

Our New, Enlarged **AB-TV** Program Continues This Month!

ISSN 1326 - 4508

**Very Sociable  
Media!**

**Australian Boating**



**Video:  
Watch The  
Amazing  
Figaro 3  
Single-Handing**

August, 2018 #261 AUD \$14.95

**Voyager 625 Cat**  
**Beneteau Antares**  
**7.0 Starlo Live**  
**(Bait) Is Still #1**  
**Jenneau Sun**  
**Odyssey 440**  
**Ribco Venom**  
**44 RIB**  
**Merry Fisher**  
**1095 O/B**





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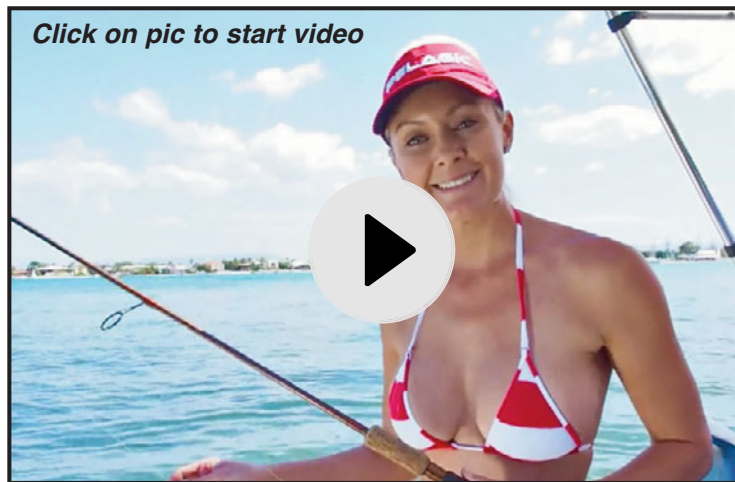
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# We've All Gone Through It . . .

Having trouble reading your digital mag? Not happy with your computer settings - but unsure how to fix it - without 'losing' the mag completely? (*GGggggrrrrrr . .!!*) Not to worry - help is at hand . . .



## The **GOOD** News:

Editor PeterW has made a plain English video 'walking' readers - *step by step* - through the easiest ways to set up and use your computer with a digital mag like *Australian Boating* and our growing digital book collection. **It's practical, timely and free.** And like so many things today, once you've seen how it's done, you won't believe how easy it is to 'drive' your PC or laptop in the future to get the most satisfaction from any digital publication.

More good news: PW has now been replaced by Brooke for the introduction (*that's a relief!!*) before it becomes an on-screen production, and you can actually SEE what he's doing as he moves the cursor around the screen, taking readers through the best procedures for

- Downloading the magazine.
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## Peter Webster's **Comment**

### **Outboard Motors - And A Disturbing Lack of Transparency**

**M**any readers have asked why the AB Outboard Database has only appeared sporadically in the last few months, and when it was published, they missed the critical pricing information covering the recommended retail prices of all the outboard motors on sale in Australia.

Most readers are aware the outboard database is a co-production between ourselves and Australia's designated (by the Federal government) "Clean Air Champion of the Marine Industry" our good mate, Gary Fooks.

To my knowledge, Gary is one of the few people in Australia who can liaise with the Californian EPA, and go back into their records to get the figures on the emissions of the 2-stroke outboard motors on sale in Australia, (keep in mind 2-strokes were banned in California some 10 years ago) whether they are two-stroke or four stroke. It's a surprisingly complex subject and requires a great deal of skill and attention to macro detail to create the database as we've done it.

In short, Gary crunches the numbers and then supplies them on a spreadsheet to us, and we in turn pick the numbers up off the spreadsheet and put them (manually) into the primary Quark publishing software we use to create *Australian Boating*. Frankly it's a slow and painful process but one we've done with Gary as a community service for quite a few years now.

Neither of us make a bent cent out of making the actual database, but Gary has always believed putting

the facts before the public is a vital community service, and he is the first to acknowledge that as a result of his work in this field, he has been called upon by government and community groups all over Australia to speak and work on the subject of outboard emissions and the environment.

For Gary, it's not been without a considerable personal toll, as his work (over nearly eleven years!) pushing through the legislation governing outboard emissions, has created considerable rancour and angst with some of the outboard importers' management, along with their collective determination to fight the legislation at every turn.

### **A Community Service**

For many years and dozens of issues, we've published the Outboard Database. It is a unique *Australian Boating* service for the boating public, and until recently, the data has always included the recommended retail prices of the outboards.

In more recent times, however, several of the outboard importers have been increasingly reluctant to make the recommended retail prices available to us, and we've reached the stage now where we are being stonewalled by them. Given that we can't publish half the listings **with** prices, and the other half **without**, it negates the whole point of the Database being a very useful resource for both the trade and the consumer.

Frankly, the whole thing is very disappointing especially from multi-national outboard companies who otherwise want to be seen as pillars of strength to the boating industry.

It would be annoying enough under normal circumstances for these groups to keep their prices close to their chest, **but to do so in the next 12 months is extraordinarily unfair to boating consumers right across Australia.**

Of all times, this shouldn't be happening now, when the legislation has been passed (**I repeat: the Emissions Legislation has been passed and is now law**) so that from June 30, 2019, Australian boat owners will not be allowed, or able, to buy an old technology (carby) 2-stroke outboard engine.

Please note Direct Injection 2-strokes that meet the approved Emissions Standards are still okay.

Nevertheless, **this is a massive change in the boating industry.**

Hundreds, if not thousands of boat owners now have less than 10 months to decide whether they want to buy the last of the 2-stroke carby engines that will be available in diminishing quantities, as the dealers run down their 2-stroke stocks to zero by June 30, 2019.

Or should boatowners just wait, and step up to a new 4-stroke engine in due course, when their old 2-stroke engine finally karks it?

*Comment is continued over page on Page 8 . .*



# VOYAGER

CATAMARANS

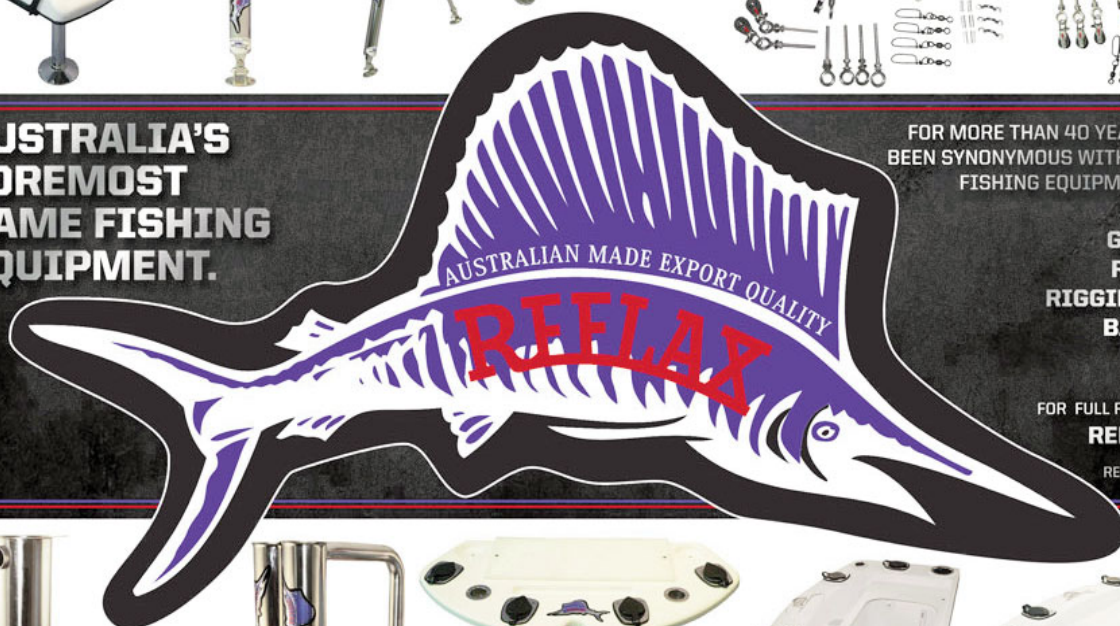


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## Comment . . . . (Cont from P.6)

The ramifications for the average Australian boat owner are considerable.

The most serious is to determine whether the consumer's existing boat is worth repowering with the much more expensive 4-stroke engine.

**A new 4-stroke outboard package could easily cost three or four times the value of the boat it is going on!**

For instance, there are thousands, literally *thousands* of 1980s and 1990s fibreglass boats from all the big manufacturers that have very old 2-stroke outboards on them that are all slowly wearing out – but the boat itself, being fibreglass, could well last another 10-20 years. But if the boat is only worth (typically) \$5,000 to \$10,000 on Gumtree, is it really worth putting a new \$25,000-\$35,000 4-stroke outboard on it, at this point in time?

**How does the consumer figure this one out?**

This is why it is so horribly unfair for the outboard motor importers to start playing 'hide and seek' with



**The new FourStroke Mercs are fabulous outboards - so there's no need for Mercury Marine to be coy about the price. Let's just get on with it - buyers want certainty now, more than ever before.**

the recommended retail prices of their outboards.

Especially as the importers and their dealers continue to beaver away, trying to maximise every single deal they can, taking advantage of the confusion **THEY** are creating.

Meantime, the p.b. consumer has no idea about the cost of what he is buying from several of the biggest brands - notably Mercury, Yamaha, or Tohatsu - or the alternatives he might be able to consider if Brand A's 4-stroke appears excessively expensive. But how does he know if Brand B's 4-stroke is more, or less, expensive, if there is no published reference point available to him?

Have no doubt about this - it's estimated there are at least 400,000 outboard powered craft coming up for engine renewal in the next five years, so we're talking millions and millions of dollars worth of engines that are going to be sold in the next 12 to 18 months in the first rush of replacements, before we get into the 2019-2021 period when the bulk of the 30-40 year old engines will have to be replaced.

Am I angry about all this? Not angry, so much as frustrated by the industry's recalcitrance on this matter.

We believe it's time the importers - *all of them* - stopped scowling, put on their happy face, and stepped FORWARD to **help the consumer**.

We call on them to stop HIDING THE FACTS from their customers, and start acting to help them.

### Where are the conversion offers?

Where are the ads saying

**"Trade your (dying) 2-stroke on our awesome new 4-strokes at a sensible conversion price today!"**

Or

**"Let our experts help you choose the best new combination for YOUR boat . . .**

Or

**"Hey - It's not the end of your boating and fishing - have WE got a great swap-over deal for YOU!"**

We believe the industry's customers should be given *all the information they need* to make good decisions about their future boating, especially when times are so hard for so many people in the boating world. And in particular, the industry's thousands of customers **in the bush on the eastern side of our drought-afflicted continent**.

Finally, as a no-cost example of their new found, helpful and *friendly* attitude to consumers, they could help us collate their latest recommended retail prices for the AB Outboard database, asap.

### 'Rock Stars' Of the Sea

On page 40 of this issue, you will find a truly exceptional report by Andrew Spence, about an underwater diver and environmentalist, Carl Charter, and his photographic work with South Australia's unique cuttlefish aggregation near Whyalla, SA.

Carl's work is extraordinary. Marine photography is





hard enough at the best of times, but to do it underwater, takes it *down* (sic) to a whole new level.

We actually covered some of this story way back in 2004, when SA contributors, Di Ross and John Batty produced that wonderful series of articles exploring the marine communities around the SA Gulfs' on the so called "Aqua Trail". In the acclaimed Whyalla segment of that Series, we published a couple of shots of the cuttlefish back then.

Working with an equally committed environmental specialist, Natural Resources Eyre Peninsula Marine Parks Co-ordinator, Dr Shelley Paull, Carl Charter has taken this amazing cuttlefish aggregation to a whole new level of photography and videography – and is now concentrating on the world of Virtual Reality. This is opening up the underwater world to an array of people – schoolchildren and old folk especially – who might otherwise never get to see or understand natural events of this kind underwater.

We are very proud to work with Dr Paull and Carl, and look forward to our association with them continuing in the future.

### New Test Procedures

I'm sure you'll have noticed many changes we've made to the structure of *Australian Boating* magazine, recently, and especially the expansion of our work in videography. We're publishing more and more videos as the popularity of this medium grows exponentially.

In this month's issue, we have continued fine tuning the videography, this time breaking the video system into the sailing component and the trailerboat fishing component – and locating them in their respective sections.

Getting the settings right is hard, as there is no precedent in any magazine anywhere in the world, so

***One of the greatest difficulties responsible boating journalists have when 'testing' sailing craft - especially of the offshore capable kind, is the weather. Getting the crew you sometimes need (such as when you've been tasked to test something like this stunning, Award winning Odyssey 440) together with the right weather, cloud cover (for pictures) camera boat . . . can be extremely difficult - and requires a fair bit of luck (as much as good management) to pull it altogether. However, that has never stopped us trying . . .***

we are literally feeling our way each month as we tweak the layout, the flow of editorial and articles and further reinforce our commitment to sailing, powerboating and trailerboat fishing.

At first blush, they may seem like odd bed fellows, but the reaction from our core subscribers has been impressive, with most readers we've spoken to – *and Subscription Manager Mary Webster speaks to dozens of them every month* – are quite comfortable with what we're doing, even if they are long-term, dyed-in-the wool fishos.

Having Steve Starling and Brooke Frecklington on the team, joining regulars Doug Lindsay, Andy Myers, and Neil Dunstan has reassured our family of fishos that we are fair dinkum about sustaining and further developing the trailerboat fisherman end of the magazine as a major section.

Most readers have also noticed we have enlarged the magazine to sit around 140-150 pages a month, allowing us to build-up both the sailing and trailerboat fishing sections of *Australia Boating* with the general, universal stuff in the middle of the mag between them.

This month, apart from growing AB Sailing, and revising the way we've set up the video library, we're

***Comment is continued over page on Page 10 . . .***



## Comment . . . . (Cont from P.9)

also introducing a new boat test format, simply designated **AB's Digital Test Review**.

We're using this approach to deal with the advent of the supplied test report written (in many cases, these days, overseas) and featuring absolutely superb marine photography, high-quality videos, and beautifully crafted words making the whole business of setting up a local "boat test" superfluous – and very expensive for all concerned.

I can't take photographs like those we've used in the Merry Fisher 1095 report, or those in the Jenneau Odyssey 440 review, without lots of time and big bucks becoming involved. I mean, yes, I could (and have) taken 'Show' photographs to these standards, but I'd need a film crew, a helicopter (or drone), an expert lighting assistant and several days to do it.

What we are focused on – and will continue to do in the future – is vetting and curating the work being supplied to us by these offshore manufacturers and multi-national players. Obviously, the standard varies

***We've just learned that there's a new Swift 35 Trawler coming to the Gold Coast shortly. Are we interested in testing it? You'd better believe it. We may not be able to take it through to Hammo, but we'll sure give it a good shake between the Goldie and Tangalooma! We've been following the development of this boat for some months - and reckon it could be the definitive Aussie family coastal cruiser. . . watch this space!***

from one manufacturer to another, but in our experience, the very fact that they are making this submission to *Australian Boating* is an acknowledgement they know it's going to be vetted very carefully by people who know what's going on, what's gone before and what we Australians should be considering.

Some boats we'll test ourselves, others (especially the really big ones) we'll work with the supplied material. It depends on a heap of factors. I must admit it's a fascinating, intellectually challenging subject.

A big part of me wants to protect the independence and integrity of the boating journalist, and keep doing things we've done in the past, the *way* we've done them (in the past) . . but yes, I know, in a world that is changing every day, this isn't going to happen.

Who'd have thought just a few years ago that videos would have become such a vital part of how we present and display the latest products of the marine and fishing industries, in all shapes, sizes, types and configurations?

I'm very proud of the progress AB has made in the last 12 months, how we've grappled with such extensive technical change, made decisions, and moved *Australian Boating* forward into this next, complex level of publishing.

Our next challenge is to let a couple of thousand more boat owners know *Australian Boating* is alive and well and coping with the change in a manner they will enjoy.

**AB**





# AB Sailing

August 2018

*The*  
**World Sailing**  
*Show*

P.29



Andrea Francolini Photo

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P.39



P.14-19







# AB TV

August 2018



## The World Sailing Show

### August World Sailing TV

Program Viewing Time TBC

Conservative estimates put the total value of this year's **Superyacht Cup fleet** in Palma at well over 500 million Euros. Yet whatever the figure, the sight of some of the world's biggest and best racing in Palma Majorca was spectacular. Meanwhile, in the closest match in the history of the **Volvo Ocean Race**, three boats on equal points put everything on the line to battle for overall victory. In Zadar, Croatia, the competition was just as close in the second event of the **TP52 Super Series**, as was the action in the offshore stage of the **Rolux Giraglia**. And there's more - **Extremes in Cascais**, the **Golden Globe** in Les Sables d'Olonne, plus during the build up to the **Sailing World Championships in Aarhus**, we take a look at how one Olympic sailor, Charline Picon, is balancing her campaign with a new family life.

*Click On Pic To Start Video*







## **AUGUST #7 Highlights:**

### **Superyacht Cup 2018, Palma**

– The biggest and the best  
Spectacular racing with some of the biggest super yachts in the world - with the bonus of two classic J-Class yachts (Velsheda and Svea) going head to head.



### **Extreme Sailing Series**

– Act 4, Cascais, Portugal

Now we're going seriously fast - excellent footage of the EXtreme foiling cats flying in Portugal, as the experienced sailors on the Swiss Team Alinghi show them how it is done.



### **Volvo Ocean Race**

– The unbelievable final battle

After 43,000 miles, three boats were on equal points going into the final leg (a race organiser's dream, surely!) so it all came down to a 900nm coastal sprint - and even then, the final placings changed - with a near unbelievable finish . . .



### **TP 52 Super Series**

- Second Round, Zadar, Croatia

Another incredibly tough, closely fought series with six winners in six heats (and you can't get much closer than that! But while Italian TP52 'Luna Rossa' - won the Round on points, it was Tina Plattner on 'Phoenix' that had the other skippers talking . .



### **Aarhus Sailing World Champs**

Preview: Charline Picon's Plans

1,000 boats, 500 boats, 90 nations  
40 Olympic medalists and 2 weeks of racing - and gold medalist's Picon's new baby !

