerful and reliable V-6 four stroke outboards.

It's trailerable 24/7 too, without flags, lights or signs, providing an important degree of storage and transportable flexibility for many owners.

Awesome offshore performance, amazing stability and ride softness, this is very much the ultimate fishing rig for today's wide-ranging fisherman.



Noosacat 3000 Long Cabin

Noosacat 3100 - Outboard

www.noosacat.com.au



The perfect bridge between the big offshore going trailerboats, and the fisherman's need to get serious about fishing the wide offshore canyons safely . . . just look at the magnificent 3100 Series.

The 3100 range of models includes a tournament 'half' tower, short cab, long cab and runabout version.

It can be powered by outboards, four or six cylinder diesel sterndrives, or V-6 petrol sterndrives.

Outboards are the most popular, right up to the latest thirty inch, 300 hp, 4-stroke counter-rotating models with their extraordinary blue-water performance. With this sort of power on tap, speeds to 45 knots are not uncommon.

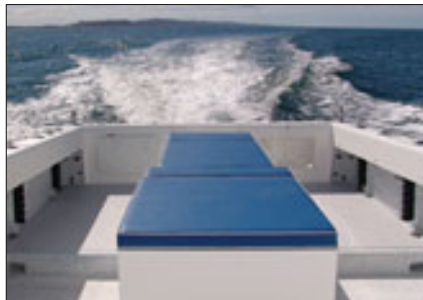
The ride and handling of this big Noosacat has to be experienced first hand to appreciate its full potential, but as the ongoing list of back orders attest - it has no peer in the 8-9 m class.

SPECIFICATIONS

Molded Length	8.20m
Max Beam	2.85m
Draft (at rest)	0.43m
Hull Weight (from)	2.80t
Cockpit Length (clear)	5.48m
Cockpit Width (clear)	2.3m
Min Power	2 x 150hp
Max Power	2 x 300hp
Fuel Capacity	2 x 280l
Water Capacity	Opt
Fixed Berths	Three

Noosacat 3100 Diesel Sterndrive

www.noosacat.com.au



Noosacat 3500 Diesel

www.noosacat.com.au



SPECIFICATIONS

Molded Length	9.30m
Max Beam	3.50m
Draft (at rest)	0.65m
Displacement (diesels)	5.40t
Cockpit Length (clear)	2.76m
Cockpit Width (clear)	2.72m
Min Power	2 x 225hp
Max Power	2 x 300hp
Fuel Capacity	2 x 340L
Water Capacity	1 x 200L
Fixed Berths	Five

When Noosacat launched the magnificent 3500 Series, a new era in high performance offshore boating began.

Available initially as the Noosacat 3500 Cruiser with a short or long wheel house, the bulk of the first production run was purchased by the Royal Australian Navy.

Now available with a deluxe flybridge and many alternative layouts below, the Noosacat 3500 can be purchased with outboard, sterndrive or inboard power plants.

A pleasing feature of the Noosacat 3500 is the excellent performance it can achieve with power as low as 200-220 hp sterndrives. With fuel consumption of just 20-25 litres per engine, the 3500 will cruise at 25 knots for hours, and sprint to 30-31 knots, if you need to come home in a hurry.

Noosacat 3500 Outboard

www.noosacat.com.au



Mind you, to travel really quickly, the Noosacat 3500 with twin V-8, 350hp Yamaha outboards, takes some beating! These powerful outboards drive the 3500 to an amazing 45 knots. This is of great importance to police, S&R and patrol boat situations, where *seconds* saved can be the difference between life and death. With 4-stroke reliability and economy, outboards with 30" legs are becoming a regular feature of today's Noosacats - a trend unlikely to change in the future.



Noosacat 4100 - 2006 AMIF Boat Of The Year

SPECIFICATIONS

Molded Length 11.10m
Max Beam 3.50m
Draft (at rest) 0.52m
Nominal Displacement 6.50t
Cock.Length (clear) . 4.39m
Cockpit Width (clear) . 2.72m
Min Power 2 x 260hp
Max Power 2 x 450hp
Fuel Capacity 2 x 540l
Water Capacity 200L
Fixed Berths Five

www.noosacat.com.au



One of the latest models in the expanding Noosacat range, the 4100 Series has stunned the powerboat world with its quite extraordinary performance when fitted with the Volvo IPS 500 drive system, utilising the superb six cylinder 350hp Volvo D-6.

With this unique power and drive system 'package' a fully equipped, twin diesel Noosacat 4100 flybridge is a genuine 36 knot flyer, with a typical

cruising range of 400-500 n. miles, and a degree of seaworthiness and ride comfort that leaves the traditional monohull cruisers floundering in its wake.

Well, that's what the Judges thought at the prestigious 2006 AMIF Boat of The Year Awards, when the Noosacat 4100 won its class for Best Cruiser - but then went on to beat out all the other competitors (imports included) to take out the

overall Boat Of The Year Award, too.

Traditional monohull deep-vee cruiser skippers will find all this hard to believe, we know - so we extend a personal invitation to any charter skipper, dive master, pro skipper or just keen big game anglers to try one of these magnificent craft out for themselves. As we all know, there's only one way to sort 'em out - on the water. Any day, any weather, and the rougher

the better.

Seaworthiness and seakindliness aside though, the Noosacat 4100 is an extremely comfortable cruiser. It can be finished to order - anywhere from tough, 'bullet proof' military specs right through to 'state of the art', world class levels of luxurious fit-out.

Flexible, cost effective with sensational performance: key features of the growing Noosacat 4100 story.



Noosacat 4400

www.noosacat.com.au



SPECIFICATIONS

Molded Length	11.99m
Max Beam	4.50m
Draft (at rest)	0.48m
Nominal Displacement	t
Cockpit Length (clear)	5.39m
Cockpit Width (clear)	3.72m
Min Power	2 x 310hp
Max Power	2 x 500hp
Fuel Capacity	2 x 1000l
Water Capacity	250L
Fixed Berths	Five

A powerful, wide bodied cat, the 4400 offers the accommodation and comfort of the 4100 but with a massive deck area that runs right up each side of the cabin. Available with or without the flybridge, the 4400 is often powered with twin Volvo D-6 shaftdrive diesels, although it is also available with the new D-6 Volvo Duo-prop sterndrives or the unique IPS system.

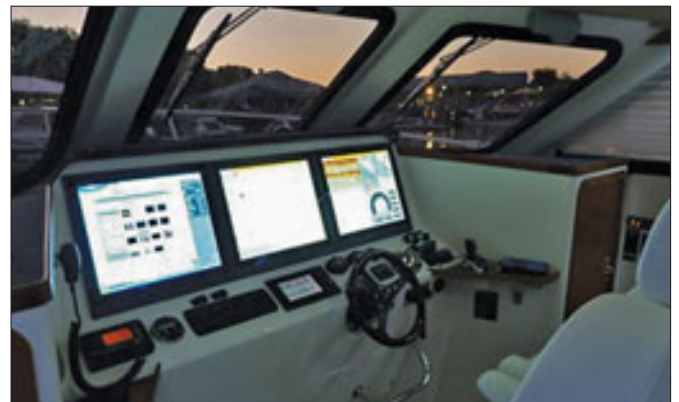
At this level of building, it's very close to a custom fit-out as the factory is anxious to accommodate every owner's requirements, wherever possible.

Handling and ride? Well, there really isn't anything you can't handle in a 4400, and few places you can't go. The 4400 is one of the most seaworthy production craft made in Australia.

Noosacat 5000 WalkAround Flybridge

SPECIFICATIONS

Molded Length	14.00m
Max Beam	4.50m
Draft (at rest)	0.75m
Nominal Displacement	O/A
Cockpit Length (clear)	O/A
Cockpit Width (clear)	O/A
Min Power	2 x 350hp
Max Power	2 x 600hp
Fuel Capacity	2 x 1000l
Water Capacity.....	200L
Fixed Berths	Six



Released in 2005, the awe-inspiring Noosacat 50 footer is available with an enclosed or open flybridge, and a wide variety of internal layouts.