**AB**



Click On Pic To Start Video

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**August 2018**

## Video Review Of The Sun Odyssey 440

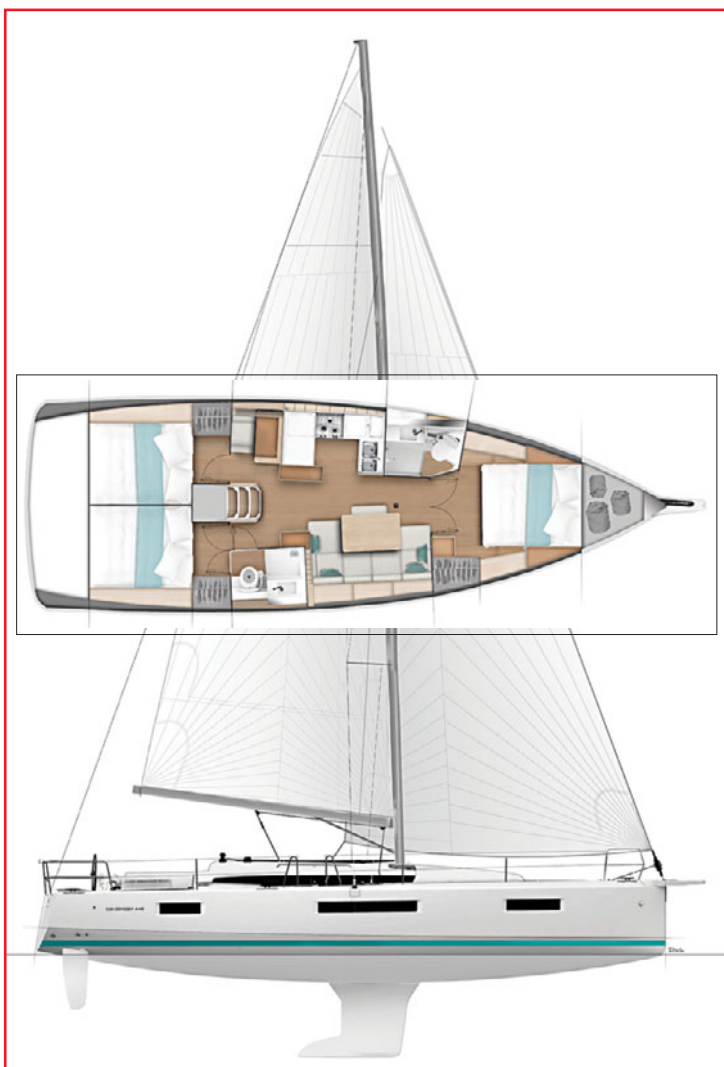
This iconic range by Jeanneau is radically evolving. With over 17,000 Sun Odysseys sold since their creation in 1990, the range has withstood the test of time without gaining a wrinkle. 2018 brings renewal, with heritage intact for the 8th generation Sun Odyssey.

The new generation of Sun Odysseys reflects harmony on board, and this well-being flows from a clever ergonomic design. The new 440/490 Sun Odysseys benefit from an entirely new, innovative layout for greater ease of movement onboard the boat. At once seaworthy and welcoming, cosy and sporty, masculine and feminine, the Sun Odysseys are as attractive on the interior as they are on the exterior.

The ambiance is warm and polished, soft and welcoming.

Available in models from 44 to 49 feet, the new generation of Sun Odysseys invite you to travel and enjoy life's pleasures in comfort and style.

Designed by Philippe Briand and Jean-Marc









Piaton, the new Sun Odyssey range successfully combines contemporary style and harmony, all while respecting the heritage of her 27 years.

These sailboats, from 44 to 49 feet LOA, have revolutionised cruising: they are the only sailboats in their category to feature movement about the deck without obstacle. For example, the sidedecks are inclined, sloping down to the cockpit floor, meaning that there is no need to step over the coaming! This incomparable ease of movement on board makes the new Sun Odyssey unique.

This new generation of sailboats is clearly high performance. The Sun Odyssey 440 and 490 concentrate multiple technical and technological advances to enhance your quality of life at sea.

Highlights include

- Full-length hull chine
- Secure helm stations
- Twin rudders,
- Retractable bow thruster,
- Cathedral rigging

- Shaped keel,
- Integrated bowsprit.

The Sun Odyssey 440 and 490 offer multiple technical advantages to perfect handling and comfort on board.

An entirely new and innovative feature aboard this type of sailboat, the tall, protective coamings are extendable. This technological advantage affords greater security and enhanced comfort on board, forming a large and accommodating lounging area and sundeck

Movement about the deck is also facilitated by the separation of the shrouds. The vertical shroud is located on the outside of the hull, and the inner, diagonal shroud is placed inboard for an easy passage forward and a larger genoa.

Specially designed canvas options are also available, including the innovative option of a fully enclosed cockpit and a high-visibility spray hood for protection and comfort in all

***Below: Proof - the cockpit can be decluttered - and still remain efficient.***







**The design team are doing wonders with these interiors, bringing the outside in, and keeping them light, 'airy', comfortable, and with plenty of stowing places, cupboards and drawers to pack it away quickly.**







## Sun Odyssey 440 . .

conditions.

The Sun Odyssey 440 and 490 are characterised by a multitude of small technical and technological details to transform life on board.

In addition to the inclined and continuous sidedecks and the extendable coamings, the new generation of Sun Odysseys benefit from a lower boom for easier access to the sail and an increased sail area.

The jib and mainsheet are led to centralised winches, located near the helm stations, for easy handling from the safety of the cockpit.

Rarely has a cockpit table contributed so much to the livability of a boat. The aft end houses controls for lighting and instruments, while the forward section is reserved for storage and an innovative, portable 12-volt refrigerator. There is also a portable BBQ grill that can be used onboard or taken ashore, along with the portable fridge, for a picnic!

### Interior Harmony

Inviting you to experience greater well-being and comfort, the Sun Odyssey range offers a new vision of life onboard.







With pure lines and carefully considered interior volumes, the design of this new generation features a contemporary and harmonious style. Jean-Marc Piaton and his crew have succeeded in designing a surprising interior, where innovation serves to enhance both aesthetics and comfort onboard.

Access to the interior is afforded by a gently inclined, 40° companionway. Bulkheads and interior volumes have been cleverly designed to increase interior space, both visually and physically. Smooth, clean lines naturally guide the eye through the homogenous interior design.

The central galley, located in the most stable part of the boat, is easily accessed from both the saloon and the cockpit. Innovative details include solutions for microwave and dish storage, as well as an ideally located opening port for stovetop ventilation.

### A First Rate Chart Table

With contemporary lines, the Sun Odyssey range offers a new vision of life onboard. Particular attention was paid by Jean-Marc Piaton and his team to develop innovative and contemporary design details while preserving traditional functionality.

***Golly - whatever happened to that dark 'n dingy navigator's nook perched on a wet sailbag with crumpled charts? This looks far too comfortable and organised for 'proper' navigation!***

### Sun Odyssey 440 Specs

Overall length with bowsprit .....	13.39 m / 43'11"
Overall length .....	13 m / 42'7"
Hull length .....	12.64 m / 41'5"
Beam .....	4.29 m / 14'
Standard keel draft .....	2.2 m / 7' 2"
Displacement .....	8561 kg
Fuel capacity.....	200 L
Water capacity .....	330 L
Cabins .....	2/3/4
Berths .....	4/6/8 + 2
Standard - sail area .....	90.3 m <sup>2</sup>
Performance – sail area .....	98.37 m <sup>2</sup>
Engine power Yanmar .....	45hp
CE Category .....	A (processing)
Designers .....	Briand Yacht Design, Piaton Bonet Yacht Design & Jeanneau Design

The Sun Odyssey offers a “best-in-class” chart table designed in the pure nautical tradition, with a contoured seat, and a large and deep desk with integrated pen storage. Storage compartments abound. A signature clock and barometer set and a state-of-the-art touch screen panel enable excellent monitoring of tankage and batteries.

**AB**





## Figaro 3's Go Into Production

Launched at the end of July 2016 in Saint-Gilles-Croix-de-Vie on France's Atlantic coast, the prototype for the Figaro Bénéteau 3, whose construction required 3,000 man-hours at the Bénéteau site in Chevire, has since been in her test phase.

Managers from the Bénéteau yard, naval architects, members of the Mer Forte design office and representatives of the Figaro class have all climbed aboard in various conditions to trial the 9.75-metre VPLP design, the first one-design production monohull to be equipped with foils.

This trial period came to an end in mid-September 2017, enabling the team to make the most of one last week of strong winds to definitively validate a boat that clearly heralds a significant technological breakthrough. "The feedback is very positive. The results are in line with what the naval architect

envisaged: the foils provide both additional stability and a phenomenon of lift, which makes the boat very balanced. The gentleness and precision of the helm took everyone by surprise and it's a very important element with a view to not overloading the autopilots", notes Eric Ingouf, head of the Figaro 3 programme at Bénéteau.

### Into production

At the end of this test phase, a second boat began to be definitively validated, this constituting the 'yardstick' for the production boat, equipped with the latest developments deemed appropriate following the sea trials. Since this example was completed, mass production of the Figaro 3 commenced on the Chevire site. "We've been producing hulls and decks from mid-September last year,

*Continued on Page 23 . . .*



Click On Pic To Start Video

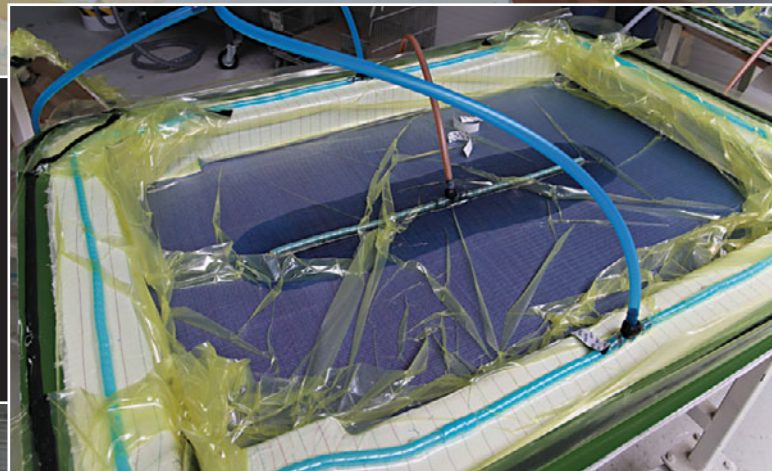
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### Figaro 3 Boat Building

This is arguably the latest, state-of-the-art boatbuilding facility in the world, and a terrific opportunity for the Aussie dealers to see first hand how these exceptional foiling monos are being built - now the factory has moved into full production.







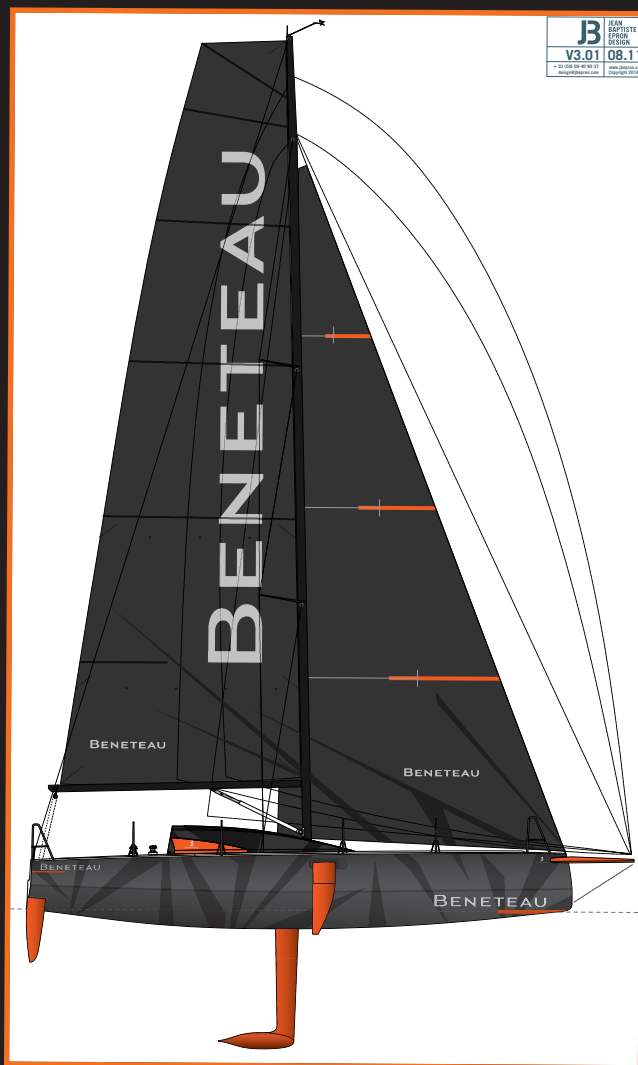
*These are the intricately-designed foils used on the Figaro 3 - talk about a Master Class in engineering!*

*Hey - it's a tough life being a yacht broker! This is Peter Nicholson, the principal Beneteau distributor for Queensland, a long way from his business, The Yacht Brokerage on the Gold Coast. He's standing alongside the very first working prototype of the Figaro 3. This yacht has been the basis of non-stop, rigorous, all weather trials and evaluation over the past 12 months, leading to the Figaro project being signed off, and entering production.*

### Technical Specifications

LOA.....	10.85 m
Hull length.....	9.75 m
Waterline length.....	9.00 m
Max beam.....	3.40 m
Waterline beam.....	2.40 m
Draft.....	2.50 m
Light displacement...	2900 kg
Ballast.....	1100 kg
Mainsail area.....	39.5 m <sup>2</sup>
Jib area.....	30.5 m <sup>2</sup>
Large spinnaker area..	105 m <sup>2</sup>





*Continued From Page 20 . . .*

confirmed Eric Ingouf.

All the boats, which are manufactured between September 2017 and December 2018 will only be delivered to their owners at the end of 2018 in the name of sporting equity with a view to participation in La Solitaire-URGO Le Figaro.”

The 50th edition of the famous singlehanded race, in the summer of 2019, will effectively be the first race to be run aboard the Figaro Bénéteau 3.

#### **Site Dedicated To Performance**

Those in charge of the Figaro 3 programme within the Bénéteau group will have juggled two major projects since the start of 2017: construction of the example delivered in late July and redevelopment of the Cheviré site, the yard that once belonged to Jeanneau Techniques Avancées, where a number of

prestigious oceanic multihulls were built in the eighties and nineties (notably Philippe Poupon’s Fleury-Michons and Florence Arthaud’s Pierre-1er de Serbie). “The reasoning behind redeveloping the site, which had become a storage venue, is that we were convinced that a different boat, geared towards performance, could not be manufactured on a conventional production site with the others. An exceptional programme calls for an exceptional venue”, explains Eric Ingouf.

Though it will be very busy over the coming months with the mass production of the Figaro Bénéteau 3 one-designs, the Cheviré site, now in full working order, is set up to accommodate other programmes geared towards performance and racing.

#### **Aussie Visit**

Last month a party of Australian dealers were shown over the Figaro 3 project headquarters, and given the opportunity of studying the way this exceptional racing yacht is manufactured and assembled.

“We were given complete access to every aspect its build,” commented Peter Nicholson, from the Gold Coast’s The Yacht Brokerage “and besides the sheer brilliance of this whole Figaro concept, we were tremendously impressed by the factory’s commitment to the Figaro project, their attention to quality control, how they’re doing the vacuum bagged ‘glass work, the modular construction technique – and above all, the amazing cleanliness they insist on – it has to be the cleanest boat building plant in the world!”

Whilst in Europe at the Beneteau’s dealer conference, the Australian dealers were able to start drilling down to the costs involved in bringing the Figaro 3 to Australia, and whilst it is early days in the program, one Figaro is definitely on its way - to David Beck’s Sundance Marine in Melbourne.

The dealers believe a fully found, ready to race Figaro 3 with a North Sails wardrobe, B&G instrumentation, cradle (etc) will sell in the \$420-\$450K range, subject to the usual currency fluctuations up and down.

**AB**









*“... the foils provide both additional stability and a phenomenon of lift, which makes the boat very balanced. The gentleness and precision of the helm took everyone by surprise. . .”*





## My Sailing World

with Di Pearson

### Airlie Beach Race Week Delivers Champagne Sailing On Day 3 . . .

**T**hree days of racing at the 30th Anniversary Airlie Beach Race Week, three different types of conditions and today's was champagne sailing, with light 7-9 knots around the course on Pioneer Bay for the entire fleet.

IRC Passage was won by Matt Allen and his TP52 Ichi Ban from Marcus Blackmore's TP52 Hooligan and Ray Roberts' Team Hollywood.

"It kind of worked out alright – interesting course – good breeze all round. Wind shifts meant it wasn't the most tactical, there weren't too many passing lanes, it was a good drag race," Allen said. "The start was probably the hardest. A couple of boats were OCS, Hooligan one of them, as it was biased at the pin.

"Having all the fleet on Pioneer makes it hard to find clear air – you just had to find what you could. I was glad we got a race in and it was good they held us ashore until there was breeze," he said of the average 7 knots that at times reached 8½, with pressure increases all around the place.

Allen reminded, "We're racing the whole fleet – not just Hooligan. The two of us have to make sure we don't slow each other down too much by burning each other up. Team Hollywood is leading our class, they're sailing well."

Ray 'Hollywood' Roberts continues to lead the pointscore with his Botin 40, Team Hollywood, from Ichi Ban and Hooligan by two and three points respectively with 3-2-3 results.

"The guys on Victoire are close to us on boat speed. They got ahead of us today until they had a bad kite drop. It ended up in the water and we couldn't avoid a collision with them, so did a 720 penalty turn," Roberts from Sydney explained.

His team includes some of his recent Phuket Raceweek winning crew, plus others such as past Olympian Bobby Wilmot, with David Chapman on tactics. They will be out practicing on the lay day, "because even with this talented crew, mistakes were made, as not all have sailed as a team before.

"We also want to prepare for next week's races,

*Continued Over on Page 28*



*Crews had to stay on their toes - Andrea Francolini pic, ABRW 2018*





**Above:** Mistery and She - Andrea Francolini pic, ABRW 2018

**Below:** Crosshair gets going - Andrea Francolini, ABRW 2018





# AB Sailing

which are forecast to be windy. I think to sail well, you've got to be spending time on the water. The more time you spend, the better you get. Time on the water is vital," Roberts ended.

Damian Suckling's Another Fiasco from WSC is always well sailed so it was no surprise to see him in top place in Race 3. However, it's Graham Fortado's Matrix (Qld) at the top of the leaderboard after three races with a two-point lead over Chris Carlile's Nautical Circle (NSW).

"We're having a lot of luck at the start and come off it clean," said Matrix's navigator, Ben Davis. "Managing to keep the crew working together for the same outcome, getting into the right position on the course and keeping the boat moving is imperative," he said.

Brett Yardley and his crew have sailed all the way from Adelaide for the past two years to attend Airlie Beach Race Week Festival of Sails on 'Offshore'. "It's been worthwhile, as they currently lead Cruising Division 3 by two points from WSC local, David Lund and his crew on Crossbow and David Turnbull's Matangi (Qld).

Offshore is sailing better each day. "We like flat water – that suits us, particularly today," Yardley said.

"We have the sails working well and are getting really good starts. We'll be looking to tweak our small sails on Tuesday in preparation for forecasted strong winds.

Yardley's crew has been having great racing with Mistery – neck-and-neck around the course - and She. "We'll be keeping a close eye on her," he said of Phillip Bell's She from Queensland, which won today's race.

"We're from Adelaide, and have brought our boat all the way for the last two years – a long way. It's an escape from Adelaide's winter – the best place to be at this time of year and lots of cool people to sail against and mix with," he said.

In the Trailable Yachts, John Fowell has somewhat of a runaway lead with First Born from Queensland. The Lidgard 795 has excelled across all conditions over three days with wins in Race 1 and Race 3 and a second in Race 2. His nearest rival is Colin Clark's Beal design, Unbealeivable, five points adrift of the leader.

With light winds come a collision or two, and so it was today, so all results are provisional at this stage, with protests being held. Tomorrow is a lay day.

*All information including full results:*

<https://www.abrw.com.au/>

**AB**

***Below: Hammer is crewed by some wiley ex skiff sailors - Andrea Francolini pic, ABRW 2018***







## ... With Generations Of Skiff Sailors Reunited at The ABRW

**A**irlie Beach Race Week Festival of Sailing has been attracting more and more former and current skiff sailors to the Whitsunday Sailing Club hosted event.

Old skiff sailors don't die - they come to Airlie Beach and take advantage of great racing on flat waters - perfect for the skiffs. But these sailors are here refining their yacht, multihull and sports boat skills.

On Yarrandi is owner/skipper Dave Griffiths, North's Michael Coxon (tactics), Peter Shipway and Andrew Buckland, the former six-time 18 foot skiff world champion with Iain Murray and Don Buckley.

Aboard the sports boat 'Heat' is Geoff Williams, and the Ratcliff siblings, Luke, Kristen and Paul, who spent their formative years sailing skiffs.

Add to that the former two-time 18ft skiff world champion Dennis Lehany and John 'Steamer' Stanley (who won a World's with Lehany) on Lehany's trimaran, 'Billy the Kid'. Both are in their seventies, but their love for sailing has never diminished - and they are having a ball at their first Airlie Beach Race Week.

Skippering Condor is local WSC sailor, Dave Molloy, an ex skiffie. The famous yacht is under charter, with Molloy in charge. The grin is always in place when he leaves friends on Hammer of Queensland in their wake on the race course.

In recent years, former 18ft skiff world champion Phil 'Cub' Barnett (NSW) has chartered the famous old war horse, Hammer of Queensland, built in 1987. Racing in the Cruising division, he co-opts skiff sailing legends to come and try their luck.

Having too much fun last year - and sailing in conditions that were light on, Hammer did not place, but she was second to a full-on racing machine in Cruising Division 2 in 2016.

This year Barnett has another former 18s former world champ in tow, Adam South. Joining them are former 12ft sailors David Cleworth, Julian O'Mahoney (built 12 footers), Richard Imlay, Andrew

Glasscock and some of their sailing children.

"We do it as a group. It's an opportunity that came up after we agreed we've chased our kids around the sailing circuit, so we decided to get some parent time back. We went for a long period there where we didn't sail," Barnett says.

"It's a great chance to get out of Sydney. We love the weather here and love Airlie Beach. It's a great opportunity to go for an old fashioned sail," he says.

"We have a good strong boat, so we can push it as hard as we can and we try to make it go as fast as we can. We're enjoying it - but we need more wind - she's heavy."

Barnett says the crew will head to Whitsunday Sailing Club tonight, "where we hope to catch up with some other old skiff mates. And then there's lay day...," Barnett ends.

David Griffith has brought his Marten 49, Yarrandi, to Airlie Beach Race Week Festival of Sailing for the first time: "I think it's a wonderful place and beautifully run regatta. It's glorious," the Sydney sailor says.

"We're berthed at Abell Point and enjoying the scenery here. There's a great coffee shop and a chandlery, everything you could want - and they're very helpful and friendly."

Joining Griffith on board Yarrandi are old skiff sailing mates Peter Shipway, Andrew Buckland (he won a record six 18's World's with Iain Murray and Don Buckley) and Michael 'Cocko' Coxon.

"Cocko and I sailed together in the early eighties on the Syd Fischer sponsored Gazebo. Shipway, myself and others sailed in 12 foot skiffs, as our fathers did before us. We're missing Johnny Winning and Mark Anderson - they couldn't make it.

Griffith says they are lucky to have Ian 'Spot' Smith and his wife Jane aboard. Both are well known in the yachting scene. "We're lucky; we have an abundance of great talent.

"It's all good here - a very friendly place. We plan on catching up with other old mates tonight at the Club (WSC). We've already had some good laughs with Dennis and Steamer (Lehany and Stanley).

For all information on Airlie Beach Race Week Festival of Sailing, go to: <https://www.abrw.com.au>



## 2018 Australian Schools Team Sailing Championships

**CLUB:** Blairgowrie Yacht Squadron, Victoria

**DATES:** 11-15 July 2018

**AUTHOR:** Harry Fisher

**PHOTOS:** Jennifer Medd

### Westminster Caps Off Four-Year Journey With Title

**Adelaide's Westminster School capped off an eventful four-year team journey to take out its first Australian Schools Team Sailing Championship in emphatic fashion yesterday at the Blairgowrie Yacht Squadron.**

The same three skippers, made up of Alex Higgins, Matt Meaney and Angus Higgins, have sailed together for the last four years and fell just short of the national title on a couple of occasions.

They met the renowned Scotch College team in the best of five grand final with the overall result decided in just four races, Westminster claiming it 3-1.

Hobart's Fahan School also clinched an emphatic victory in the all-female final, winning the best of three sail-off against Sydney's Ascham to clinch the school's first girls championship.

The two schools automatically qualified for the final after being the two highest placed girls teams after the Swiss league series.

The four-day regatta came to an exciting finish, especially for the hundreds of spectators on the Blairgowrie pier, as the top eight teams took to the water in strong winds and sloppy seas in order to decide the champions.

While the morning session was reserved for a few more hours of Swiss league racing, the umpires and officials decided to go under postponement as northerly winds reached upwards of 25 knots in the morning.

However as the day went on and the breeze moderated to a point where it would be manageable, the Swiss league was cancelled and the officials decided to roll straight into a finals series.

At the conclusion of the Swiss league round-robin, the Friends School from Tasmania sat on top of the table in the outright lead, however the finals gave up a few surprises.

Friends School worked hard to make their way through a couple of hurdles, but ended up bowing out in the semis to the eventual runners up, Scotch College.

Their cross-town rivals, Hutchins School, had similar issues and bowed out of the finals in straight sets after coming into the finals with a double chance in fourth place.

Brighton Grammar School were the surprise packet of the finals, scraping in to eighth position after the Swiss league but going on to make the semi finals only to fall short to the eventual champions in Westminster.

They then raced off against Friends in the petit final that would decide third place and fell just short again, however the local fans were still super proud of Brighton, as they finished as the first placed Victorian team.

When racing wrapped up for the event, celebrations were had on the shore as coaches and sailors alike were dragged into the freezing local waters.

The presentation evening at the Blairgowrie Yacht Squadron was a great event as well, with more than 300 people packing the club's main function room to crown the champions and extend invitations to the inter-dominion team sailing championship in New Zealand later this year.

The Australian Team Sailing Association (ATSA) also recognised some great individual performances of sportsmanship through the umpires awards, which



**Alex Higgins and Quinn Auricht of Westminster**

were well received with some great story telling by chief umpire Simon Irving.

Next year's national event heads to Hobart this time next year at the Sandy Bay Sailing Club.

A big thanks to the event sponsors WASZP, MonkeyFist Marine, and Musto, for their support of the Blairgowrie Yacht Squadron, ATSA, and the coverage through *Down Under Sail*.

**AB**





**Above:** The winning Westminster School team.  
**Below:** Racing was close on the final day.  
**Lower:** There was plenty of breeze for the finals.

**Below:** The waters off Blairgowrie provided some chop in the northerly breeze.  
**Lower:** Close calls during the finals racing!







## **Franck Cammas and NORAUTO remain top of the GC32 Racing Tour, with an impressive podium finish at the 37 Copa del Rey MAPFRE**

**After four days of competitive racing in the intense heat of Palma de Mallorca, Franck Cammas and his team kept hold of their lead on the overall rankings after finishing in 2nd place on the podium at the third event of the 2018 GC32 Racing Tour.**

The eight foiling GC32 catamarans joined the sailing elite at the Mediterranean's largest and most prestigious multi-class regatta, the 37 Copa del Rey MAPFRE, completing 19 races in the scorching 35°C temperatures in Palma.

On the first day of racing, NORAUTO, backed by Europe's leading car maintenance company, continued their impressive run from Lagos, winning the first two races, followed by fellow America's Cup team, Sir Ben Ainslie's INEOS Team UK taking the next two wins.

The two teams battled it out effectively neck and neck each day, dominating the GC32 competition.

NORAUTO's skipper and helmsman, Franck Cammas explained on the 3rd day of the battle: "We

did well, but not in some starts. The speed of the boat was good in the light compared to Garda. It was a good day, except there is a black boat [INEOS] that's better than us – by two points each day! I hope tomorrow that will change."

ARGO also proved to be a force to be reckoned with, winning three races and coming back from behind in another two.

In the light and shifty wind conditions of the final day, with a lot to gain and not much to lose, the French team went for the full attack.

Upon his return to the pontoon, the skipper reflected on the day:

"We wanted to take a risk with INEOS so we split the tactics and strategy and sometimes we lost more than if we'd done as normal. INEOS was too far in front and they deserve their win. It's good to have this team with us on the circuit and I hope we will beat them the next time!"

With INEOS Team UK earning the top spot in the Copa del Rey MAPFRE regatta with 46 points, NORAUTO trail the Brits by 11 points, while the USA's Argo complete the podium with 73 points.

Thibaut Derville, head of Norauto sponsorship and General Director of Belgium commented "I'm very impressed with the team's atmosphere, always fighting and improving and of course I'm very happy





with the result; we are still leading the overall ranking. The Copa del Rey MAPFRE is definitely one of the best regattas in the world. We had a very special and warm welcome from the RCNP and it's a great place to be for the GC32 Racing Tour."

NORAUTO will be competing next at the GC32 Villasimius Cup in Sardinia, Italy over 12-16 September.

**AB**

#### Overall Results of the 37 Copa del Rey MAPFRE

1. INEOS TEAM UK (UK) - 46 points
2. NORAUTO (FRA) - 55 points
3. Argo (USA) - 73 points
4. Zoulou (FRA) - 88 points
5. Realteam (SUI) - 90 points
6. .film Racing (AUS) - 95 points
7. Frank Racing (NZL) - 119 points
8. Código Rojo Racing (ARG) - 122 points





# 2018 Gold Globe Race Around The World

## Philippe Pécché Heads For Cape Town

*East proves best – Jean-Luc Van Den Heede extends lead over Mark Slats to 575 miles*

**DAY 44: Dateline 13th August 2018 – Les Sables d'Olonne, France**

Over the weekend, French yachtsman Philippe Pécché (*below*) has fashioned a repair to the aluminium tiller on his Rustler 36 PRB, but without self steering, has decided to head to Cape Town under reduced sail.

This morning, the 57-year old professional from La Trinité Sur Mer, who had led the Golden Globe Race almost continuously since the start from Les Sables d'Olonne on July 1st, was making 2.9knots in 25knot headwinds and expecting to take 13 to 17 days to reach the Cape.

Pécché first alerted race organisers to the broken tiller on Friday, but his problems began earlier in the week when the actuating arm on his Beaufort wind vane self steering system sheered off. Attempts to repair the wind vane with spare tube for his special telescopic tiller failed, and when the tiller then snapped in 45-50



*In happier times, Philippe Pécché*

**Below:** Philippe Pécché, pictured when sailing through the Marina Rubicon gate in the Canaries. This shows the special alloy telescopic tiller fitted to PRB which snapped later in the race, together with the Beaufort wind vane self steering system which failed two days before when the actuating arm linked to the tiller (circled in red) broke in the same way that it did on Nabil Amra's Beaufort system two weeks before. **Photo:** Christophe Favreau







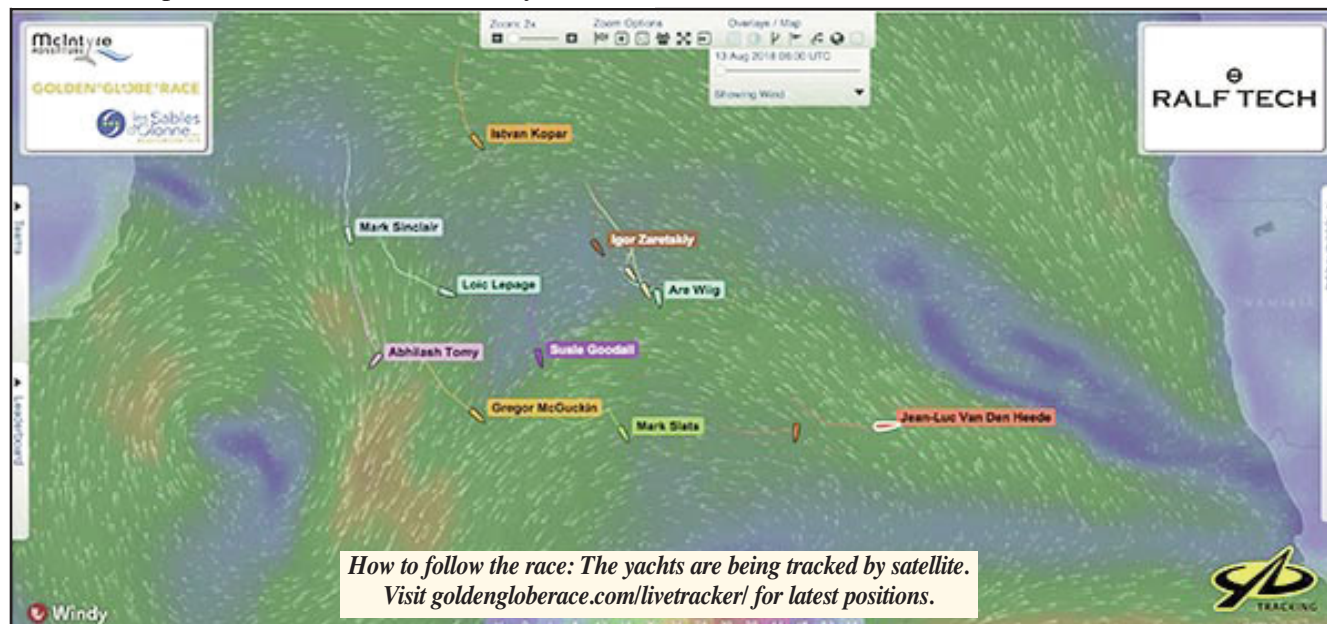
knot winds experienced at the end of last week, he had nothing left to repair it with.

Péché made an emergency call to the Golden Globe Race HQ at 18:10 UTC on Friday using a satellite phone all competitors carry for use in such situations. Skippers are free to call Race HQ and emergency services at any time, but under the strict rules of this retro non-stop round the world race, can only contact

the greater world by radio. Péché then made a second call to his partner, having told Race HQ "I am going to call my partner and I do not care about the consequences."

73-year old Jean-Luc Van Den Heede (Rustler 36 Matmut) has established a clear lead over the chasing

*(Continued Over on Page 36)*





## 2018 Gold Globe Race . . .

fleet, but 2nd placed Mark Slats (Rustler 36 Ohpen Maverick) dived south this morning in the hope of hitching a ride on the next low pressure system swinging in from the West. For latest positions go to: [www.goldenglobrace.com/livetracker/](http://www.goldenglobrace.com/livetracker/)

Don McIntyre, the Race Chairman confirmed today: "The situation is that Philippe is now in the Chichester Class as if he had made one stop. So if he now pulls into Cape Town that would be a second infringement and he would be out of the Race altogether. He can apply for a time penalty for the phone call (As Istvan Kopar did after stopping in the Cape Verde Islands two weeks ago) and we will reconsider that, because as far as we can ascertain, he did not receive any materiel assistance other than psychological support. If successful, this would reinstate him in the GGR, and allow him to continue in the Chichester Class after he stops in Cape Town."

Nabil Amra, the Palestinian/American who was forced to retire from the GGR two weeks ago after suffering an identical failure with his Beaufort wind vane self-steering, has every sympathy for Philippe's situation. He said today. "I have my fingers crossed for Philippe. This is a bad spot for it to happen. I had

a fear that the next blow he got from behind was going to do the same thing [to his wind vane]. The winds may be with him but that doesn't change the feelings that well up inside when you see that useless bit of gear hanging off the back. 1,500 miles is just possible with a following wind, but he will be completely demolished by the time he makes Cape Town.

Everyone says that you should balance the rig so that the boat sails herself. But to make it do that for any appreciable time when every third wave is knocking you far enough off course that she just starts charging off in errant directions, is not easy. It takes only an hour to realize how futile that is (especially if you are beating into the winds!). You then resign yourself to hand steering for 18 hours a day, which is when the soul-sucking starts! This will be when Philippe's real "race" starts. I'm sure he will surprise us all. This is when he has to dig really deep, from a place that nobody ever sees. When your ship is wounded, so are you!

He is in my thoughts!"

***Below: Britain's Susie Goodall, becalmed last week, is now back up to speed in 6th place with her Rustler 36 DHL Starlight.***







**Above:** Jean-Luc Van Den Heede's windward course down the eastern side of the South Atlantic towards the Cape of Good Hope has proved better than the longer traditional Trade Wind route favoured by Mark Slats, and the Frenchman now leads the Dutchman by 575 miles

Jean-Jacques Laurent from PRB added. "Philippe has had a remarkable race since the start from Les Sables d'Olonne. We knew that this Golden Globe Race would be particularly difficult. It's an extreme race. Philippe makes his choices as a good sailor. Our priority is that he arrives in Cape Town in good health and that he can repair PRB. We know how important this race is to him and he has all our support to start again in the Chichester class."