Most owners opt to retain the magnificent cockpit, with a covered awning as shown here in these photographs.

This magnificent vessel lends itself to a wide variety of roles including fishing, dive, corporate and whale watching charter, let alone private use as a luxurious recreational sportsfisherman.

Currently being built with Volvo D-6s linked to IPS drives, the Noosacat 5000 is also available with conventional shaft drives with various engines, gearboxes and horsepower ratings.



LeisureCat

LeisureCat 6000 Brumby

The LeisureCat 6000 Brumby retains all the hallmarks of what has made the LeisureCat so popular. Beam has been reduced to 2.3m to facilitate trans-shipment in the safety of a container. It has a generous area forward for storage and sleeping, with a recessed storage box in the portside hull allowing for a toilet. Enough room to store all of the gear required for a weekender of a 4-man dive trip. Fully loaded, with fuel and two people, the 90 Etech's on the demo boat delivered a 35 knot top speed at their desired max rpm of 5200. Rated to twin 115 hp 4 strokes.



Design/Builder	LeisureCat Australia
Length	5.9m (19'4")
Beam	2.30m (7'6")
Draft	0.30m (1'1")
Disp(Dry)	920kg (2,034lb) (Approx)
Accommodation	Cuddy Cabin
Engines	2 x 70-115 hp Outboards
Fuel Capacity	360 litres



LeisureCat 7000 Gamefisher

The latest LeisureCat 7000 Gamefisher is designed with a large, uncluttered deck that is so desired by fishermen, divers, rescue and police groups alike. It has a safety, one piece windscreen for greater vision. For the weekend family it has a comfortable double berth cabin with standing dressing room. The deck is fully moulded and includes a large removable esky seat.



Design/Builder	LeisureCat Australia
Length	7.2m (23'6")
Beam	2.50m (8'2")
Draft	0.40m (1'3")
Disp(Dry)	1,740kg (3,845lb) (Approx)
Accommodation	1 x Double
Engines	2 x 115-200 hp Outboards
Fuel Capacity	520 litres



LeisureCat 8000 Sportsfisher

The latest LeisureCat 8000 Sportsfisher has a one-piece windscreen giving greater forward vision while still retaining strength and safety. Sliding side windows are standard. The seating is moulded into the superstructure giving increased storage and allows for the installation of an optional galley that includes a 2-burner stove, sink and 12v fridge. The hardtop comes with an internal liner with gloss gelcoat finish giving a very smart appearance. It includes a moulded console for radio and CD player. The cockpit coamings have been flattened off to allow large rods and reels to be fitted as well as giving a comfortable leaning/seating position.



Design/Builder	...LeisureCat Australia
Length	.....8.2m (26'9")
Beam	.....2.50m (8'2")
Draft	.....0.40m (1'3")
Disp(Dry)	....1,910kg (4,221lb) (Approx)
Accommodation	.....1 x Double
Engines	..2 x 140-200 hp Outboards
Fuel Capacity	.....520 litres



LeisureCat 8000 Westerner

The all-new LeisureCat 8000 Westerner is the latest in our range of walkaround models. Even with the larger cab there is plenty of room down either side to play the big fish right around the boat. The larger cab gives greater weather protection for crew and a lockup cuddy with plenty of stowage and an electric toilet fitted. There is plenty of comfortable seating with under-seat stowage in the bow area and an electric anchor winch for easy retrieval. Recommended engine power is 2x150 to 200hp 4-stroke outboards.



Design/Builder	...LeisureCat Australia
Length	.....8.2m (26'9")
Beam	.....2.50m (8'2")
Draft	.....0.40m (1'3")
Disp(Dry)	....1,800kg (3,978lb) (Approx)
CUDDY	..Large L.U. Toilet, Stowage
Engines	....2 x 150-200hp Outboards
Fuel Capacity	.....520 litres



LeisureCat

LeisureCat 9000 Kingfisher

The LeisureCat 9000 Kingfisher has an open-plan superstructure similar to the 8000 Sportsfisher. Comforts are catered for with a large double berth and stand-up dressing area in the forward cabin. With plenty of deck space for a game chair, this extremely fast and stable craft is everything the offshore sports fisherman needs.



Design/Builder . . . **LeisureCat Australia**
 Length **9.53m (30'6")**
 Beam **2.9m (9'6")**
 Draft **0.45m (1'5")**
 Disp(Dry) **3,600kg (7,960lb) (Approx)**
 Accommodation **1 x Double**
 Engines **2 x 200-250hp Outboards**
 Fuel Capacity **680 litres**



LeisureCat 9000 Profisher

The LeisureCat 9000 Profisher is a powerful offshore cruiser with proven fast hull performance. The forward cabin is complete with double bed, standing/undressing head room, comfortable seat, and is accessed via a full-length doorway and stairs down the portside hull. Saloon includes L-shaped lounge, galley, and enclosed shower/head.



Design/Builder . . . **LeisureCat Australia**
 Length **9.53m (30'6")**
 Beam **2.9m (9'6")**
 Draft **0.45m (1'5")**
 Disp(Dry) **4,000kg (8,800lb) (Approx)**
 Accommodation **1 x Double**
 Engines **2 x 200-250hp Outboards**
 Fuel Capacity **680 litres**



LeisureCat 350 Deepwater

The 350 LeisureCat Deepwater is ideal for all types of commercial charter fishing and diving, while still retaining the internal comforts of a liveaboard cruiser. Its huge and stable cockpit can be adapted to suit the needs of any water activities or patrol work.

A full-sized walk-in head/shower, complete with vanity, compliments the double front berth and full galley facilities. Can be powered by either diesel inboard/sterndrive or outboard engines.



Design/Builder . . . **LeisureCat Australia**
 Length **10.7m (35')**
 Beam **3.5m (11'5")**
 Draft **1.0m (3'3")**
 Disp(Dry) . . . **9,000kg (20,000lb)** (Approx)
 Accommodation . . **1 x Double + Ensuite**
 Engines **2 x Diesel or Outboard**
 Fuel Capacity **1200 litres**



LeisureCat 350 Sports cruiser

With its sleek superstructure, the LeisureCat 350 Sports cruiser will catch the eye of the most critical judge of style. Detailed to suit the buyer, it has a large enclosed shower and toilet ensuite, settee lounge with drop-down table, twin double-berths, well-fitted galley, and much more. Speed is in excess of 30 knots fully loaded.



Design/Builder . . . **LeisureCat Australia**
 Length **10.7m (35')**
 Beam **3.5m (11'5")**
 Draft **1.0m (3'3")**
 Disp(Dry) . . . **9,000kg (20,000lb)** (Approx)
 Accommodation . . **1 x Double + Ensuite**
 Engines **2 x 260-370hp sterndrives**
 Fuel Capacity **1200 litres**



Voyager V625

SPECIFICATIONS

Length Overall 7.0m

Measured length 6.1m

Beam 2.3m

Draft 0.30m

Hull Weight 1140kg (dry)

Approx weight on trailer 2100kg

Power Range (2x) 70-115hp

Fuel Capacity 2 x 180 L

Water Capacity (Opt) L

Berths 2



Isn't this sweet? Introducing what is agreed to be one of the best looking, best finished cats on the market - as it should be, given it is the very latest to be designed and built for the recreational fisherman.

The Voyager 625 is a stunning rig in other important ways, too - note this 'Cat' is designed around moderate, 70-115hp four-stroke outboards for maximum fuel efficiency hustling the fishing grounds wide off the coast, running along the canyons where the big fish will be found.