Fellow Frenchman Jean-Luc Van Den Heede sailing the Rustler 36 Matmut who shadowed PRB's course down the centre of the South Atlantic, continues to lead the Race, some 575 miles ahead of second placed Dutchman Mark Slats (Rustler 36 Ohpen Maverick) who chose to take the longer westerly Trade wind route.

This morning, he tacked south to avoid a high pressure system that may yet entrap Van Den Heede, in expectation of riding the strong favourable winds generated by the next low pressure system sweeping in from the west in the hope that this could close the gap or even leapfrog him ahead of the French leader.

Norwegian Are Wiig (OE 32 Olleanna) has moved up to 3rd place displacing Estonian Uku Randmaa (Rustler 36 One and All) during the weekend. Britain's Susie Goodall, who reported last Friday *'I'VE DONE A SUPER JOB OF FINDING THE WINDLESS PATCH*

*IN THE SOUTH ATLANTIC'* has now found fresh wind again and her Rustler 36 DHL Starlight is moving well in 6th place, but Finland's Tapio Lehtinen (Gaia 36 Asteria) has yet to find a fix for his solar panel and engine problems and is now very low on battery power.

#### **CHICHESTER CLASS**

- 1 Philippe Pécché (FRA) Rustler 36 PRB
- 2 Antoine Cousot (FRA) Biscay 36 Métier Intérim

#### **CAROZZO CLASS**

- 1 Francesco Cappelletti (ITA) Endurance 35 007

#### **RETIRED**

- Ertan Beskardes (GBR) Rustler 36 Lazy Otter  
Kevin Farebrother (AUS) Tradewind 35 Sagarmatha  
Nabil Amra (PAL) Biscay 36 Liberty II

**AB**



## 2018 Gold Globe Race . . .

### The GGR Aussie Connections . . .

■ **Atlantic rowing champion Mark Slats slugs it out in a three way tie for the lead.**

■ **Adelaide's Mark Sinclair enjoying the time of his life.**

■ **Perth fireman Kevin Farebrother is one of four to pull out during first month at sea**

**Australian-born Mark Slats was in a three-way tie for the lead in the 2018 Golden Globe Race as the fleet crossed the Equator during the fourth week of this 30,000 mile solo non-stop circumnavigation.**

**Mark Sinclair** from Adelaide, back in 11th place with his 37-year old Lello 34 Coconut, who is making this retro voyage to mark the 50th anniversary of Sir Robin Knox-Johnston's pioneering first in the original Sunday Times Golden Globe Race was back in 11th position, but enjoying every minute of the adventure, in stark contrast to Perth fireman **Kevin Farebrother** who was one of four entrants to throw down the towel on this 9-month adventure within the first month at sea.

41 year old Slats, originally from Darwin, but now a Dutch resident, is a fiercely competitive adventurer who has already sailed around the world once. Last year, he and a colleague entered the Talisker Transatlantic Rowing Race, and when his fellow rower pulled out a few weeks before the start, Slats decided to go it alone. Rowing 20 hours a day, he not only won the singlehanded class, breaking the previous record by 5 days, but beat all the 2-man crews too! 6ft 6in tall and with the shoulders of an ox, he packed a large pair of sculling oars on this boat Ophen Maverick expecting to row himself out of calms. "I love this stuff" he told me before the start. "If necessary, I can row for 9 hours a day and make 20-30 miles."

Ranged against him are two Frenchmen who, like Slats, are sailing rugged Rustler 36 production traditional long-keeled sailing yachts. The first is Philippe Péc'hé, who recently returned to his home country after running his own chandlery business in Perth for 19 years. A professional racer, he was one of Loic Peryon's crew when they broke the

Jules Verne record for the fastest circumnavigation on the giant trimaran Banque Populaire back in 2012. Passing Dakar on the Senegal coast on Day 18, Péc'hé observed: Day 18? We were off Cape Leewuin last time round."

The other is 73-year-old Jean-Luc Van Den Heede, a 5-time solo circumnavigator who is banking on experience to beat the age gap. He was in second place.

For Sinclair, a former Commander in the Australian Navy, this adventure is food and drink. Captain Coconut as he has become known spent two years preparing his Lello 34 of the same. He's not looking to win, but simply extract every ounce of enjoyment from this once-in-a-lifetime experience. He's Australia's equivalent to Bernard Moitessier – never happier than when at sea!"

He's in marked contrast to Kevin Farebrother, a former Paratrooper who has made three successful assents up Mt Everest. He had sailed his Tradewind 35 Sagamanta half way round Australia from Sydney to Perth as his proving trial, but when it came to the Canaries after 2 weeks of sailing alone, he conceded "I'm not cut out for solo sailing. "For me it is like getting into the back seat of a moving car to sleep when no-one is at the wheel. As a result, I've had very little sleep over the past two weeks...My boat is now for sale!"

Those on the dockside in Lanzarote sense that he would have accepted a \$1 for her when he stepped ashore. Greater sense prevailed, but the fully equipped boat with 10 months of food and supplies onboard, sold very quickly – a bargain no doubt for another would-be circumnavigator.

- *Special Notes for AB by BarryPickthall*

#### AB

**Aussie ex-Navy Commander Mark Sinclair is relishing using his traditional navigation skills and the trade wind conditions.**





# AARHUS, Denmark

## Facts about the Hempel Sailing World Championships

- 14 days of world class sailing
- 1400 participants from approx. 90 nations
- 1100 sailboats
- 400.000 visitors
- More than 800 volunteers

The Hempel Sailing World Championships Aarhus 2018 drew to a close on Sunday August 12, with the Netherlands on top, France on the rise and Denmark basking in accolades from around the world for setting new standards for hosting the biggest sailing event in the world.

“The city of Aarhus has really come alive over the last 11 days,” Kim Andersen, the president of World Sailing said. “Thousands of people have shown their support, enjoyed the sailing spectacle and the onshore activities.

“It’s been a truly fabulous event and as World Sailing President and a proud Dane, I could not be any happier.”

The greatest gift from the Danes and their 1,100 amazing volunteers was that they provided the perfect stage for the sailors to showcase their talents. New stars have emerged and old ones returned. The week has been graced by many great performances, from dramatic capsizes in the 49erFX and the rise of the Fantela brothers in the 49er, Zsombor Berecz’s tears as he crossed the line to win the Finn and Hungary’s first gold at a quadrennial World Championships and Emma Plasschaert winning Belgium’s first world championship gold in the Laser Radial and proving that Marit Bouwmeester is human.

The Netherlands topped the final medal table with three golds, two silvers and one bronze from the ten Olympic classes. On Sunday, they added a silver lining to their double victory lap in the windsurfing. Dorian Van Rijsselberghe, the double Olympic champion, and Lilian de Geus had made themselves mathematically uncatchable on Friday. Kiran Badloe, lying in second, kept his rivals behind him in the medal race to take another silver for the Dutch.

No one across any of the fleets has been more dominant than De Geus. She did not finish lower than ninth in their 12 races over the last two weeks. After dominating Friday, the 26-year-old De Geus, was 30 points clear of China’s Yunxiu Lu in second.

This World Championships gold and the challenge it lays down to the rest of the fleet for the 2020 Olympic Games in Tokyo (Enoshima), will have gone long way to making up for the dreaded fourth place in the Rio 2016 Olympics.

“I can party officially now,” De Geus said. “It’s a strange feeling because I was already world champion on Friday, so we partied on Friday.”

“I was so disappointed after Rio, so it’s an amazing feeling to be world champion. We trained a lot in these conditions and you could see the results on Friday – with two bullets. I could see every shift and every gust.”

Behind her, France’s 2016 Rio Olympic champion, Charline Picon, laid down her own marker with a magnificent medal race which seized the silver from Lu, who had started the medal race 10 points ahead. The 33-year-old is just making her comeback a year after having a baby – one of at least eight women in the women’s RS:X fleet who are mothers.

“I’m very happy with my performance, especially because I’ve just had a baby one year ago, and I’ve only been training for four months,” Picon said. “I’ve proved that you can still trust in me and my performance in big competitions. I hope to improve a lot more over the next few months.

The top four boats in this mixed crew foiling cat class were separated by just six points. The pre-race favourites, Italy’s Ruggero Tita and Caterina Marianna Banti were just one point clear of the exciting newcomers, Australia’s brother and sister Team Outteridge, Nathan and Haylee. Argentina’s Rio 2016 Olympic champions, Santiago Lange and Cecilia Carranza Saroli, were two points further back. And that’s they finished.

Spare a thought for Denmark’s Lin Ea Cenholt and Christian Peter Lübeck in fourth - three points off the bronze.

What is the secret of the Dutch domination? For De Gues it is simple. “We medalled in almost the classes we went for,” she said. “We push each other to high standards. The secret? Hard work.”

Van Rijsselberghe, who is making a comeback to the sport this year after deciding to have a tilt at a third Olympic gold, the recipe is equally simple.

“The most important thing is to have more fun than anybody else, so we have that very high in our notes,” he said. “You just do the simple stuff really well as my coach (New Zealander, Aaron McIntosh) says and we end up there.

**AB**



# *'Rock Stars Of The Sea'* Put On Amazing Underwater Show In South Australia

*Flowing arms, skins that change colour in an instant, dance battles and petite males disguised as females to trick their rivals – the courting behaviour of the alien-like Giant Australian Cuttlefish would look more at home in a Star Wars night club. Special report by Andrew Spence from "The Lead" in South Australia.*



*Each year more than 100,000 of the bizarre creatures gather in the pristine waters of South Australia's Upper Spencer Gulf Marine Park in what is the only known mass aggregation of its kind in the world. Photo: Carl Charter*

**E**ach year more than 100,000 of the bizarre creatures gather in South Australia's Upper Spencer Gulf Marine Park in what is the only known mass aggregation of its kind in the world.

Nicknamed "*the rock stars of the ocean*" because they live fast and die young, cuttlefish have a life span of just 12-18 months. This makes each May to August breeding season critical because the

number of surviving eggs one year directly impacts the number of adult cuttlefish that return the next year to breed.

Favourable conditions and a series of law changes, such as fishing bans, have helped the cuttlefish recover in recent years from 13,000 in 2013 to 120,000 in 2017. The 2018 count is yet to be finalised but local experts predict the figure to be





*Nicknamed “the rock stars of the ocean” because they live fast and die young, cuttlefish have a life span of just 12-18 months, so impressive displays are necessary to attract a mate.*  
*Photo: Carl Charter*

higher than last year.

About a third of the 8km strip of rocky reef where the cuttlefish lay their eggs has been a marine park sanctuary since 2014.

The reef is at Point Lowly in the Spencer Gulf, some 20km east of Whyalla and almost 400km from the South Australian capital Adelaide.

Organised community dives have been run for the past three seasons, attracting

hundreds of visitors from around Australia and overseas.

Natural Resources Eyre Peninsula Marine Parks Co-ordinator Dr Shelley Paull said recorded cuttlefish numbers peaked in the late 1990s at about 200,000 but declined due to a number of factors, including over fishing and fluctuating water temperatures.

She said Upper Spencer Gulf was



typically made up of mangroves, sandy bottoms and sea grass beds, making the uncommon habitat of rocky reef around Point Lowly a natural drawcard for the cuttlefish.

“The boulders are ideal for them to place their eggs underneath and that’s why they head there every year because the habitat, salinity and temperature are perfect for them,” Dr Paull said.

“They get there when the water is really cold and as the temperature increases as we get towards spring the cuttlefish babies start to form.

“When they hatch after 3-5 months



Dr Paull's Photo by Haixia Wen

**Natural Resources Eyre Peninsula Marine Parks Co-ordinator, Dr Shelley Paull**



*The Whyalla visitor information centre has seen a significant increase in foot traffic and snorkelling tours run by Experiencing Marine Sanctuaries attracted 540 participants across just two weekends in July. Photo: Carl Charter*

they’ve got to fend for themselves and to try not to encounter predators and when they’re big enough they will swim out and hang out in northern Spencer Gulf.”

Giant Australian Cuttlefish, *Sepia apama*, are found all along the southern Australian coast in waters off of Western Australia, South Australia, Victoria and

New South Wales.

However, Dr Paull said the cuttlefish in South Australia’s Upper Spencer Gulf had slightly different genetics from those found in other areas, so we know those aggregating in Upper Spencer Gulf don’t breed and rarely mix with those further south.



“Cuttlefish elsewhere tend to find a mate and breed at the meeting point, they don’t aggregate in these huge numbers so it’s really a quite unique thing that happens and we don’t find these aggregations anywhere else in the world for cuttlefish,” she said.

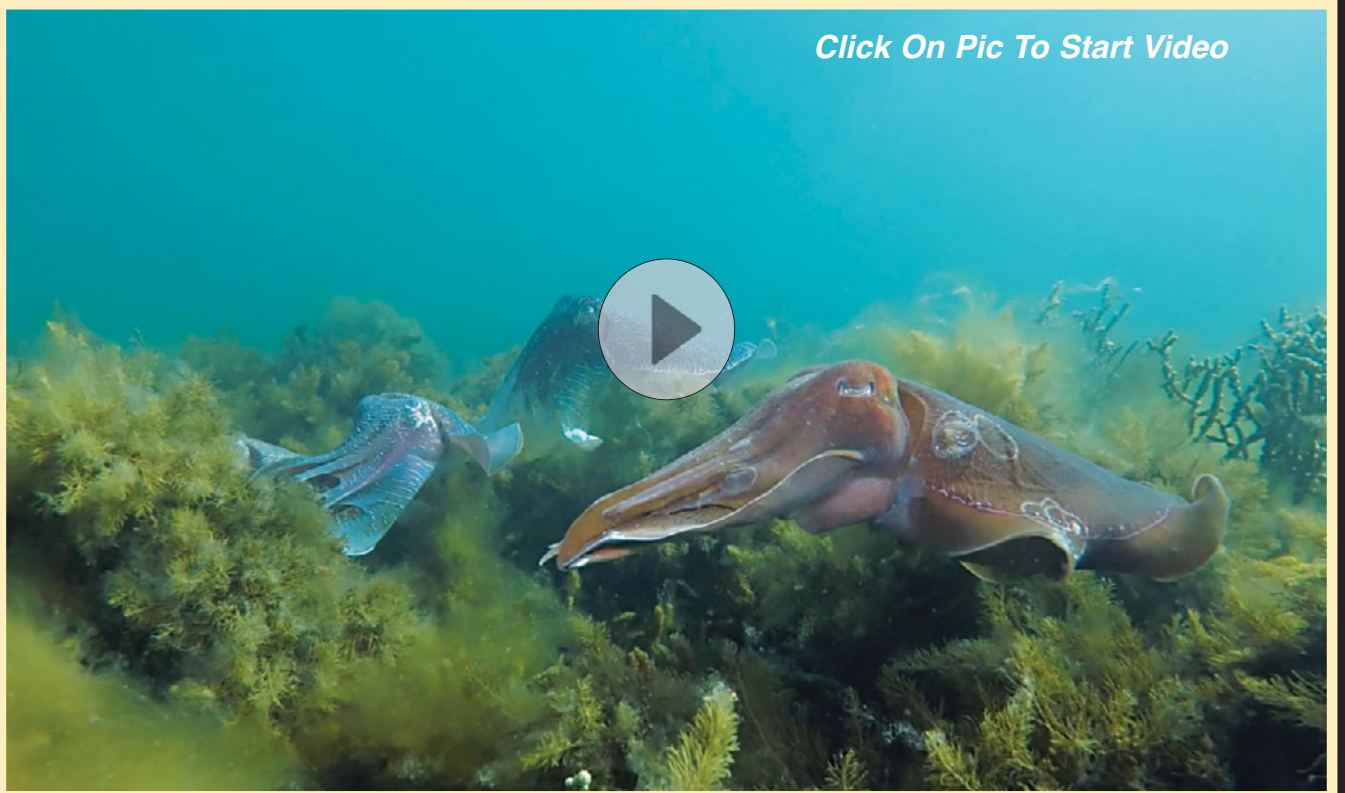
Also known as the chameleons of the sea, cuttlefish have special skin cells called chromatophores, which allow them to change the colour and texture of their skin within a second from blues to greens to purples and black to help them hide from predators, ambush prey and attract a mate.

“The big males can be up to five kilograms and they fight each other and do this dance off to determine who gets to mate with the female but the little boys don’t have the size to fight so they have this behaviour where they pretend to be a female.

“They change their colour and they pull their arms in so they look quite small.

“Then they hover around where the females are. A big male will be guarding the female and it will see the mimicking one, think it’s a female and let it in and they will come in and quickly mate with the female and go out before the male

*Click On Pic To Start Video*



Dr Paull said male cuttlefish flashed different colours in “dance battles” to win the attention of a female.

She said other less formidable males used their colour changing abilities to pretend to be female in an effort to trick the larger males and steal their mate.

“The boys do a kind of dance-off when they are trying to fight for a female and they will shimmer black and white colours up and down their bodies.

notices it is a little cross dresser.”

**The Spencer Gulf region of South Australia** is known for its pristine waters and premium seafood including prawns, oysters, tuna and kingfish.

But the cuttlefish, which have been off the menu in Upper Spencer Gulf since 2013, are starting to bring other economic benefits to the area.

Whyalla is South Australia’s third largest



city and is best known for its steel production. It is still recovering from an economic downturn that has marred the region for the past decade.

In recent months visitor numbers have skyrocketed as tourists come from far and wide to dive with the cuttlefish.

The Whyalla visitor information centre has seen a significant increase in foot traffic and snorkelling tours run by Experiencing Marine Sanctuaries attracted 540 participants across just two weekends in July. This was on top of the hundreds of divers who took to the water on private tours or on unguided dives using their own equipment.

Last month, the inaugural CuttleFest was held to celebrate the globally unique aggregation and educate visitors about the marine environment.

"There are more and more people every year and it's so accessible – all you have to do is have the right gear and you can just walk into the water and just snorkel around," Dr Paull said.

"A lot of the people who participate in



our guided tours are first-time or inexperienced snorkelers so they can be a bit apprehensive but it opens up a whole new world for them – they squeal through their snorkels and they come out with these massive smiles and a new appreciation for the ocean world.

"In an area the size of your lounge room

you can probably see up to 50 or 60 cuttlefish in some areas so people are just amazed and really thankful that they got the opportunity."

**Experiencing Marine Sanctuaries** co-founder Carl Charter came up with the CuttleFest concept, which it ran in conjunction with Natural Resources Eyre Peninsula Marine Parks.

Charter has been diving for about 35 years and said swimming with the cuttlefish was one of the most unique experiences.

He has also filmed 360-degree underwater footage of the cuttlefish to be used for marine education and viewed through virtual reality goggles. The VR footage will make its debut this weekend at the Science Alive festival in Adelaide.

"I've been diving for about 35 years now around Australia and overseas as well but I always love coming back to South Australia, it's such an incredible and diverse habitat to dive in," Charter said.

"We've got eight pairs of VR goggles going to Science Alive and hopefully thousands of people get the chance to have a look over the weekend."

Dr Paull said while education would play a significant role in maintaining cuttlefish numbers in the area, there were no guarantees they would continue to thrive.

"Cuttlefish are a bit of a boom and bust species – they only live for about 12-18 months – so the ones we saw this year are the eggs from last year's cuttlefish," she said.

"It's hard to know if their numbers will keep growing but if something happens in the environment – a change in water temperature or pollution – then the numbers can really be impacted so we won't really know until next year."

"We can only hope that protection measures we have in place continue to benefit the cuttlefish population."

**AB**



# Underwater VR 360 video experience for your classroom

**Immerse your students in our ocean planet!**

Put on your VR goggles and experience what it is like to be a scuba diver. Experience what it is like to swim with sea lions, sea dragons, giant cuttlefish, sharks, sea jellies and huge schools of fish.

We supply everything you need for a fully immersive underwater experience in your classroom.

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Sydney, Australia – August, 2018:

**RIBCO, a leader in premium Rigid Inflatable Boats (RIBs) across the Mediterranean, has been launched in Australia on the Marina at the 2018 Sydney International Boat Show.**

To coincide with the launch, legendary cricketer, Michael Clarke has been announced among the first in Australia to acquire a sought after, high performing Ribco RIB.

The Ribco range of superior performance RIBs are at the forefront of a growing trend of versatile tenders and day boats that are defying typical definitions. No longer are tenders just a way of getting to another boat, but are used for their own separate qualities and enjoyed by owners as practical transport and luxurious all-rounders.

According to Oliver Workman of Ribco Australia, "With the ever growing demand for genuinely offshore capable luxury RIBs in Australia, the Ribco range of vessels are perfectly positioned to enter as the most seaworthy, versatile and well-built luxury performance RIBs available in the market today."



*Trailblazer Michael Clarke, 43rd Test captain of Australia, new owner of a Ribco vessel*

### **RIBCO's Revolutionary Stepped, Deep Vee RIBs Debut At The Sydney International Boat Show**







*Left: Michael Clark at the Ribco launch at SIBS. Above: Ribco Seafarer 36 cruising past two world renowned icons - the Sydney Opera House, and the Harbour Bridge. Below: Beam-to view of the amazing 1050hp Venom 44 - and the special high performance helmsman's chairs.*





From superyacht tender to luxury day-boat and offshore performance machine, Ribco RIBs span the spectrum of versatility and can be customised to suit the owner's lifestyle. This was certainly the appeal for Michael Clarke, 43rd Test captain of Australia and new Ribco ambassador, when he decided to acquire a Ribco performance vessel.

"As a long time boating enthusiast, I was on the search for a vessel with exceptional seaworthiness and handling when I came across Ribco on Sydney Harbour. The amazing finishes and performance of the Ribco 28ST are simply unbeatable. From the perfect centre console driving position and the way the stepped hull handles, to the quality of the inflatable tubes, ample storage and seating space the Ribco 28ST over delivers in every aspect," says Clarke.

The Ribco deck layouts are spacious and

feature the highest quality materials and finishes, ideal for sunbathing, relaxing and enjoying the sea. Equipped with many features including two sun tents with double beds, WC, hot water, photovoltaic charging system, fridges and even an espresso machine, the Ribco range of RIBs offer many amenities not usually found in a vessel of this class.

"Ribco RIBs are unmatched in luxury, detail, speed, efficiency, safety and offshore capability. Each vessel is the culmination of over two decades of design, engineering and testing in the toughest conditions to ensure thousands of miles of faultless operation at sea. Meticulous detail and craftsmanship flow from bow to stern, highlighting our unwavering commitment to quality. This is evident from the moment you board and in every fitting and fixture used in the production of a Ribco," says Workman.

Ribco Australia, a partly owned subsidiary of



**Top Right:** The very schmick Ribco 36 seating arrangement

**Centre:** The Ribco Seafarer 36

**Lower right:** Awesome helm station

**Below Left:** The flying Ribco 28ST





Ribco Greece and extension of the factory head office, provides support for clients and makes it easy to access new models in advance of other markets where agency models are in place.

The models brought to Australia have every option included available to their European counterparts, so owners can rest assured all models in Australia are the best versions available.

Ribco Australia is based at the Sydney Superyacht Marina in Rozelle and their range currently includes the Venom 44, the Seafarer 36, and the 28ST.



AB



Find out more at  
[www.ribcomarine.com.au](http://www.ribcomarine.com.au)  
or contact **Pilar Workman**  
Tel: (+61) 401 990 229 • Email:  
[pilar@ribcomarine.com.au](mailto:pilar@ribcomarine.com.au)  
Ribco • Suite O, 2 Maritime Court  
**Sydney Superyacht Marina,**  
Rozelle, NSW, 2039







## **New Viking 44 Convertible Excels With Volvo Penta's Highest Performance Diesel**

**P**remiere yacht manufacturer Viking Yachts has selected Volvo Penta's 13-litre 1,000hp engine for the latest of its 'convertible' models. As the most powerful of Volvo Penta's inboard engines, the D13-1000 has shown to be an excellent choice for the 44ft vessel.

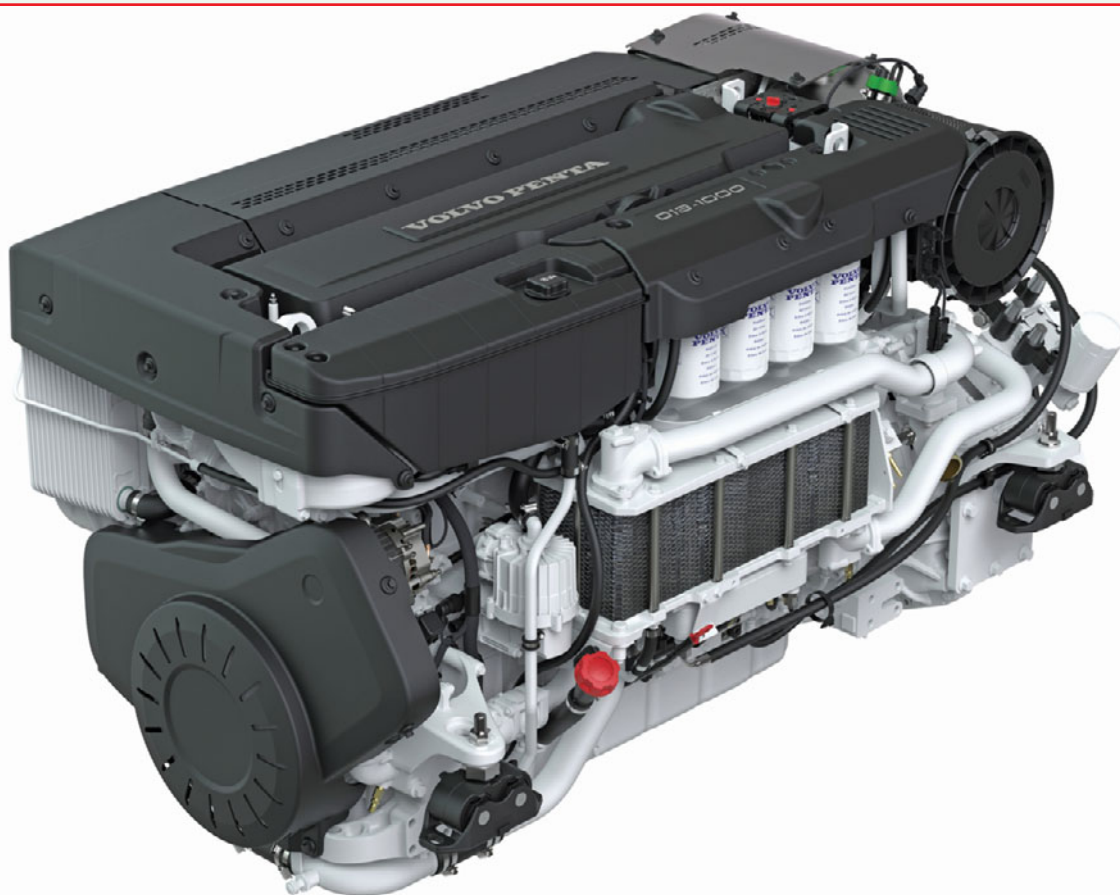
As a premium boat-builder, Viking Yachts' Convertible range combines the high performance of sport-fishing vessels with the luxurious elements of cruisers. The new 44 Convertible (44 C) is proving to outperform anticipated capabilities, thanks to Volvo Penta's most powerful 13-litre inboard engine. In sea trials, the twin Volvo Penta D13-1000 diesels met or exceeded all expectations in the 44 C.

"The boat achieved top speeds of over 38 knots, with a cruising speed of 32-34 knots,"

says Chris Landry, director of communications at Viking Yachts. "The engines provided outstanding acceleration and low RPM torque, and a smooth, quiet ride. The 44 Convertible is a comfortable tournament contender, equally capable of galloping hard to the canyons on gnarly weather days or blasting over to the Bahamas."

Viking Yachts, based in New Jersey and Florida has more than 50 years' experience of designing and making luxury motor yachts and sport yachts, as well as the Convertible series which offers the best of both worlds. The company has worked with one of Volvo Penta's North American power centres, Johnson & Towers, to install and test the D13-1000 engines in the 44 C model. Volvo Penta's D13-1000 offers incredible power on





***Above: The D13-1000 is Volvo Penta's most powerful inboard marine diesel engine. Left: Viking Yachts' 44 Convertible vessel is powered by two of them.***

demand to meet the needs of high-end yacht customers.

"The D13-1000 has an excellent power-to-weight ratio," says Bob Shomo Jr., vice president of Johnson & Towers. "Another key factor in the decision was Volvo Penta's expanded power centre network and service dealers across Viking's core market areas, providing a one-stop service experience."

He adds: "The first installation on the Viking production line went very smoothly, thanks to Viking's superb engineering team, applications' support from Volvo Penta and especially the extraordinary efforts of Johnson & Towers' sales engineer Ken Houle."

"Viking's new 44 C is a remarkable achievement – a rare combination of innovative interior design and seakeeping

performance," says Jens Bering, vice president of marine sales at Volvo Penta of the Americas.

"Their selection of Volvo Penta is an important validation of the superior engineering that went into our new D13-1000 as well as our outstanding power centre team at Johnson & Towers."

He adds: "It's a great honor to be a supplier to Viking Yachts, and we look forward to building on this newly established relationship with one of the great iconic brand names in the boating industry."



# Jenneau Merry Fisher 1095

Since the production began of the big 350-400hp outboards and super long shafts, the top designers haven't wasted any time putting them to good use. Jeanneau is one of the first.

Amid great interest, Jeanneau launched their new outboard powered Merry Fisher 1095 for its Australian debut at the Sydney International Boat Show.

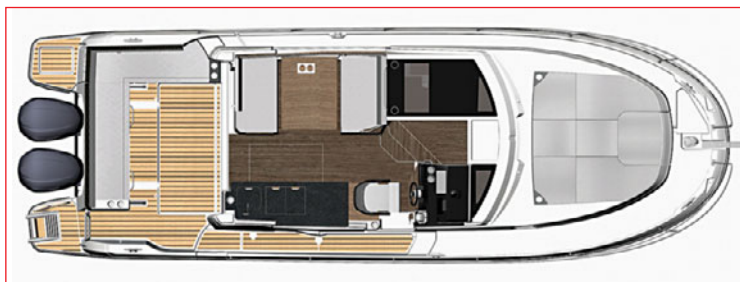
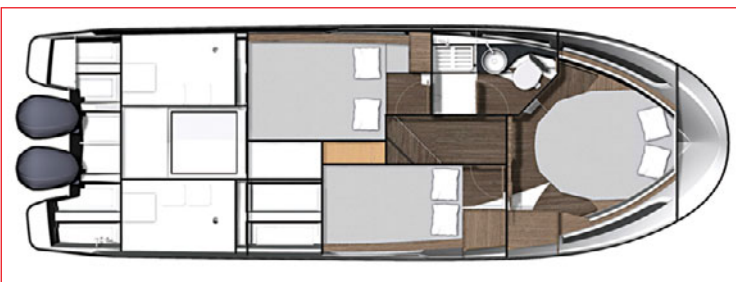
In response to customer demand, and in keeping with current market trends, Jeanneau continues to develop its outboard powerboat lines in ever-larger models.

## The Joy Of Cruising

In the pure tradition of the Merry Fisher line, the Merry Fisher 1095 is a true weekender and an ideal family cruiser.

The new Merry Fisher 1095 takes full advantage of the new world of outboard engines. Previously, cruising

*Continued On Page 54 . . .*





**NEW FOR 2018**







### Merry Fisher 1095 Specifications

Overall length .....	<b>10.5 m / 32'11"</b>
Hull length .....	<b>9.95 m / 32'7"</b>
Overall beam .....	<b>3.35 m / 10'11"</b>
Draft .....	<b>0.69 m / 2'26"</b>
Weight without engine .....	<b>4638 kg</b>
Fuel capacity .....	<b>2 x 400 L</b>
Water capacity .....	<b>160 L + 100 L</b>
Berths .....	<b>4 + 4</b>
Cabins .....	<b>2/3</b>
Max. power .....	<b>2 x 300hp</b>
CE category.....	<b>B8-C10 (in progress)</b>
Architects / Designers .....	<b>Centowski &amp; Denert Design with Jeanneau Design</b>



with outboard engines on boats of over 10 metres (34 ft.) seemed impossible. This new combination favours ease of use with significantly improved handling and performance. The Merry Fisher 1095 will be the flagship of the line, with a hull specifically designed for this type of propulsion.

In addition to this major innovation, the Merry Fisher 1095 delivers key features that define its personality and its success, including:

■ Modular cockpit ■ Recessed sidedeck ■ Sliding side door AND an opening door in the coaming ■ 3rd cabin or storage space ■ Bench seat at the helm in the saloon ■ Optimised storage space ■ Sliding glass doors and skylights.

The recessed side deck offers safe movement about the boat and easier access to the helm station. The aft cockpit bench seating is convertible to maximise space, and flowing seamlessly from the cockpit, the aft swim platforms are truly inviting.

To fully enjoy life on the water, the forward sundeck with its repositionable seat backs provides an additional living space.

True to the Jeanneau tradition, the Merry Fisher 1095 offers safe, fluid movement on board with its side door and recessed side deck.

The opening door in the coaming, facilitates access on board with greater security.

With its unique design, the Merry Fisher 1095 benefits from incredible volume on board, guaranteeing



**NEW FOR 2018**



exceptional family cruising.

### **Light & Space**

On the interior, the Merry Fisher 1095 offers many innovations in the distribution of living space. Natural lighting is also particularly well considered, with opening sunroofs as well as large glass surfaces and windows in the hull.

In addition to the saloon, the Merry Fisher 1095 offers 2 or 3 cabins.

The generous owner's cabin includes many features to enhance comfort and relaxation. The two overhead panels and long windows in the hull bathe the room in light, while numerous and highly functional storage options are sure to impress. The spacious head and separate shower compartment with a view of the sea also offers a high level of comfort.

The guest cabin rounds out this truly liveable interior layout.

Finally, the third cabin is certainly the most notable innovation in the interior design and layout of this model. This additional space, whether utilised as berths or as storage, enables you the flexibility to choose your cruising arrangements!

The galley is large and fully functional: here again, a surprising amount of storage space is available in both upper and lower cabinets.







## Zodiac Launch New '5.5 Open' RIB

### A True 4 x 4 Of the Sea

An adventurer style with sleek lines, a perfectly ergonomic cockpit, an exceptional reinforced deep-V hull offering control and stability through hazardous and rough seas, OPEN 5.5 is the SUV of the seas.

As a true Swiss Army knife, this cross-over offers an exceptional modularity and is at ease with any type of activity. The compartments on the deck will welcome the gear for all your water-based hobbies, and can be converted into comfortable seats for a

*Click On Pic To Start Video*





family day-out or into an empty space for fishing trips with friends.

The Open 5.5 is suitable for towing on any road, and is perfectly mobile to explore new places. Last but not least, the work on design and its style evolution definitely marks the advent of the new generation of the Pro Open range from Zodiac Nautic.

### There's A New Generation of Zodiacs . . .

Since a huge re-organisation, financial restructuring and re-invigorated direction in 2015, Zodiac has been revisiting just about every aspect of their boatbuilding and marketing, and the new 5.5 OPEN is a prime example of how they are now working to grow the Zodiac RIB business in the future - with far more complete "boats" as distinct from just simple inflatables.

Made with an inflatable buoyancy tube and a rigid hull, these boats combine the advantages of traditional inflatable boats - security, stability, portability, and ease of use, with those of rigid-hulled boats - comfort, agility and speed. True ocean adventurers, Zodiacs have a spectacular reputation with professionals and amateur boaters alike, who rely on their exceptional marine qualities and all-time practicality.

The new Zodiac RIBs (**Rigid Inflatable Boats**) offer a unique combination of a very low centre of gravity, a deep-vee hull and added stabilisation of the tubes which gives the rigid-hulled inflatable speed and sea crossing capacities without compromising comfort or safety.

**Exceptional Load Capacity:** The new 5.5m Zodiacs have an exceptional weight/area below water ratio, giving the boats a load carrying capacity such that it can carry considerably greater loads than ordinary boats of similar length - making them ideal for a day trip with friends and family in complete safety.

**Buoyancy, Security:** The buoyancy tubes of Zodiac boats have several compartments, separated by waterproof partitions. Thanks to its important air reserves, the boat keeps its ability to float and stays conceptually unsinkable when fully loaded, even with a deflated compartment.

Trying a Zodiac boat means discovering a new world of performance. Fishermen and boat drivers are not mistaken; no enthusiast could ever imagine doing without it.