The good news continues - when the weather turns, the skipper has the satisfaction (and peace of mind) knowing the Voyager is probably at its best when the seas are running a couple of metres tall under that 20-25 knotter from the South . . . check it out; it doesn't get any better in this class of cat.

Voyager Catamarans
Phone (07) 3206 1732
Email: info@voyagercats.com.au
www.voyagercats.com.au







The Steber 530 Fisherman

Big enough to fish the Continental Shelf, it is small enough to trailer and power with sensible, economical motor(s). For around \$4,700 this new Steber makes good sense for today's fishermen.

It is nearly 12 months since Bruce Steber and the team from Taree, New South Wales, released the extraordinary Steber 525.

At Boat Shows right around Australia last year, both the industry and the public unashamedly stared in amazement at this very special fishing machine. For years and years, fishermen and dealers around Australia had been saying, *"If only we had a real fishing boat ... It is about time somebody put some effort into the fisherman ..."* and there it was.

From the tip of the bow roller to the scuppers on the transom, the 525 was the most sophisticated sportfishing vessel ever designed or built in this country. And it was expensive — at least, in a market where 17 footers are measured firstly by length and secondly by the amount of discount one is able to squeeze out of the manufacturer, it was really expensive.

For around \$7,000 the Steber 525 was up in the Shark Cat class of boating, but

nevertheless, boating journalists around Australia were unanimous in their praise for both the concept and execution of the Steber 525.

We liked:

- Soft ride
- Beautiful finish
- Design concept
- Self draining cockpit
- Forward hatch set up
- Excellent grab rails

We didn't like:

- Ineffective windscreen
- Banking in turns
- Fine forward sections

With more than 30 boats sold and the sales snowball steadily generating business, tragedy struck the Taree plant when one of the original 525's split the hull along the waterline during a

sportfishing tournament off Bermagui, N.S.W, and sank.

As Bruce Steber ruefully commented later, "In more than 25 years boat building, and thousands and thousands of boats, this was the first boat I had ever had sink on me — and of all places — at Bermagui during a sportfishing competition!"

The effect on sales can be imagined. Word spread like wild-fire, and within two weeks of the incident, every Stebercraft dealer rang in consternation, seeking an explanation and reassurance of the structural integrity of the Steber 525's on their showroom floor. Meantime, the Steber factory worked around the clock to

**TBM
RETRO
BOAT TEST:**
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1977

Steber 530 (RETRO, circa 1977)

find out what had gone wrong, and how it could be prevented from happening again.

Engineers and naval architects were hastily convened in emergency conferences to analyse the sophisticated under floor engineering of the 525. It wasn't long before the problem was found.

The unusual fibreglass stringer system which had been so brilliantly successful in the small 425 and 475 Stebers, when enlarged to 525 proportions, was found to flex under extreme loadings and this, combined with the resultant failure of the chemical bond of this inner liner to the outer hull, redirected a massive downward pressure from the inner liner to the outside of the hull along the waterline where the two were normally joined.

In a move which won Stebercraft more industry accolades than has been heard for some considerable time, Stebercraft recalled every 525 in Australia to the factory, at their cost, and completely re-packed the underfloor areas in such a way as to reinforce the corrugated stringers to prevent such incidents occurring again.

Meantime, the Stebercraft dealers throughout Australia were discovering that not only were the public prepared to stand behind Stebercraft with the

525, but they were in fact clamouring for more of the same.

Simultaneously, Bruce Steber decided that with costs rising all around him, there was a good case for offering the public most of the design principles of the 525 in a more conventional glassed ply floor version, which didn't have the expense or complications of the original 525.

The 530 was thus evolved in the middle of the 525 hassles, but the response by both the public and the dealers has already proven so great, the 530 will almost certainly take over what the 525 started.

Design

The 530 is a big, solid runabout which measures 5.3m overall x 2.43m maximum beam. There is a short cuddy-style raised deck section forward, with the fashionable reverse sheer windscreen sweeping around in a curve parallel to the curved deckline. The cockpit measures 9'7.5" long by 6'4" wide (net) with 3'6" freeboard forward and 2'7" aft near the transom. From the cockpit floor to the top of the curved windscreen there is a maximum protective height of 4'6".

The hull is most attractive in proportion, with simulated clinker sides rising to the stepped sheer midway around the gunwale.

The hull is designed with very pronounced shoulder sections although there is a noticeable fineness in the forefoot area.

This is very typical of traditional Stebers where Bruce Steber has always opted for a fine forefoot to let his boats work well in estuary chop, and the 530 is no exception. The stem sweeps back very easily, again contributing to the sense of fineness in the forward regions of the hull.

However, this fineness quickly builds out to a noticeable heaviness three quarters of the way back along the hull.

Together, these individual features suggest a hull which will ride softly in small chop and will tend to let the bow dig in slightly more than is usual, before the shoulders of the boat provide the lift to raise the boat out of the water again.

The aft sections of the hull reflect a slight compromise on the usual Steber designs we have seen in the past. This hull, with a 17 degree transom angle, and 16 degree deadrise is deeper than normal, but so too is the beam much wider than most 17 footers have been in the past.

In this way, Steber's design team have been able to retain the softness of the ride they were looking for in an offshore boat, yet keep the very necessary stability for offshore fishermen within their grasp.

The Steber 530 is loaded with design innovations and features. Let's take a look at these, one by one.

Grab Rails: Of particular note, the now common recessed grab rail pioneered by Steber two years ago are



thankfully still featured in the 530 with excellent rails around the bulkhead and down the coamings.

Foredeck Hatch: Beaut design, although we would still like to see the downward sliding hatch incorporate a groove to enable the anchor warp to remain secured to the bollard.

The hatch works like a dream and was tested to be quite watertight.

Windscreen: It looks terrific, it is fashionable, but it doesn't work — one of the disappointments of the 525-530 series, Steber (and all the other manufacturers who copied Steber) still have not come to grips with the soft top canopy problem.

Rod Racks/holders: One rack located each side of the hull plus two chrome bronze rod holders, one each side on the coaming.

Fish Boxes: Substantial 5'6" x 2'2" fish box under the cockpit floor with overboard drain (when the boat is out of the water).

Storage: Two side lockers more than 10' x 6" each in length run right along the cockpit and topsides. As well, the 530 features a full width outboard well which will accept two motors, provision for the depth sounder transducer (to port) near the transom and good waterproof storage forward under the raised deck, for life jackets, spray jackets etc.

One of the most decisive points about the 530's design is the excellent full length, flat, self draining cockpit floor. Not only is the cockpit self draining, but Stebercraft has come up with a sensible, practical arrangement of the scuppers which enable you to plug-off the scuppers whenever the self draining capacity is not required.

We cannot commend this feature strongly enough — here at last is a relatively small boat with the vital self draining capacity for rough water work (or working in and around ocean bars) which can be sealed off merely by pushing in two plugs (which are chained to the transom) and/or released by pulling them out.

Construction

The 530 now reverts back to what can only be described as traditional construction methods. It is made from a one-piece hull mould, with the one piece deck mould laid over and rivetted and bonded to the hull.

A small inner liner (from the 525 actually) still makes up the area under



Above: Observe windscreen height relationship to helmswoman — although some wind is turned back, the screen is quite ineffective.

Below: Although the Jawar trailer fitted was the correct size, many of the components, i.e., tilt bar handle, tilt bar pin, winch wire hook and the winch handle could not cope with the Steber 530. It is high time manufacturers started manufacturing trailers commensurate to sophisticated [sometimes heavy] fibreglass boats.



Steber 530 (RETRO, circa 1977)

the forward deck. The 530 is now built by placing four oregon longitudinal stringers alongside the heavy 8" x 3" keelson. These stringers are glassed into position before the glassed over marine ply floor is bonded down into position over the stringers. The end result is a rigid, simple hull which is virtually the same as the hull(s) Steber has been building for years.