**AB**





August  
2018

**Requested,  
Repeated, or  
Paid**

These are the top videos from last month, picking up such good 'ratings' they are run again. Unless they are a paid video, all the half page video 'window' material will be moved along into Section 3 next month.

## LIBRARY



### Mastercraft / Verado Combo

You have to hand it to the American boatbuilders. They build superb recreational sports craft, and this is a fine example. Top video, too.



### Barracuda 6 Walk Around

Although most attention is being given to the sister B-7 and B-8's, the B-6 is a particularly useful craft in Australian terms, having a brilliant walkaround fishing cockpit, and great performance and handling from moderate horsepower (140hp max).



**Sea Ray 21 SPX** The Sea Ray 21 SPX is the embodiment of pure adrenaline. Great looks and loads of seating combine with a 220-horsepower Mercury engine and smooth, easy handling to ensure your day is a blast and a half. And with a price geared for family budgets, the 21 SPX is remarkably accessible.



### Hands Up For the Iguana

We reckon the Iguana could be the ultimate beach fishing platform, and have volunteered to take it up to Fraser Island. Certainly cause a stir at Waddy Point, wouldn't it? Needs rod holders, though . . .



### V8 Superboats In the 2017 Aussie Finals

Had to smile at this Russell Puckeridge video of the launch 'ramp' at a recent round of the V8 Superboats – especially after an ad agency asked us to evidence boat owners usage of 4WDS! *They did ask...*



### Watch This Mother Nail The Back Straight

Vvvvvrrrooom! Wow, can this open class race boat fly! Excellent one-man video of an incredibly difficult subject to shoot given the speeds involved. Good stuff – definitely worth a look.





### Quintrex 610 Trident

Quintrex has expanded their ultimate offshore fishing range, including the 610 Trident Hard Top which offers customers a slightly more versatile and affordable option while still incorporating all the features and strategic layout design of the larger Hard Top models.



### Sea Trials RAN #39 Down in Adelaide, SA

Interesting video of the sea trials of the RAN's new air warfare destroyer #39. She will become the HMAS Hobart when it is finally commissioned and handed over to the Navy. Be proud; it's a top job.



### Building a Raptor In 90 Seconds

Hey - this is neat - Step by step through the production process of building the new Raptor in Thailand - especially interesting how they 'dip' them into the vats for complete rust proofing.



### Launching RAN Brisbane - Then & Now

This is for all ex-navy people and we tax payers who are sometimes a bit perplexed about what is going on down in Christopher Pine's Adelaide shipyards. Watch this incredible mix of historic footage and amazing time lapse video - and feel relieved. We're in good hands.



### Big Irish Seas & Self Righting Boats . .

The powerboat world just gasped when they first saw these videos of the sea rescue craft being trialled in the Irish Sea – the vid includes very rare footage of one of these boats being tested for self-righting.



### 2017 Red Bull Dinghy Derby

The 2018 Dinghy Derby, held on February 4th, attracted around 110 entries, with thousands of people watching from the banks of the Murray River in what has been described as "quintessential Aussie boat racing!" This is the 2017 Derby footage.





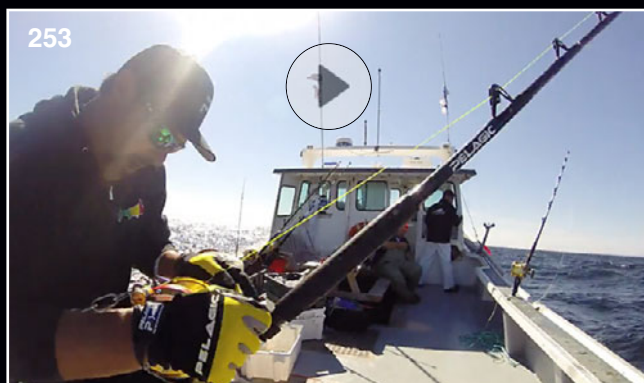
## Ash Matthews: Whitsunday's Sea Fever

If you reckon it's time to take a few days off and fish up on the Barrier Reef with one of the best charter fishermen in Australia, Ash Matthews is your man. For an experience you'll be talking about for years to come.



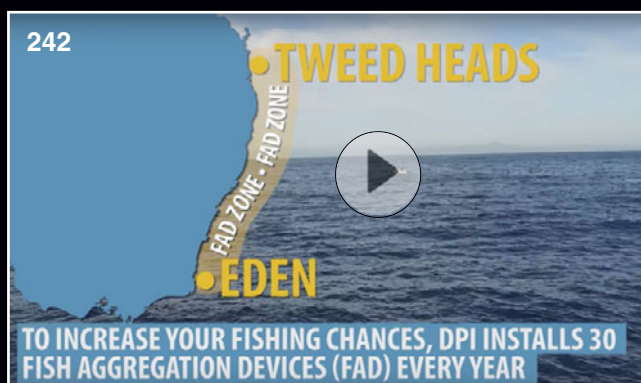
## When You Can't Keep Pedalling . . .

When the tide has turned and you have to work the Yak back against the current... This brilliant Lagoon strap-on power unit is an extremely practical solution. The power unit fits virtually any kayak, and is simply strapped on, and around, just about any yak.



## Nova Scotia's Giant Tuna

This video has glimpses of the techniques and strategies they use to get these big fish up to the surface where they get them so excited they are (relatively!) easy to hook . . a great video report from the Pelagic team .



## NSW's DPI Installing More FADS

NSW DPI installs Fish Aggregating Devices (FADs) each year along the NSW coast to increase recreational fishing opportunities. The FADs provide a location where anglers can target predators like the amazingly fast growing and spectacularly coloured *mahi mahi*.



## HYPAR Yak Seeking Crowd Funding

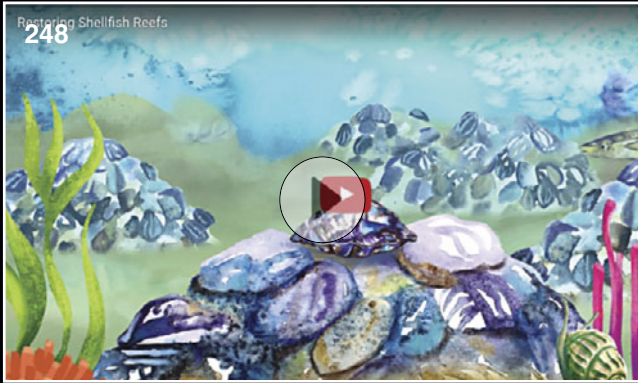
When we first showed the HYPAR kayak video last May '17, it raised quite a bit of interest. Now the designer/builder is seeking crowd funding to get it into production. Take a look, and make your own mind up about the concept - and funding.



## Margot Robbie About The Nissan Leaf

This an unusual video of Margot Robbie as you've never seen her, using her status as a international movie star, highlighting her concerns for the environment and her involvement with Nissan's push for the Leaf electric car. More thoughtful than pushy.





## S.A. Shellfish Reef Restoration

Good on them – the South Aussies are not only worrying about the environment, they're actually rebuilding it by recognising the restorative powers of the original shellfish reefs on the seabed of the Gulfs, so they are building new ones. Ten out of ten, people!



## Ezi-Buoy & Moorsmart = No Stress Pickups

Useful video on a very simple, but effective technique for boatowners to pick up their mooring or marina berth docklines really easily - and best of all, with a rookie crew - where strength is not required. Ideal for husband and wife crew situations.



## Oyster Baskets

Very interesting video production on Aussie innovation in the oyster industry that was inspired and developed in Oz, creating unique oyster baskets that are now used in oyster farms around the world.



## The Award Winning LIFE CELL Pack

For ANYBODY going offshore, yachtie or fisho, the Life Cell packs (there are four sizes now) could well be the difference between staying alive - and becoming the berley. No kidding - *please* take five and look at this video. We NEED your subscription, okay?

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**AB's Amazing Ningaloo W.A. Supplement**

Easily one of the most requested supplements we've ever had - the December 2016 (AB 241) Ningaloo Supplement is available now as a PDF download - just like AB. This unique 48 page report provides the full picture of what to expect from this 'trip of a lifetime!'

**Bucket List #1**

**Ningaloo, WA**

The Family Accessible, Dream Fishing Diving & Watersport Destination

*Produced with considerable input and assistance of many in the Exmouth & WA Tourism community, but*

**48 pages, AB size, downloads in seconds; inspirational for families.**

**237**

## FALSE FLAGS

In 1940, the raiders Orion, Pinguin, Komet and Kormoran departed Germany, disguised as neutral freighters

## One For The WW2 Buffs - An Exc Read.

Many people are surprised to learn how involved Germany became at the onset and during World War II, especially with the infamous merchant "Raiders" that sunk so many ships in this part of the world.





## Looking Good, With A 5 Star ANCAP, Too

Until LDV Comanche took line honours in the 2017 Sydney Hobart, nobody had heard of the LDV crew cab 4WD. AB featured it initially, as the value for money package looked good – and still does. Take a look!



## No Substitute for Cubes, Is There?

Suzuki make great 4-stroke engines, and the latest big block, 350hp outboard sets new standards for smooth, quiet and surprisingly economical performance – who needs an inboard or sterndrive ?



## The Greenline 33 Hybrid Is Here In Oz

In Europe, hybrid powerboats combining electrical drive systems with conventional shaft drive are no longer unusual as many harbours insist that only electric power can be used inside the harbour walls.

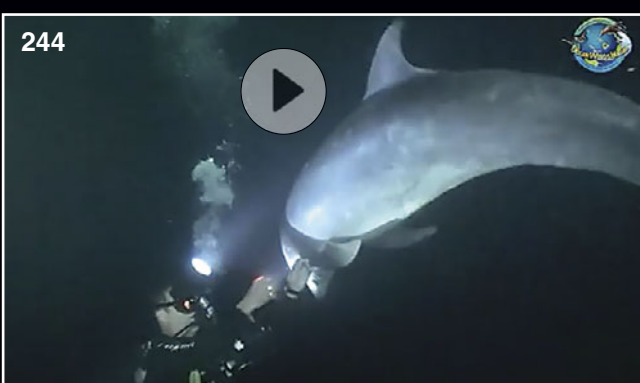


## Fisherman: An App For A Remote Helm

This is one of those IT inventions easy to dismiss offhand - but seriously, it's like a 'clayton's autopilot' one that fishos could use in many different ways, but especially when you need another pair of hands when the fish action is fast and furious.



**Jeanneau 11** The wonderfully elegant and uber smooth running Jeanneau 11 is available now from several Oz dealers and brokers; we'd like to try it ourselves, but it is hard to get the weather, the boat and the dealer together at the same time - but don't hold back - from what we've seen off the wharf, it is first rate.



## Been Around Forever, But Great For Kids

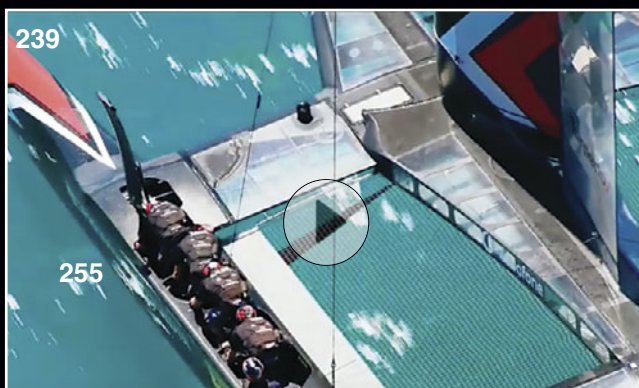
The Internet has a lot of videos where animals constantly amaze with their intelligence and interaction with people – this is one to share with the kids, as the bottle nose dolphin gets the diver to remove a hook from its mouth and the fishing line wrapped around its fin.





## Soldini Blasts Around The Capes

Maserati Multi70 left Hong Kong on Thursday 18 January, to beat the record set in 2008 by Lionel Lemonchois on board the 100 footer maxi catamaran Gitana 13. Soldini smashed it, with hours to spare.



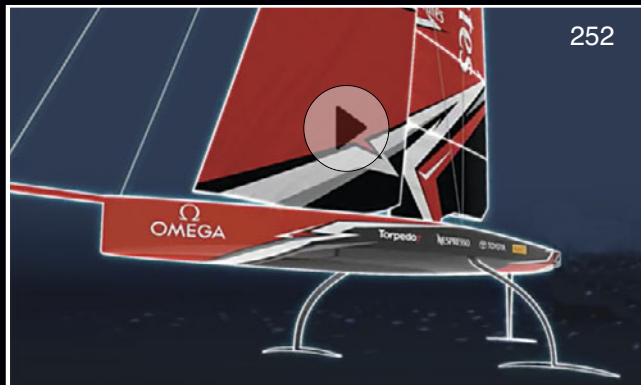
## Kiwis Dominate The '17 Americas Cup

Even the most hard-bitten traditional yachtsmen admit the 2017 America's Cup Finals, with the Kiwis and the Americans 'flying' around on foils was amazing. It is worth checking out this video again to see how the Kiwis pulled it off.



## Alex Thomson's Vendee Globe Race Record

In January 2017, British sailor Alex Thomson smashed the world record for the greatest distance sailed solo in 24 hours, notching up 536.81 miles on Hugo Boss. This is 'live', mid-race, mid-Atlantic!



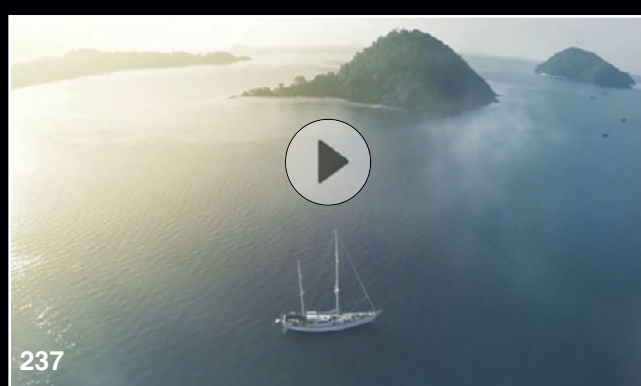
## Who Said Kiwis Can't Fly?

The Kiwi's, as the current holders of the America's Cup, took up their option to determine the size & specifications of the yachts to be run in their defence of the Americas Cup in Auckland in 2021 – a 75 foot long monohull complete with tri-foils!



## Volvo's Ocean Race, Leg 3

Thanks to Go Pro cameras, on board drones and the ability to transmit high-resolution images from the middle of the South Atlantic, ocean racing has been transformed forever. ( BTW - With this footage, you'll need to dig out your spray jacket! )



## The Other Myanmar Story . . .

Myanmar is often in the news these days, for all the wrong reasons, but their refugee issues are a long way from the charter operations in one of the last great "undiscovered" cruising grounds in the world.





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### Big Kings At The Nine Mile

Apart from the occasional 'wardrobe malfunction' Brooke does a good job battling with a big kingie, and obviously relishes the task



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Live baiting for Amber Jacks  
at the 50 fathom reef  
off the Gold Coast of Australia

### Brooke Struggles To Overcome Amber Jacks

In this video, Brooke Frecklington is working hard live baiting one of the toughest species in the ocean – Amber Jacks pull like a D9 bulldozer, and she's really getting a work out to keep on top of the tussle.



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### That's a 103cm Grin Brooke's Wearing!

Brook Frecklington ticked this one off her bucket list when she pinned a 100cm + Barra on her last trip up to Darwin to fish the wet season run-off through the barrages.



246

### Brooke's First Look At Boyne Tannum

Brooke Frecklington and husband Denis have been hearing about the Boyne Tannum Hook Up for a couple of years, so they decided to make the trip from the Goldie to Gladstone and explore the possibilities.



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### Take The Kids: Catching Beach Worms

Gee, this brings back memories . . and we're sure it will for countless readers who, at some stage in their lives, went beach worming with a smelly wheat bag with rancid meat . . . but look, it's a rite of passage Dad, so show the kids this video - and just do it, okay?



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### Cobia No Match For Brooke's Micro Jigs

As most of the AB readers know, Brooke Frecklington just loves micro jigging, and more to the point, she's damn good at it. This interesting video shows how effective this 'hot' technique can be.





### Is A Reno Worth The Trouble?

This is a tough question to answer, but with hindsight, and the fact that the boat has now (mid August) been completed and sold, enabling them to step up into their next project, the answer has to be a qualified "Yes" - if you have the cash, and the TIME to do it.



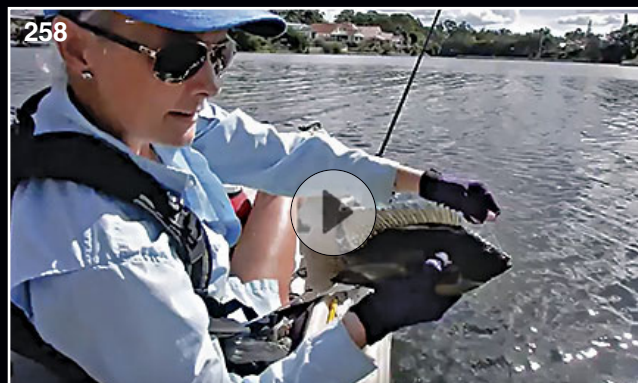
### Brooke: Fishing For Port Stephens' Escapees

Recently Brooke & Denis, went down to Port Stephens and spent a day exploring Broughton Island, before joining the local fishos checking out the fishing around the aquaculture kingfish cages - especially the cage that failed, releasing thousands of kingies back into the wild.



### Brooke - Camping On Fraser Island

Another rite of passage - this time Brooke and Dennis, plus a big mob of their families, head north to the iconic beaches and sand that is Fraser Island. Lots of pointers here for people about to make their first trip.



### Brooke Nailing Tilapia Close To Home

Bugger. Brooke didn't have to go very far from her front door to find a lake full of several varieties of noxious pests - including the awful tilapia that is reeking so much damage to our inland waterways.



### Brooke Scores Solid Gold

Hey - you'll get to chuckle over this video as Brooke Frecklington goes bananas as she and her husband Denis realise there is something definitely odd about the *mahi-mahi* she's caught - or has she? *Check it out!*



### Brooke Chases Little Blacks in Hervey Bay

With reliable reports of the seasonal invasion of small black marlin in Hervey Bay up the top of the Island, the plan was to get up there, asap - but then the weather went pear-shaped for nearly 3 weeks, and the chance to get amongst the billies was lost.





## Oceanis 45

How sweet it is – the Beneteau Oceanis 45, very much the state of today's cruising yacht design, from the world's biggest yacht manufacturer. Modular design, multiple layouts & lotsa room!



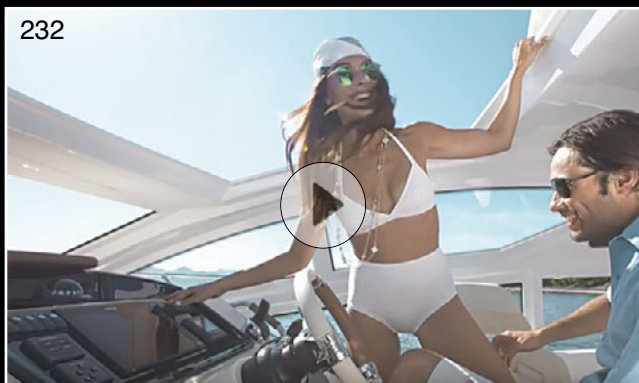
## Oceanis 38.1

There is something special about this Beneteau Oceanis 38.1, and whilst the video was directed by someone who'd just read "Fifty Shades . ." it is, nevertheless, a beautifully produced video of a lovely cruising yacht that's perfect for two . . .



## Think Of It As A 19' PWC . . .

Whilst this video looks at several other craft in the Scarab range, all eyes will be focused on the 1950 – a brilliant new craft with a whole host of excellent new design features and a level of performance you can only achieve with a jet pump power unit.



## Grand Turismo (GT) 40

This is one of those videos that just makes you want to be there; it's a beautiful craft, with beautiful people and a beautiful location – no wonder this GT40 is so popular in Europe. It's coming to Oz, now.



## Barracuda 7 Walk Around

We'll see this Barracuda 7 Walkaround on the top fishing grounds right around Australia in the next few years - it is a superbly designed and built (trailerable) sportsfisherman.



## Monte Carlo Yachts - Ten Years Later

It is incredible, really - the Monte Carlo Series has now evolved into seven models (MCY 65,70,76,80,86,96 and the MCY 105) from this award winning yard in Italy. These yachts are the epitome of speed, comfort and luxury at sea.





## Four Winns 2780HD

This is a very good video by the Four Winns team - the spokesman goes through all the features of the current series sportsboat - calmly, in that very professional American manner, explaining the virtues of a fine craft.



**Four Winns 350 HD Arrives** This is an interesting video from Four Winns about the new style of luxury cruiser maxing out comfort and convenience for family and friends - especially on those special trips (New Year's Eve, Tall Ships, etc) where you need the comfort and convenience for the mob in an easily handled rig.



## Swift Trawler 30

Beneteau have sold more than 1,000 Swift trawlers in the last decade, and distilled all that experience in making a 30' trawler yacht that is economical, with planing performance AND considerable comfort.



## Swift Trawler 35

The bigger sistership to the brand new Swift 30, in some ways this new Swift 35 had even bigger shoes to fill, as it replaces the most popular Swift 34, which really established the Swift philosophy in the first place.



**Swift Trawler 44** What's not to love about the beautiful Swift 44 - the classic 'trawler yacht' that is now in service all over the world. With various upgrades along the way, tweaking what is universally agreed to be the Gold Standard in cruising powerboat design, quality and long range performance.



**Swift Trawler 50** Now there is the new 50 (and a new 47 due, for that matter) and Beneteau has stepped up to provide a truly magnificent trawler for families wanting an easily handled, long range, 'go anywhere' cruiser with an exceptional standard of finish and planing performance.



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### Starlo's Bottom Fishing Update

We've been getting lots of requests for info' on fishing basics, so here's a vid about the absolute basics of "bottom bouncing" with bait. Make sure you check out the fish cleaning, preparation and cooking tips at the end, too!

257



### Starlo: Make Your Own Wire Traces

Learn how to quickly and easily make your own simple wire leaders or traces for targeting "toothy critters". Saves money, allows you to 'tweak' your own traces - and replace them in the field.

256



### Let's Learn About Cranka Baits!

The innovative "Cranka Crab" lure, designed by Aussie lure maker Steve Steer, certainly looks the goods... and it is! But many anglers are unsure how to fish it. In this video, I show you how I fish it, and give you my best tips for success.

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### Working With My Motor Guide Xi5

Two years ago I made the move to a MotorGuide bow-mounted electric motor. I haven't regretted the change. Here's what I like most about the MotorGuide Xi5 with Pinpoint GPS...

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### Coming To Terms With Plastics . . .

Lots of anglers are still worried about using plastics - or they have used them with disappointing results. In this combo AB article and video, Starlo takes it full frontal - and SHOWS us how to make plastics work. Even on big reds like this! Great stuff.

260



### . . Before Heading Out To Chase Big Bream

We've known for ages Starlo can catch fish on a concrete tennis court, so it's only fair he shares his know-how about fishing with soft plastics! In this vid, he reveals how to rig plastics, and how to insert the hook so the soft plastic lure will work properly.



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little ones to snooze. It retains the largest cockpit space in its class on the market, and has excellent seating for everyone.

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# AB's trailerboat fisherman

AB's monthly trailer boating & fishing magazine August 2018



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Fishing with **Steve Starling**

## *Boat Show Musings, Memories & Flashbacks*

**It's Boat Show season. Time to dream of your next rig. And perhaps also time to give a passing thought to where we've come from and where we're headed.**

I'm writing my column this month while sitting in a little back room behind the Fishing Masterclass stage area of the Sydney International Boat Show (SIBS) at Darling Harbour. Jo is out front giving one of her presentations at the moment — an insightful

talk on finding fish in new waterways that you've never visited before — and I'm up on stage again pretty soon myself to talk about choosing and setting up a fishing boat.

Attendance has been pretty good at this year's SIBS, although crowd densities have been extremely variable across the days, and even from hour to hour. There were several moments on the opening day (Thursday) when I reckon exhibitors and staff outnumbered paying attendees, but you get that. By contrast, on Saturday and Sunday the crowd has been pumping and the organisers are smiling broadly. This despite the sparkingly beautiful and unseasonably warm late winter weather outside, which you'd think might encourage boaters to get out there and do it, rather than wandering about inside these vast, fluorescent-lit halls dreaming about it. But then again, we live in an age when vicarious and virtual experience seems to be valued at least as highly as the real thing.

I can't remember what year it was when I attended my first Sydney Boat Show (there was no "international" in the name back then), but it was a bloody long time ago. Most likely it was 1981 or 82. I haven't been to every show since, but I haven't missed too many, either. And I've watched them evolve with considerable interest.

It may be a product of my selective memory, but I reckon the Sydney Boat Show hit its peak — at least in terms of size and attendance — early in the first decade of the new millennium, just before the global financial crisis hit. Like our domestic boating market, the Show has struggled a little (or perhaps a lot) since the GFC. Three or four years of being forced to split itself schizophrenically between Darling Harbour and Garden Island while the International Convention Centre was re-built certainly didn't help, and personally, I'm not sure that the rather strange and convoluted layout of the new ICC does it any great favours, either. Maybe I'm old fashioned, but I liked

*Starlo reckons this is his idea of a modern dream boat. Can you imagine an angler from the 1950s or '60s seeing a rig like this?*







the linear progression of the four or five massive halls of the old exhibition space. You started at one end, worked your way methodically through each hall in turn, then came out adjacent to the Cockle Bay Marina complex, where you could either choose to wander up and down the floating finger wharves and marvel at the gin palaces, or grab a beer at one of the bars and admire them from afar.

I don't know who decided it'd be a smart idea to build an exhibition space where the indoor displays are split between the second and fourth floors, and only linked by escalators and lifts, but I doubt if it was someone who'd ever had to depend on numbers through the turnstiles for their financial survival. Personally, I reckon the idea sucks, and that's also the feedback I get from a lot of puzzled patrons. It begs the question: if it wasn't broken, why spend billions "fixing" it? Every time I think about this particular "upgrade", I get mental images of Rob Sitch and the cast of that brilliant ABC satirical comedy "Utopia" sitting around their long meeting room table discussing urban infrastructure projects. Life does indeed imitate art.

Speaking of mental images, I just have to share one with you that came to me in a flash while Jo and I were walking up into the city from Darling Harbour to our accommodation in Haymarket after the first day of this year's Boat Show. Gazing up at some of the old brick archways and hand-painted signage that have been thoughtfully preserved in this precinct, I was hit by a phenomenally powerful flashback. It was one of the strongest and most visceral memories of early childhood I've ever experienced. I froze in my tracks, transfixed and transported. Around me, an

alien world swirled in ghostly black and white, superimposed ephemerally over today's neon-bright reality.

The sounds and smells were much sharper than the visions. Shrill steam whistle blasts and the chunk-a-chunk-chunk of massive steel wheels on rail. Choking grit, pungent coal smoke and rough, guttural shouts, sprinkled liberally with profanities.

In an instant, I was transported to a world I'd all-but forgotten. For a moment, I was three or four years old again, sitting and often standing (no seat belts or child restraints in those days!) in the cabin of my step-grandfather's Bedford flat bed truck as he picked up packages from the dirty, bustling platforms of Darling Harbour's sprawling goods yard. Around us a vast grid of rail tracks and platforms spread away darkly into the shadows of a massive green-and-rust roof, supported by a forest of steel girders. The noise was intense and pervasive. A cacophony of steam locomotives violently shunting carriages while lean, leathery men in shorts and blue singlets shouted and sweated as they pushed heavily laden barrows along the platforms.

It all came flooding back in an instant. A sweltering summer's day spent with my granddad, Tom Leggett, on his parcel run from the Darling Harbour goods yards to the eastern suburbs, so very, very long ago. Kennedy would've been in the White House, staring down the Russians over Cuba. Menzies was still Prime Minister, and very few Australians had yet heard of the Beatles. It was 1961 or '62, I reckon.

They say the past is a foreign country, but in many ways, it's more like another planet. The visions swirled again and were gone, just as quickly as





**Above: 'Starlo' in his office - giving another one of his popular talks about just about anything and everything to do with fishing - and anything he misses, his wife Jo Starling pics up in the next session! What a team! (Jamie Webster pic)**

they'd come. But their impact lingered. It affected me enough to search out some historical film clips from the on-line archives.

(Go to [www.youtube.com/watch?v=S0izTICTHJc](http://www.youtube.com/watch?v=S0izTICTHJc) or search "Darling Harbour working steam trains" to find the best of these wonderful historical vignettes.)

As I watched the videos, the details fleshed in again, but on the screen of my mind this time, instead of around me in the street. I felt old, but also rather blessed to have seen so much and witnessed such enormous changes during my lifetime.

It's interesting to think about the boats people would've been recreationally fishing from in those days. Lots of clinker-built wooden hulls with hand-cranked, putt-putt diesel donks situated amidships. Many were hire boats, but even the privately owned ones were more likely to live on a mooring than a trailer. People were less mobile and car ownership fairly limited as the 1950s rolled into the '60s. You were far more likely to catch a train up to the Hawkesbury and hire a boat for a few shillings a day than to have your own rig.

At the smaller end of the scale, plywood skiffs and rowboats were popular, and often sold in kit form. Out on the inland rivers, Mad-Max-looking creations made by welding truck or car bonnets together were all the go, especially for those who loved to troll an aeroplane spinner on a thick cord handline for cod, in

between checking their set-lines and drum nets. Most were rowed, but a few lucky anglers could afford to fit a noisy, coughing British Seagull outboard to the transom. The "tinny" revolution was still a few years away, although the fledgling Quintrex company was already producing a few early models at their Taren Point workshop.

Things would change dramatically over the following decade. As the world finally recovered from wartime shortages, increasing affluence and leisure time combined with manufacturing and technological breakthroughs, spawned the trailerboat revolution. Tinnies on trailers with Evinrudes and Johnsons on the back began to appear in more and more suburban driveways. On our black and white tellies we marveled at Bob Dyer of "BP Pick a Box" fame fishing heavy tackle for sharks and marlin with his wife, Dolly. Few working class anglers aspired to such feats, even if they could afford to pursue them. Most were happy to pull a feed of flaties, bream or blackfish.

We too easily forget how relatively recent all of this really was. When I was a young bloke, the thought of owning a boat capable of blasting out to the Continental Shelf — a vessel fitted with sonar equipment powerful enough to paint a clear picture of the seabed when you got there — was the stuff of science fiction. As for satellite navigation systems with margins of error in the single digits of metres... well, when I had my day at the Darling Harbour goods yards with granddad, there was one satellite in orbit, it was Russian, and its sole purpose was to go "beep, beep" like the cartoon Roadrunner and put the wind up the Yanks. It worked, too. Seven or eight



years later there were boot prints in the moon dust and multiple trailers parked at boat ramps every weekend. The world had changed almost beyond recognition.

It's easy to take what we have now for granted, but we shouldn't. These thoughts often flicker through my head as I wander the brightly-lit aisles of today's bustling Boat Show. I'm perched high above that buried ground where steam trains once shunted, and where those singlet-clad workers swore and spat in the dirt as they dreamed of getting away fishing next Sunday. When the day finally came, they'd catch the early train north from Central or Redfern stations with a couple of handlines and a few longnecks of beer in a hessian bag to hire a boat and maybe catch a few bream or even a jewie. I wonder what they'd make of the 2018 Sydney International Boat Show? I reckon they'd think they were on a different planet. And effectively, they would be.

But enough musings! It's on to the Melbourne 4X4 Show and Brisbane Boat Show for me now. I might even see you at one or the other!

*Until next time, happy boating and Tight Lines.*

**Footnote:** On a sadder note, this was also the first year I can remember in a long, long time not seeing the smiling face of my old mate and fellow journalist David "Davo" Lockwood across the milling crowds

*Starlo is one of Australia's best-known and most prolific fishing educators, having written more than 20 books and thousands of magazine features, as well as fronting various TV shows and videos.*

*Recently, Steve and his wife Jo launched their most ambitious project to date in the form of Fishotopia. This major on-line portal pulls together all of their social media, blog, e-book and video resources under one umbrella, along with a wealth of archived material and a free monthly newsletter.*

*It also provides a direct conduit to "Starlo's Inner Circle": an exclusive subscription-based "club" whose members will enjoy unique access to Steve and Jo, along with many other benefits. To learn more, go to [www.fishotopia.com](http://www.fishotopia.com)*

of the Boat Show and giving him a wave. I still feel David's loss keenly, even though we only caught up randomly at events like boat shows and product launches in more recent years. It was wonderful to see the boating industry recognise and acknowledge Davo's long term contribution to our shared passion by inducting him into their Hall of Fame and naming the big boat marina in Cockle Bay after him this year. Rest in peace, old mate. You're not forgotten

**AB**



**Cast And Catch Charters is based at Alligator Creek, 26km south of Mackay, and launches from Hay Point tug harbour.**

Cast and Catch Charters operates "Obsession," a custom built 7.3m (24') vessel built by Sea Prowler boats. It is in 2C survey for 6 passengers, comfortable fishing with 4, with latest technology Furuno electronics incl a 587 sounder and GP700 plotter.

Obsession is powered by twin 150 EFI Mercury Fourstrokes with a top speed of 40 knots to get you quickly and safely to your fishing destination. Cast and Catch make every effort to make your experience with us as hassle free as possible; we provide you with everything you need for a superior fishing experience by

including all your bait and quality Shimano tackle. If you wish to use your own tackle, by all means bring it along on the day.

Your comfort and safety is also important. Our vessel is equipped with all the mandatory safety equipment, sat phone for 24/7 communications, a private toilet and cabin space. In addition to this our tours provide lunch, morning and afternoon tea, fruit platters, soft drinks and water. You may bring your own alcohol but strictly no glass permitted.

So bring along your hat, sunglasses, sunscreen, and camera but most importantly your sense of humour for an enjoyable day out. Welcome aboard!

*Alvan Paynter, Owner/Skipper*



**To book, or for more information contact Alvan,  
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Mob: 0429 833 045  
Email: [alvan@castandcatch.com.au](mailto:alvan@castandcatch.com.au)  
Web Site:  
<https://www.castandcatch.com.au>**





# Voyager 625 Hardtop

**We take a second look at one of our favourite trailerboats - the extremely practical, safe, rough water capable Voyager 625.**

**A**s I drove north from the Gold Coast to the south of Brisbane and the Cleveland area, the M1 was surprisingly fast, with very little traffic for 9:30am, and better still, the mob was travelling quite quickly, all sitting around 110-120 k/ph.

Even so it was an hour and a quarter from home to Raby Bay where I was scheduled to meet Voyager CEO Derek Appleton, and Larry Cort, the son of the boat's owner, Don Cort.

As it happens, Don Cort and his brother own a Voyager 930 together, but because John and Larry are mad keen fishermen, and live on the very edge of Moreton Bay, they decided to purchase a Voyager 625 purely to go fishing, whereas the bigger boys' 930 was locked into family cruising on the 'Bay with the womenfolk and kids. But with admirable and totally understandable passion, this father and son team wanted a dedicated fishing rig that would allow them to pursue the full gamut of

sportfishing on Moreton Bay.