Finish: Recently, we were talking with a local dealer, Leon Simons of Enterprise Marine, Narrabeen, (who meticulously assembled the 530 for testing).

We were standing in his showroom, next to a Steber and no less than five other opposition brands. We were talking about finish vs. dollar value and the public's attitude towards this all important question.

According to Leon - and many other dealers we have spoken to - it really depends whether the buyer is buying his first boat or his second or third.

"The first time a buyer walks into my showroom" said Leon, "I will show him the finish of a Steber and explain why it costs more, but it is most unusual to convince him that it is a better boat than the one that seems to be identical but is \$500 or \$600 less. But two years later it is a different

story. Then, the buyer understands the difference".

The Steber 530 is not an expensive boat — but it is considerably more expensive than many other 17 footers on the market.

Strangely, even a complete beginner can pick the difference between a good quality boat and a cheaper product if he knows where to look.

For instance, compare the quality of the capping over the reinforced plywood transom. Study the corner mouldings used at the end of the gunwale coaming mould — where the manufacturer has to make a 90° turn with his capping. Compare the lustre or richness of the fibreglass — it sounds difficult, but in a well lit showroom it is really quite easy to see which has the deeper, richer glasswork.

In the last couple of years, Steber have lifted their standards to the point where they are clearly one of the best finished boats manufactured in Australia, and the 530 will continue their reputation.

Performance

The test rig was powered by two Mercury 70 hp motors, fitted with power trim. After some adjustment with the propellers, we finally settled on 13" props, which pulled the recommended 5,600 rpm across the measured course, to record an excellent 52 seconds, the equivalent of 35 knots

or 63 k/ph. The motors performed beautifully, and even at full revs, it was possible to hold a conversation between the helmsman and passenger, either standing or just sitting back cruising.

In most cases, we found a 4,000 rpm cruise (around 25 knots) to be the most comfortable with the motors quietly humming along and the Steber riding very softly with a nice, level trim.

With the power trim on the Mercs, we found it simplicity itself to drop the nose a little for headsea work and pull it back when running before the sea.

There is no doubt power trim gives the helmsman wonderful flexibility as far as trimming the boat is concerned, letting the helmsman use his skill to choose the optimum ride and trim level to get the most efficient performance from his craft.

With the load of four adults and four kids the single motor was struggling to get up on plane, but with just two adults and two children a single motor did lift the big hull out of the water and planed along quite happily (with the motor trimmed mid-way) at around 23 knots.

We were disappointed when we were unable to conduct fuel consumption tests, but at this stage our own fuel metering system is still being finalised, and we were unable to run a conventional test due to the varied test programme we undertook with this craft.

Mercury advise however, that with this craft, each motor should return a cruising fuel consumption of 2.5 gallons per hour with a maximum of around 5 g/ph (each).

Handling & Ride : Inshore

The Steber 530 is a big, offshore fishing hull, and as such it performs better offshore than it does inshore.

For instance, it is not a craft to take your family water skiing, as there is far too much heel bringing the 530 about throughout its speed range — so much so we must reiterate past criticism of Steber designs.

The hull is a little too fine particularly when the weight of the helmsman, passenger (and possibly additional crew) is located so far forward in this boat. In all other senses, the 530 was a delight to handle, with the twin Mercury installation. Low speed handling was simple and direct, the boat tracked particularly well, and

Off plane, the Steber 530 holds a quite reasonable, level trim. This is an important point to watch for in boats used offshore for trolling. Sometimes, the freeboard forward is reduced to a dangerous extent as soon as the boat is off plane.



was quite delightful to cruise in along smooth, quiet rivers.

At all times the ride is "squishy" soft, spray free and comfortable. Our only criticism concerns not the Steber 530 so much as the twin Mercury set up, which did not allow sufficient steerage lock for effective low speed reversing. This is a minor point, but one beginners may experience some awkwardness with initially.

Handling & Ride: Offshore

Here, the big Steber was really at home. For the most part, the ride is spray free and dry, until you get really carried away with the throttle!

The ride is very soft for a 17 foot boat, and is very pleasing in normal offshore conditions with a 3-4ft chop over a low ground swell. As the waves get bigger, the speed naturally must either decrease or the ride become harsher, but at all times the boat gives one a feeling of great confidence.

The vision is outstanding over the low windscreen - but sunglasses or some form of eye and mouth protection is absolutely essential as the windscreen is quite useless in a seaway. Of course, if you are sitting at the helm the windscreen helps, but it will be a rare owner who remains seated offshore in this craft.

The fineness in the forward sections of the hull is still noticeable offshore with seas on the quarter, and some care must be taken running downwind.

With two or three men up forward, running over a crest and pushing down on the quarter produces a temporary if slightly alarming roll-down movement as the weight of the crew bears down on the relatively unsupported shoulder area of the hull.

In every instance, the boat immediately lifts back up and shrugs off the sensation, but it does call for some restraint on the throttle travelling downwind in heavy conditions.

The biggest danger is that the helmsman could lose control momentarily as the boat slams down in the trough. Immediately this happened, the force of the wave coming from (then) behind could pick up the stern of the craft and force the boat into a beam-on or broach situation. We deliberately experimented with this hairy manoeuvre in quite heavy seas, and decided finally that not only did nothing come of the situation beyond discomfort, but providing the



helmsman was aware that it could happen — it never did, as he automatically allowed for possible side-slew as he went over the crest, (let

me hasten to reiterate: we are talking here of heavy weather, offshore conditions.)

Running directly before the sea, the Steber tracks particularly well, and providing the motors are pegged out (which they should be in any craft) the ride is exhilarating and dry.

Application

The 530, like its more sophisticated sister, the 525, is designed for fishing. Particularly, offshore fishing. It is beautifully equipped for the task with either the specific equipment or the design potential for it to be installed.

In other words, if it does not have it as standard equipment, here is one craft where provision has invariably been made for your specialised equipment to be installed.

The live bait tank, for instance, can

The late, loved and highly respected founding editor of Australian Angler (which later became today's Fishing World) Ron Calcutt at the helm of the Steber 530 in 1977.



Steber 530 **(RETRO, circa 1977)**

be installed in one of two positions; it is your choice of position and type of tank. Additional chairs can be installed with flexible mountings — but Steber has left it for you to decide where you want the chairs located or whether you want them at all.

Provision has actually been made for the depth sounder, so you won't have to cut holes at random through the cockpit floor of your boat with the fear of drilling clear through the bottom.

Steber offer an icebox/fish box in

their option list — but you can install your own if you have a special design you prefer. In the total sense, Steber has gone to the fisherman and said *"We will provide the basic platform with the essential seaworthiness and safety you must have - but we will let you finish off the craft to suit your individual requirements."*

In this sense, the 530 is destined to be a roaring success.

Safety

With 33 cub.ft. of sealed air compartment under the floor, the 530 barely scrapes into the minimum capacity level laid down by the Standards Association in their recently

published Standards Association Small Boats Code As 1799, but with the self draining cockpit and the high standard of construction, the 530 must be considered one of the better hulls designed in Australia for offshore fishermen.

Conclusion

The 530 is a particularly important boat for Stebercraft. Over the last 2.5 years they have invested heavily in new standards of boat design, construction and finish.

If imitation is any guide, Steber has already had a considerable effect on the total standards of the Australian boating industry as many other

MARINE AUCTIONS



manufacturers slavishly copy design principles and concepts Steber pioneered.

I guess the reason Stebercraft receive such good press from boating journalists is that we, of all people, learn to recognize the difference between the originator and the copyists; *Steber is clearly the most innovative, original boat manufacturing company in Australia today.*

With the recent announcement that the Industrial Design Council of Australia has awarded the Steber 475 and 525 the "Good Design Label" it would seem our feelings are shared by the most respected design authority in Australia.

At \$4,690 (recommended retail Sydney metropolitan area) the 530 is good value.

To this figure the following extras should be considered. They include: 30 gallon under floor fuel tank [\$240] fish box [\$110], under gunwale lights [\$40], bow rail [\$170], two more rod holders [\$49], two additional seats [\$330]

Enterprise Marine quoted the Steber 530 at \$4,690 plus, two 70 hp Mercury outboards [\$4,800], power trim [\$770], registrations [\$45], batteries and clamps etc. [\$130], with installations and fittings an additional \$360.

Adding in a V173 disc braked, single axle trailer [\$853] this gave a total for the rest rig of \$11,648.

No doubt, there is a fair bit of room for haggling in there, so we would figure around the \$11,000 mark for a superbly fitted out 530.

TBM

Looking Back to May, 1977

Notes by Peter Webster August 2012

Wow, some of these Retro Tests cut pretty close to the emotional bone; this is one of them.

The Steber 530 came at the end of a turbulent period for the Steber family. They had invested their all in the creation, development and construction of the Steber 475 DF which was so radical it shook the recreational boatbuilding world to the core.

The Steber 475 was in part designed by a guy called John Redmond, assigned to the Steber project, assisted by Ben Hipkens (who later gained no little fame and success as the principle designer for Haines Hunter Mk3.

Everything about the 475 was radical. The design, the mouldings, the marketing - and at the '77 Sydney Boat Show, it was sold in record numbers. That was the problem. The marketing was so high-powered and successful, the Stebers had no hope of building the quantity required, creating a hell of a mess of frustrated dealers, buyers and media.

So the marketing came to a halt; the serious buyers waited, and many cancelled. The Steber factory was moved up to Taree, and started again, building the 475DF, the smaller 425DF - and after another concerted push by dealers/Redmond and the fishing & boating media, the 'big brother'

emerged - the Steber 525. An amazing bit of design, tooling and build standard, it again won every award around the place - including some very serious Awards such as that from the Good Design Council of Australia

Then disaster struck, and one of the very first boats split its hull at the '76 ANSA tournament - and although there was no internet back then, the 'word' spread like wildfire, and within hours, Steber were in serious trouble.

At the urging of people like Ron Calcutt (pictured left at the helm of the 530 Project Boat he developed) the writer and the dealers who knew how good the boats were, Steber finally threw out the moulded GRP chassis (yes, it was later to become a 'standard' feature of the modern, timber-free GRP boat) and built the 530 the way Stebers had always built them - with a 'glassed-over plywood floor across 'glassed' in timber longitudinals.

But it was all too late; the sales momentum was lost, and the Steber range fell back into the 'normal' category of a mid-level boat builder. I know Bruce and Beryl Steber were happy to step off the treadmill. They switched direction, going on to build surveyed commercial vessels, which the family has continued to build to this day.

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**Neil Dunstan:
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Fun At The Ramp

After a run of bad weather I was finally able to get away down to Cape Palmerston for a bit of R&R.

The garden chores were up to scratch and with the colder weather the lawn had stopped growing at its usual frenetic pace so I got a leave pass and took off in the Trojan with enough fuel, ice, food and water to last a week or so.

The trip was pretty uneventful and surprisingly I didn't get any fish on the lures on the way down, due I suppose to the fact that the mackerel have still not shown up and the trevally and queenfish etc which I usually catch on my trolling lures are mostly wet season fish.

I spent the first night in a different estuary system which comes in to Luellen Bay about half way down to the Cape, as I wanted to check how difficult it was to get in through the mouth of the estuary. There were two reasons for this, firstly I



Neil coming back to the ramp at Sarina in the Trojan from his latest run to the Cape.

was getting a bit fed up with a lot of the louts that regularly camp at the Cape who spend their time drinking, tearing around the place in tinnies and robbing my crab pots so I was looking for an alternative which was not so popular.

Secondly, to get out of the Cape by boat I have to travel the fifteen n. miles home in open seas which can get rough at times, whereas this other estuary has a ramp about eight miles upstream which allows me to get my wife to drive the car and trailer the twenty or so km around to pick me up if the weather turns crook.

I had a nice peaceful night anchored about three miles from the mouth but as I am not familiar with the area I couldn't find any live bait, so with frozen bait I only caught small jew and catfish and only got small crabs in my pots.

Next morning I pulled the anchor and slowly wound my way out at high tide pulling a couple of lures behind. I passed a couple of keen barra fishermen who were throwing plastics into the snags and enquired if they were doing any good to which they replied that they weren't, and just as my lures were passing their boat I got hit by a large barra which nearly jumped into their boat.

I got as big a fright as they did and by the time I had gathered everything up and attempted to land the fish it had made it to the snags and busted me off, one of the problems when you are trying to do everything on your own.

The trip further down the coast to the Cape was very refreshing as the sun was shining and the sea was flat calm and I arrived at just after high tide enabling

me to run up the creeks to set my crab pots and anchor up for a bit of a fish and to read a book.

The next few days were spent checking crab pots, catching live bait, fishing, reading and having a bit of a kip each afternoon, all quite enjoyable. On the fourth day I decided to head home a bit early as the forecast was for 25 to 30 knot winds and I wanted to get back to the Sarina Beach ramp before the bad weather arrived. I left at high tide to allow me to collect my crab pots and get out of the Cape which is a bit tricky if the water is a bit low.

As it was early morning and the sea was still flat calm I decided to stop at a spot where there is a large area of rubble bottom and coral to do a bit of fishing. As my Trojan travels at six knots I knew that I would not get back to Sarina Beach in time to catch the tide for loading the boat so I decided to stay and fish, have my lunch and travel back to the inlet at my leisure, camp the night and load the boat on the early tide next morning.

One of the joys of being retired is that time does not matter so much. By the

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time I decided to make the move back to the inlet I had four lovely black spot blue parrot fish between four and ten pounds, two good snapper about eight pounds and a number of smaller fish to go with the salmon, flathead, bream and a full bag of mud crabs which I had got from the Cape.

I had timed my arrival back at Sarina inlet to be about two hours before low tide as the tidal prediction was for a low of 0.8 metres and I need no less than one metre to get over the shallow entrance to the inlet without digging up the bottom with my nice new stainless prop, so I went in and anchored for the night about fifty metres upstream from the ramp.

I put the stove on to boil the water for cooking the crabs and sat down to watch the passing parade at the ramp. Within half an hour there was only about half a metre of water across the entrance but this did not seem to worry a lot of the skippers. As I was camped inside the inlet I couldn't see around the corner out to sea but I could certainly hear them coming.

It was quite entertaining to listen to the boats zooming in towards the inlet, then there'd be a great ROAR as they hit the sand bank and the motor was kicked up . . . then they'd appear around the corner looking

sheepish and pushing the boat by hand.

The loading of boats was even more entertaining, as most skippers have an aversion to actually winching their boats on to the trailer and insisted on driving them onto the trailer with great gusto and lots of throttle. The only trouble with this method was that there was only half a metre of water at the bottom of the ramp and it was tearing past at around four knots.

I watched a large platey with twin 150 hp Yammies have about five goes at it. Each time, as soon as the boat hit the trailer, the current swung the boat around sideways and it shot out over the side of the trailer with lots of banging and crashing noises. Eventually he charged at the trailer with lots of power and managed to force it onto the trailer, all the time the props were throwing sand and stones everywhere. I noticed the boat later on up on the apron while the owner was checking the rollers to see how many were damaged.

The next boat was a glass unit around twenty feet which was fitted with a large old V6 Johnson outboard which managed to bulldoze it's way in to the ramp. The skipper jumped out and left the passenger holding the boat while he went for the car and trailer.

This was fine except that the person holding the boat was a lady of quite small stature, about five foot six and seven stone wringing wet, so that when the skipper arrived with the trailer the boat had drifted down from the ramp onto a gravel bank which was well out of the water and the boat was well and truly stuck.

No problem, he just lowered the engine into what water there was and gunned it. Great masses of stone and water flew out of the back of the boat and it slowly hauled itself off the gravel bank back to the ramp where he charged the trailer a couple of times before finally getting it on the trailer, sort of.

I guessed he was a miner who could afford to buy a new stainless prop as the one that was on the engine was ruined.

A steady procession of boats arrived at the ramp, again too late for the tide but they all bashed their way onto their trailers while I watched in amazement.

Then a small tinnie was backed down the ramp to go out and the owner got out and shoved and pushed but could not move the tinnie so a couple of other blokes came to give him a hand and they also could not get it to move.

They all lifted it bodily and carried it to the water, I don't think that too many of the rollers were working on that trailer. About this time my evening meal was about cooked so I retired to the cabin, ate my meal and went to bed to listen to the football.

Next morning, after I had breakfast and cleaned the boat up ready to go I rang my wife who drove the car and trailer down to the ramp, arriving about one hour before high tide.

This meant that the current had dropped right away and as it was still rising slightly the boat could not get stuck on the hard.

I jumped off the boat and held the boat straight while my wife operated the controls for the twelve volt trailer winch and the boat was on the trailer in no time with everything intact and no damage.

I dropped the aerials, pulled the bungs, and off we went, to be home in time for a nice cup of tea, some of my wife's famous cheese cake and no hassles at all.

- Neil Dunstan.

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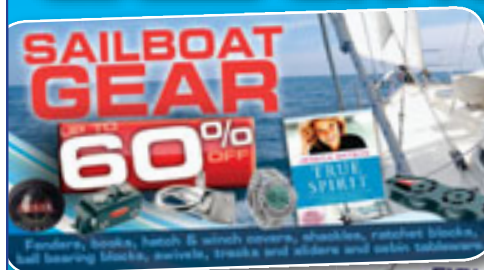


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Yamaha Powers Emirates Team New Zealand Chase Boat

Yamaha is proud to be the power behind a brand new chase boat supporting Emirates Team New Zealand's bid to take home the Americas cup.

The new chase boat, constructed by Salthouse Boat Builders, is powered by four Yamaha F300B V6 four stroke engines. These engines feature the very latest in outboard motor technology and were the obvious choice for Emirates Team New Zealand who compete in a race where taking advantage of the latest technology can mean the difference between success and failure.

With the advent of the new America's Cup, the whole format of the race has changed. The competition has moved from traditional mono hull yachts to massive 72 foot (22m) catamarans. These catamarans are capable of achieving speeds of up to 40 knots. This new format provided some unique challenges and requirements when it came time to look for support craft, as previous boats used for this purpose would not be sufficient.

Emirates Team New Zealand approached the challenge head on by designing a totally new craft in house with input from Chris Salthouse, from Salthouse Boat Builders, who were responsible for the construction of this craft. The new 14m Cat that has resulted exceeds the required design speed of 50 Knots with an impressive top speed of 58 Knots (107km/h) – amazing performance for a boat of its size.

Yamaha's F300Bs deliver exceptional power through the use of plasma fused sleeveless cylinders. This innovation, more commonly found in high performance sports cars, allows Yamaha engineers to utilise bigger engine displacement without increasing external engine dimensions. Removal of steel cylinder sleeves also dramatically reduces the engine weight, in fact the F300B is the lightest offshore 300 horsepower engine available on the market today.

With limited days allowed for testing between now and January 2013 this Chase boat will need to be capable of being on the water and operational on these set days from dawn until dusk. That requires long range fuel efficiency - an area where the big Yamaha F300Bs excel. The reported fuel consumption of these engines at mid range cruise speeds is 100 Litres per hour at 30 Knots (56 Km/h). That's only 25L/h per engine. At this speed the boat has a range of 510 nautical miles (926 Km).

The boat is expected to carry a range of support crew during this important preparation period. Among the staff onboard will be sailing coaches, boat builders, sail makers, riggers and on-board systems experts monitoring the finest details of boat and crew performance to get the most out of Emirates Team New Zealand. For added comfort for all on board, suspension seats have been added to smooth the ride in rough conditions, a feature that has been especially well appreciated by the crew.

With a top speed of 58 knots, the Emirates Team NZ Chase boat powered by Yamaha's F300Bs delivers exceptional performance for a boat of its size.

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Bel-Ray Marine 4-Stroke Mineral Engine Oil 25W-40 is a premium engine oil specially engineered for the harsh operating conditions of the marine environment.

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Marine Waterproof Grease is a mineral oil based, aluminum complex grease. Because it is an aluminum complex grease, Marine Waterproof Grease exhibits all of the beneficial properties of that thickener, including being virtually waterproof. It is a severe duty grease providing maximum protection against wear, rust, corrosion and water washout. Marine Waterproof Grease is formulated to provide for wet-duty performance including the wheel bearings of boat trailers in fresh or salt water. Marine Waterproof Grease repels water and is an excellent seal for bushings, bearings, all chassis lubrication points.

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n. spray swept by a violent wind along the surface of the sea

New 150 FourStroke – Tested To The Max

Mercury's new 150 FourStroke is easily the most tested engine ever built by Mercury Marine, the world's largest manufacturer of recreational marine engines.

From the very start, the new 150 FourStroke was designed and built to be the most reliable and durable 150 hp FourStroke on the planet – an engine that will start easily, run consistently and last longer on any body of water anywhere in the world.

"The only way to see if we had succeeded was to run the engine through the most severe testing schedule we'd ever devised – or even heard of," said Steve Miller, Mercury's Senior Category Manager.

"It was pretty torturous. We wanted to make sure it could handle really harsh commercial roles so the boat would wear out before the engine – even under commercial conditions."

So after the Mercury 150 FourStroke survived extensive indoor testing – including the equivalent of hitting a 20-foot log at 40 mph – six un-branded test engines were sent around the world to tackle some of the toughest jobs on the water:



- A single 150 FourStroke pushed a 24-foot Carolina crab fishing skiff out of Saint John's River, Florida – working for 1,300 hours in hot and humid conditions and brackish water, with lots of shift cycles and a tonne of crab traps that created severe load variance.

- A 25-foot water taxi based in British Columbia, Canada, ran a twin rig in bitterly cold salt water for 1,950 hours, going out every day regardless of 15-20-foot swells.

- From Spanish Wells in the Bahamas, a single 150 FourStroke powered a 29-foot

Angler Panga on lobster runs, with the engine running for 1,375 hours in tropical weather as traps were constantly set and retrieved.

- Another twin rig was installed on a 27-foot Open Fisherman running a charter and lobster business in Guadeloupe, French West Indies, spending 1,150 hours beating through rough and tall

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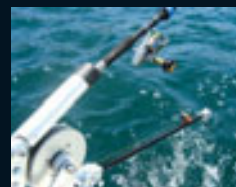
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● The engines were tested across a calendar year and in total notched up more than 8,500 hours operating in hard-core commercial situations.

Satellite technology allowed Mercury to track the engines on GPS and continually monitor a full range of performance parameters, including rpm, oil temperature, fuel flow, fluid pressures and voltage.

“All the testing took place under normal operating conditions,” Steve said. “And it completely validated the years which went into creating this engine. The engine passed with flying colours, it’s the toughest thing out there.”

The engine’s 3.0-litre, four-cylinder in-line configuration has more displacement than any other 150 hp four-stroke engine, yet it delivers fuel efficiency at cruising speed that no other engine can beat.

At just 206kgs, Mercury’s new outboard is by far the most compact FourStroke 150 hp outboard in the world. In fact, it’s just 11kgs heavier than Mercury’s popular OptiMax 150 direct-injected outboard.

Mercury claim it has almost 18% fewer parts than a Yamaha F150, proving that good technology can deliver durability and performance while simultaneously reducing package size and weight.

“As you’d expect, the new Mercury 150 FourStroke has been embraced by boat owners worldwide,” said Nicholas Webb, Mercury’s Director of Outboard Product (Australia, New Zealand, Pacific).

Buizen Yachts Choose Yanmar Power

Described by the manufacturer with terms such as “artisanal craftsmanship”, European style and luxury, timeless design and cutting edge technology, the Sydney built Buizen 52 pilot house yacht is an exceptional craft in the super yacht league.

The power behind this exceptional vessel is the Yanmar 4LHA-HTP marine diesel engine with a Yanmar KMH50A Hydraulic shift transmission. Fitted underneath the oiled teak floor in the main saloon, the Yanmar is the perfect choice for this prestigious vessel.

Not only does the Yanmar 4LHA have a compact installation envelope, but it also has to be a super quiet operator. The Yanmar is fitted virtually in the centre of the luxury Buizen 52 with only the teak laid floor separating on-board guests from the engine.

“We switched to Yanmar diesel engines many years ago because it is a high quality international brand,” said Steve Howe, Director of Buizen Yachts.

“Yanmar is the brand that for Buizen, delivers on performance and product support. It is a brand that has a worldwide warrantee that Buizen customers can rely upon.”

The Yanmar 4LHA is a sturdy 4 in-line cylinder, purpose built marine diesel engine. It features direct injection, with the induction being driven by a turbocharger with intercooler. Displacing 3.455



litres, the 4LHA is rated to 160 mhp at 3300 rpm. Tipping the scales at 360 kgs, the Yanmar 4LHA has one of the best power to weight ratios in its class.

By any measure the Buizen 52 is a large vessel. It has a length overall of almost 16m, the beam is 4.75 m and it displaces 18.8 tonnes. The boat is designed with performance in mind. Yet it is luxury personified. Appointments on board and the finish is nothing short of the very best available.

In addition to the Yanmar 4LHA installed in the Buizen 52, Steve Howe has also selected the Danish manufactured 3 blade Gori folding propeller to drive the 18.8 tonne boat.

The 3 blade Gori propeller is the only folding propeller operating the same pitch in forward and in reverse (The blades turn 180 degree), therefore it has the same thrust in forward and reverse. The propeller is actually more efficient than a 3 blade fixed propeller in reverse.

The 3 blade Gori propeller has an Overdrive, a second pitch which can be compared to the 5th gear in a car. You use the overdrive function when motoring in calm waters or when motor sailing. It can save you 20% in fuel and when you are pushing a 19 tonne yacht through the water, this can be quite considerable.

When sailing and your 3 blade Gori propeller is folded, it has the lowest drag of all 2 and 3 blade propellers, fixed, feathering and folding with only 1.4 Newtons of drag at 6 knots. In addition, the 3 blade Gori propeller once folded does not auto rotate, so no shaft brake or transmission lock is required.

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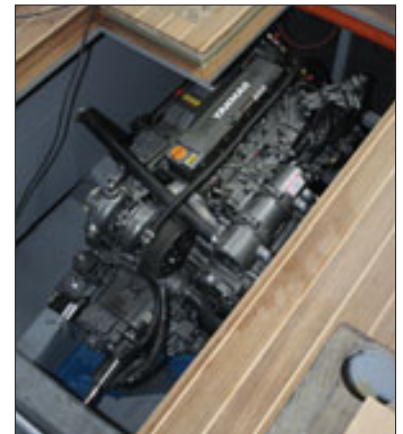
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New Opportunities After Fire At Bobbin Head

Leading Sydney Boat broker Jason Ash has joined forces with Darren Vaux of Empire Marinas in an exciting new business venture Empire Boat Sales.

A recent fire at the facility has done little to dampen the enthusiasm of the pair, with reparations almost complete restoring



the historic marina to its award winning best.

Empire Boat Sales brings together two highly regarded individuals in the marine industry. Prior to running his own successful boat brokerage Jason Ash spent 20 years with Avante Marine, one of Australia's largest retail boating groups. Darren Vaux is the owner of Australia's most highly awarded marina, Empire Marina Bobbin Head. Together they make a great team, committed to offering an exceptional level of sales and after sales service for their clients.

Jason's career began establishing small boat brokerages on the eastern seaboard to managing a multitude of marine dealerships right along the east coast of Australia. Passion, drive and customer service have been the cornerstones of his success, "I love what I do," he said. "I have grown up in this industry and I am very pleased to be working with Darren on our new venture at Bobbin Head."

Darren Vaux is the principal of Empire Marina at Bobbin Head, voted Australian Marina of the Year since 2009, holding 5



Gold Anchors - the highest rating in the international ranking for marinas.

"We are always looking for opportunities to improve and expand on our service to our clients and the boating public," he said. "Empire Boat Sales is a logical step in the progression of our business model."

Vendors and purchasers can be assured of quality service and great results that the two men behind Empire Boat Sales have to offer.

For more information visit <http://www.empiremarinas.com.au/>.

Marina Industries Association Broadens Board Representation

At the August Marina Industries Association (MIA) Board meeting two new directors were appointed to the Board. The new Board members are Suzanne Davies, General Manager at the Royal Prince Alfred Yacht Club

Fishermen: Don't Miss These Two New Rigs!



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More MARINE AUCTION Action: TWO Noble Walk Arounds

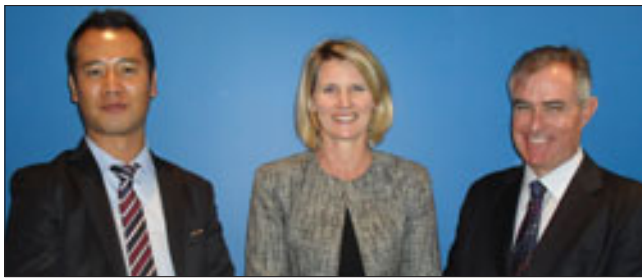
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(RPAYC) and Kenny Kang (Seuk-Ju, Kang), Chief Executive Officer of CKIPM Marine Group Co Ltd.

MIA Chairman Andrew Chapman said the addition of the two new directors was a boost to the Boards capacity to achieve its strategic aims particularly in the areas of industry education and training and the growing Asian market place. "Suzanne Davies has a background in hospitality, sales and training as well as her GM role at RPAYC for the past six years. We are very privileged to have Suzanne join the Board. Kenny Kang brings a strong knowledge of the Asian market and in particular his home market of Korea. His company has become a leader in waterfront developments in the region and he is a passionate advocate of quality marina development".

After her first MIA Board meeting Suzanne Davies said she was very pleased to join a dynamic Board with a focus on the sustainable development of the marina sector. "I look forward to assisting with MIA's capacity to add value to the marina industries and to deliver tangible benefits to its members".

Kenny Kang said he found his first Board meeting very enlightening and he was honored to be the first MIA director from outside of Australia. "MIA is widely respected across Asia as the lead marina industries association. I look forward to assisting MIA in building relationships and cooperation with the Asian marina industries".

Sanctuary Cove International Boat Show 25 Next year

In 2013, Sanctuary Cove International Boat Show will celebrate a major milestone of 25 years delivering success to exhibitors, sponsors and partners.

Organisers are encouraging exhibitors past and present to "make 2013 a landmark event", capitalising on media, public and industry interest to present innovations, new releases and launches, and gather dealers, personnel and clients from around the region for one mighty 25th to remember!

Keith Allardice, Sanctuary Cove's new executive general manager has made the boat show's 25th anniversary a major

focus since taking the helm in July.

Building on the success of the 2012 event, which attracted 37,094 over the four days – up 1.6% on the previous year – and delivered strong sales for exhibitors across the board, the 2013 program will be bursting with family-friendly and marine-themed attractions that like Sanctuary Cove itself, enhance the presentation of boats and the boating lifestyle in the idyllic location.

Planning is already underway for the **May 23-26** event, with interest from international and Australian brands in the lead up to the release of the prospectus for 2013, when applications open 1 November.

For information on 2013 Sanctuary Cove International Boat Show, visit www.sanctuarycoveboatshow.com.au

Good Rates Now Available At Rivergate Fuel Wharf

As the only full service retail fuel outlet on the Brisbane River, Rivergate is excited to announce a new fuel supply arrangement that will allow the sale of fuel at very competitive prices to boat owners.

"In addition to providing all your marine servicing needs we can now also pass on great savings at the pump" said Andrew Cannon, Rivergate Manager.

"We are offering lower pump pricing, discounts for bulk purchases, plus a 4 cent per litre discount for all our regular



customers".

Rivergate's high speed diesel pump is capable of supplying fuel at 250 litres/minute, allowing fast bunkering for commercial vessels and larger yachts.

"Our Marina staff are on hand to assist with lines and operation of the fuel pumps and an after-hours fuel service is also available by arrangement with the marina office" said Andrew.

Rivergate, conveniently located just six nautical miles from Moreton Bay and two nautical miles from the city, is situated on the southern bank of the Brisbane River adjacent to the Gateway Bridge.

Rivergate's fuel wharf **is open from 8.00am to 4.00pm 364 days a year** and sells Unleaded, Premium Unleaded, and Diesel fuels.

The GOOD NEWS Corner . . .

We're trying to encourage readers to share their 'Happy Days' boating experiences with fellow readers. We reckon it's time to remind each other



about all the wonderful things you can do in a boat . . and Steve Jones' Brofest Principle (TBM #189 P.20) is a great example. It is not about literary or photographic skill; it is all about putting together a summary of a special day, or weekend, you've had in your boat. We've got subscriptions, tee shirts and sunnies on offer as incentives . . and yep, we are particularly keen to see family pics with the youngsters involved. We'd also love to hear from readers boating and fishing some of the more unusual and remote areas of OZ. Enquiries to editor@boatmags.com.au

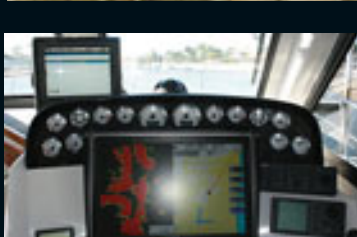
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The Boat Mag's SEA LIBRARY is a unique research resource containing hundreds of boat and F&B (1993-2011), a growing number of Peter's 1970-1990 "RETRO" boat tests - and more...



Welcome to the SEA LIBRARY!

This is a very special resource comprising hundreds of boat tests, engine reports and feature articles covering just about every aspect of boating in Australia.

It is free to all F&B's Boat Mag Members, or carries a small charge per download for some of the special articles, technical reports and tests. Articles downloaded can be read on screen - or printed out in b&w or full colour on your PC's colour printer to file and keep handy. Most articles are simple, easy to print PDF's that can provide the answers to those questions (24/7) around the BBQ once and for all - and give you bragging rights in the process !

Please Note: Some of the bigger Consumer Reports where page turning technology is used for maximum convenience, cannot be downloaded (as such) but can still be easily printed out as required. Typically, the Sea Library runs a couple of months behind the monthly magazine, but all the major feature articles and Surveys end up archived or filed in the Library for future use and research.

[CLICK HERE & Go Straight To The Sea Library](#)

NEW Reports Added This Past Month:

(READER'S NOTE: We have a big block of approximately 80 new reports going up on the web site by November 1 - they've been held up by all the changes we've made to the web site and publishing schedules and procedures)

CONSUMER SURVEYS:



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Independent, 'hands on' boating information from one of Australia's most trusted boating magazine teams

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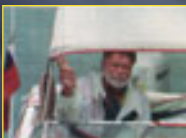
engine tests, consumer reports, fishing and feature articles published over the last 20 years in recently, The Boat Mag. It is updated every month, and is free to all F&B's Boat Mag Members.



● Available NOW!

Hans Tholstrup's

Amazing Trailerboat Voyage To Japan



Introducing F&B's Exclusive Report on one of the greatest small boat ocean voyages of all time. Last month, Danish born Australian adventurer **Hans Tholstrup** completed yet another extraordinary adventure, pushing himself and his equipment to the limit as he undertook the impossible: taking a stock standard, 5.4 m Haines Signature powered by a 90 hp Honda 4-stroke, on a 7,500 km odyssey, from Darwin to Okinawa, Japan.

Report & Interview by Peter Webster. Enroute pics by Hans Tholstrup. Pics of Hans by Steve Evans (SOLAS) & others.

TBM's Sea Library Good Read Pick Of The Month

This is the full report of adventurer Hans Tholstrup's amazing voyage from Darwin to Japan in a Haines Signature 540 powered by a BF-90 Honda, in 1999. The report makes truly fascinating reading, especially Hans's exceptional comments about small boat safety and seamanship at sea (never mind crossing oceans!) in a 5.4m trailerboat. Definitely one of the best reports to come out of the 1990s.

Click Here For The THOLSTRUP Feature in the Sea Library

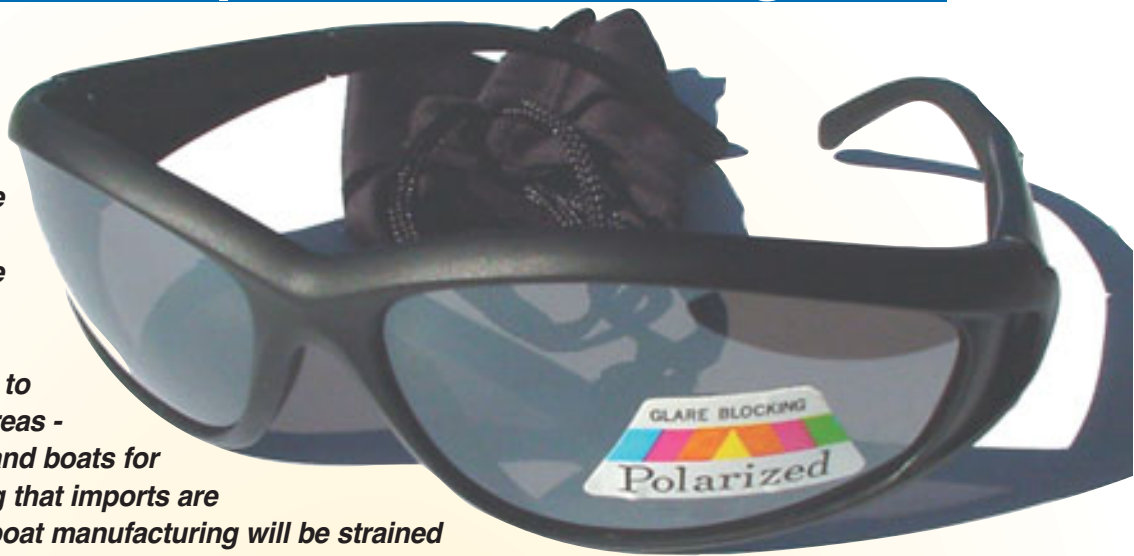


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Hi,
We trust you are enjoying the revised F&B format in The Boat Mag, as much as we are producing it.

Whilst retaining all the core F&B values of credible, 'hands on' editorial, it's been good to branch out into other areas - working with second hand boats for example, or recognising that imports are here to stay, and local boat manufacturing will be strained



to the max as a result

These are issues that effect each of us in different ways, and we believe it's more important than ever that you can count on The Boat Mag team for fast, independent advice, whether you are planning to buy a 'pre-loved' rig, an import, or renovate that lovely old timber bay boat you've been admiring . . . as a subscriber, you can count on the experienced support of The Boat Mag team.



Ruth



Peter

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Kind regards,
Peter (editor@boatmags.com.au) &
Ruth (admin@boatmags.com.au)

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