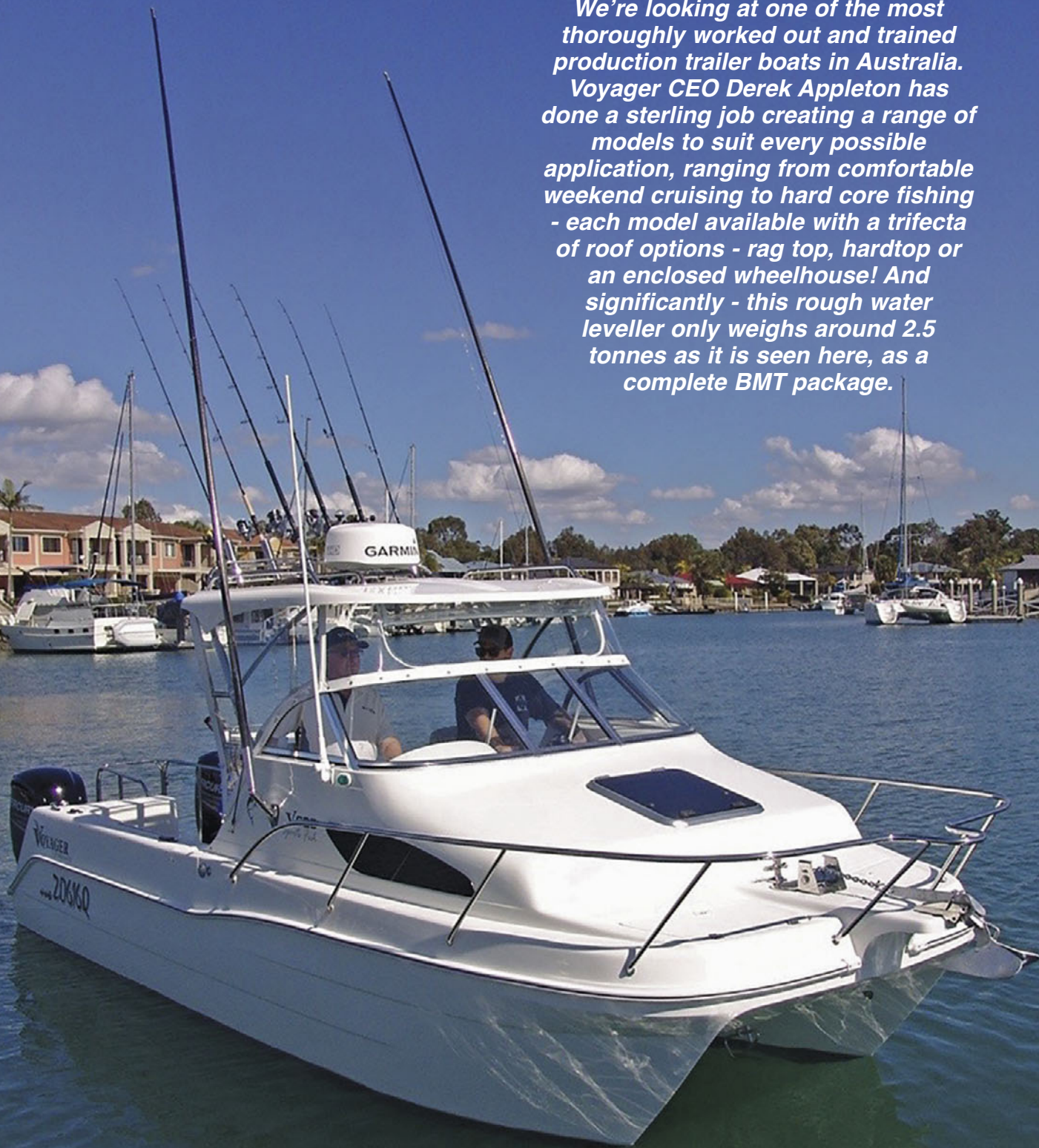
For our interstate reader's knowledge, Morton Bay is one of the best fishing grounds in Australia and whilst it can be as rough as all get out on the big open stretches between the islands to the east and the main lands to the west, this huge area of water is home to a comprehensive array of fish species, ranging from all of the estuary or inshore varieties to some of the best sportfishing in Australia just off the coast on the edge off Moreton Bay itself.

The bill fishing alone of Moreton is worth targeting, and in season it can produce small to medium black marlin, big winter blues and a whole host of pelagics at different times of the year. This includes the Cort's great love – narrow barred Spanish mackerel which run through and passed Moreton Bay and North Stradbroke Island regularly each year.

So from the writer's point of view, setting up a dedicated fishing platform to work Moreton Bay,



*We're looking at one of the most thoroughly worked out and trained production trailer boats in Australia. Voyager CEO Derek Appleton has done a sterling job creating a range of models to suit every possible application, ranging from comfortable weekend cruising to hard core fishing - each model available with a trifecta of roof options - rag top, hardtop or an enclosed wheelhouse! And significantly - this rough water leveller only weighs around 2.5 tonnes as it is seen here, as a complete BMT package.*







was a no-brainer, and as I drove up the M1 I was looking forward to meeting with Larry Cort, as he'd been volunteered to take' this media bloke' out for a run in their brand spanking new Voyager 625.

Actually, and to his credit, Larry did squeeze in a couple of runs in the cat in advance of our arrival, to make sure it was all working properly, and all his fishing systems were in place to show the craft off to its best advantage.

There was no need to ask Larry or his father why they chose the Voyager brand – they are delighted with their bigger Voyager 930, and specifically its ability to cleave its way across (commonly) very choppy Moreton Bay with a soft ride that only fellow cat owners fully understand. Needless to say, when they were thinking about creating a dedicated fishing boat, their thoughts didn't go much further than pursuing another cat,

and the Voyager people had a near perfect boat in their range for the fishing they had in mind. Putting it all together, a deal was hatched and a new 625 Voyager was ordered with delivery ahead of the mackerel season very much front and centre.

Three quarters of an hour down from the Gold Coast, I swung onto the Gateway motorway, before turning off it, and heading sou' east to Cleveland and Moreton Bay itself. Annoyingly, it looked like we were going to be blessed by a near perfect Queensland winter's day with warm sunshine – and not a breath of air! *Damn!* There I was commissioned to do the definitive rough water test of this highly regarded power cat, and before I could even see the water, I knew it was going to be flat as the proverbial tack out on the 'Bay.

I got that right – and as we met up with Larry



**Left:** Love this set-up - pure fishing heaven - although it would make one helluva dive boat, too, with the walk-thru-and-down-stairs centre walkway. It's also a great place to safely park your mad mate who insists on swoffing tuna amongst your live baits . . . at least it gets him out of the cockpit!

**Right:** Larry Cort, son of the Voyager's owner Don Cort, at the helm of a boat he just lures - especially when they are working the mackerel grounds off Tangalooma. A keen fisherman, he had some interesting thoughts on the mackerel season thus far, reckoning that the timing of them is definitely changing on Moreton Bay.

and walked down the gangway to our quarry, it was obvious that this was a better day for sunbathing than boat testing – well, any day is a good day to go boating when it's all said and done, and if the alternative was to stay back on the Gold Coast and stare at my computers for the rest of the day, it wasn't hard to put a big smile on my face just at the prospect of getting out on the briney.

Better still, we were heading out in one of my all-time favourite boats – I say that because I think the Voyager 625 has always ticked every box on the trailerboat owner's wish list, and I've thought that ever since we first tested the boat way back in 2010-11.

In fact that reminds me to point out to our subscribers, that the full original test of the Voyager 625 with twin Honda 90s, is still available to download from the Sea Library (free to subscribers, \$5 to the disbelievers of the advantage of an AB subscription) as we did take the 625 wide offshore in *that* test in typical summer nor'easter conditions and gave the cat a pretty solid workout – all of which it handled with consummate ease.

### **Am I Biased Towards Cats, You Ask, or You Are Wondering . . .**

It's hard to answer that question because I have to say 'Yes' and 'No' – and that's not trying to be cute; it's just the way it is. Elsewhere in this magazine we've completed the report on the seriously impressive Beneteau Antares 7.0 which I could own in a heartbeat as a family cruising boat, as I believe it has one of the most sophisticated, best performing mono hulls I've tested in years in this class i.e. 6.0-8.0m trailerboats.

But after a lifetime of testing boats, and many of them too horrible to mention again unless you're on your fifth shot of tequila when it won't matter (or hurt), cats became a very big part of my life in our commercial marine photography



and sportfishing right through the 1970s, 80s, 90s and into this century.

It was only after we built the 7.6 m (diesel) mono platey *Dusty Rover* designed by Marcel Maujean in the early 1980s, did we encounter a monohull in either GRP or aluminium that seriously challenged our clear bias at that stage towards power cats of various types, including the original Sharkcats, Powercats, Leisure Cats, and a variety of Markham and Dominator cats from Port Macquarie, NSW. This was also the time period when the much bigger Voyager cats arrived on the scene, with the spectacular Voyager 930 sweeping most cats off the floor, and the wonderful Voyager 1040 cruiser, with its two little Steyr diesels, absolutely knocking our socks off in a world then dominated by Riviera and Maritimo cruisers.

Of interest, the Voyager 1040 is still one of the





***As you can plainly see, there are no limits to the lengths, or the conditions, AB will go through, to bring you the definitive test reports. This was a tough one, I'll admit, but we girded our loins, and pushed on for the team . . .***

most exceptional power cruising cats on the planet, and the equal of anything produced by the likes of Lagoon, Fountaine Pajot, World Cat, etc.

However, in this ever-changing world we now live in, boat design, boat building and engineering has moved a long way forward in the last 10-15 years, and as a result, I think I can stare down the claim that I remain biased to catamaran design and performance.

Today, I find myself judging boats on a case-by-case basis instead of throwing a blanket over the whole lot.

This Voyager 625 is a prime example.

Seriously, what other Australian made, or imported, 6.25m LOA is there to compete with this Voyager? I can't think of any monohull we

***Top Right:*** This is a great set-up with absolutely oodles of space for the 12v drum winch and heaps of space for mooring lines and fenders on either side.

***Lower right:*** A first class set-up - sensible (and solid) bait prep station, complete with its own light tackle rod holders, plus the deck wash hose, and the fully plumbed live bait tank below.

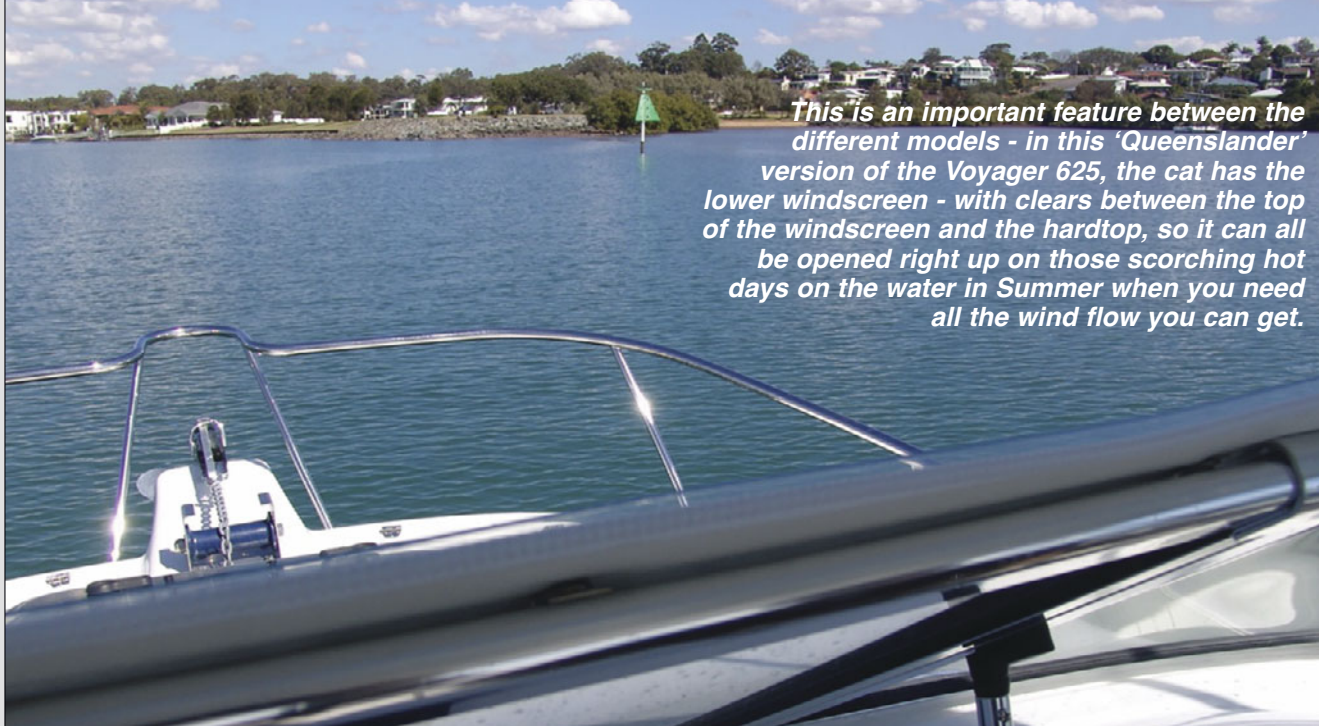
build in Australia, or that we've tested over the years, that I'd prefer to be in if I had to run back from Tangalooma to Raby Bay against one of Moreton Bay's infamous westerly gales. Nor can I think of a better 6.25m boat to helm back to Bermagui from the Kink, against a late summer southerly sweeping in at 35 to 40 knots, pushing up tumbling, white topped waves for several hours of spectacularly rough seas, ahead of the southerly change.

This is when 'the green flag drops' as the motor racing blokes say, and the BS stops. This is when you have to knuckle down as the skipper, take a deep breath, and bring the boat and the









*This is an important feature between the different models - in this 'Queenslander' version of the Voyager 625, the cat has the lower windscreen - with clears between the top of the windscreen and the hardtop, so it can all be opened right up on those scorching hot days on the water in Summer when you need all the wind flow you can get.*

**Photo Below:** Toilets and toilet systems in all new boats today are a bit of a moveable feast. This is a full pump out system Derek fitted to the Honda powered 625 we're co-featuring, but they start from \$199 chemical toilets - and can easily run into thou\$and\$ with pump outs, macerators, 'grey' water tanks, etc. Definitely an owner (and family) discussion point.

**Facing Page (clockwise) :** Derek Appleton chuckling over our glassed-out sea 'trials' ! The Mercs were no surprise - silky smooth, extremely quiet, no smoke, and heaps of grunt. Lower shot reveals a beaut mackerel-sized, fully insulated fish box which will hold a standard bag of ice all day.









crew home safely. This is when you need maximum stability, the power to drive through a bad sea state, plus a really effective self-draining cockpit to handle the spray that's coming right over the boat as you punch back into seas that are "rising to rough" for the next 27 miles back to Bermagui Harbour. This when you should 'stand the boat up' to present a high, defensive front bow structure to be absolutely sure the boat's forward structure – the bow or bow(s) - are maximised to rise up through damn near anything.

Of all the remaining new boats available today, mono or catamaran, in this 6.0-7.5m class, put the glasses down – the Voyager 625 is the one I'd most like to be in.

All of which makes me feel pretty silly, when I look at the photographs we took on the day on Moreton Bay with Derek and Larry. "Rising to rough?" You've gotta be kidding – we decided the only 'rough' aspect on the day, was that Derek should have brought a couple of kilos of freshly cooked prawns off the local trawlers with him, along with a carton of XXXX, so we could (at least) dodge the beer can spray in our spray jackets . . . we might as well have been eating a feed of prawns out there in the middle of that glassed out Moreton Bay!

### Running The Voyager 625

Apart from giving Derek a bad time over the lack of prawns and XXXX, we did take a run out into the bay, with Larry at the helm for all the performance runs. This is actually quite repetitious, but has to be done, and Larry did a good job stepping up through the rev range so we could log the performance, the acceleration and preliminary fuel data.

We didn't take too much notice of the fuel data coming off the gauges as there was no way we could correlate the accuracy of the figures. Most of the instruments used by the outboard companies are usually accurate within about 7 to 10% in a worst case situation, and in some, accurate within 3 to 5%. However, we need AB's unique fuel flow meters set up to do the correlation to get the fuel certifiably accurate, and we haven't had the opportunity with Mercury to do that at this point in time with these latest FourStrokes.

As you can see from the performance data, the 625 is quick, very quick, logging nigh on 40 knots until we backed off with due respect to the Cort's brand new engines. Settled in, and following the engines' first service, these babies will pull 40 knots, that's for sure. And as Larry explained, on mornings like the one we had, he wants to sit in

*This is an oldie, but a goodie . . . the actual test sheet from the original Voyager 625 test we did with the twin Honda 90s. The performance with the twin Merc 115s is very similar, and the specifications remain the same - as do our comments and subjective ratings. In truth, for once, nothing has really changed, and the Voyager 625(s) stand virtually alone in this field these days, head and shoulder above any other cats of this size. It is also built in Australia at the Haines Signature plant in Brisbane, and the Voyager team offer a sensible, timely completion guarantee that can be believed.*

### Performance with 2 x Mercury 115's

r/min	Km/ph	Knots
1,000	4.0	2.1
1500	5.6	3.0
2000	12.6	6.8
2500	15.6	8.4
3000	22.7	12.2
3500	33.3	17.9
4000	41.6	22.4
4200	44.4	23.9
4500	49.9	26.9
5000	57.0	30.7
5500	65.9	35.6
5930 WOT	71.3	38.4

the mid-30s on his run across to Tangalooma and beyond.

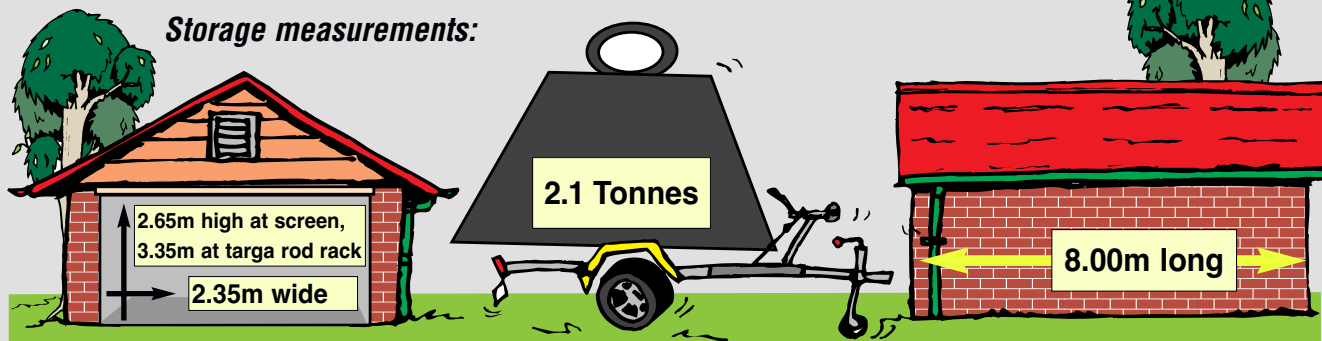
I think the Mercury team had the props just about spot-on for the set-up at this stage, with the cat cruising sweetly at the sweet spot for 24 knots, with truly spectacular acceleration, pulling nearly 30 knots from a standing start in less than 10 seconds. Fabulous for rough water or bar work – and a perfect set up for such fun activities, 'coz that's what bar-work is, in a cat like this: Fun, pure, unadulterated, high octane FUN!

### And For The Record . . .


Set up as the Cort family has got it here, with what Derek quite shrewdly calls the 'Queensland' edition i.e. with the hardtop, and the infill clears between the top of the windscreen and the hardtop, ss targa and rod rack, electric toilet, 12v anchor winch, 2 x 115hp extra long shaft Mercs and a good quality, gal steel trailer, Voyager can build you an identical craft in the \$125-\$140K range, depending on all the final choices in electronics, toilet systems, etc.

**AB**





### Australian Boating / F&B's Test Evaluation

Boat/Model	Voyager 625 Sports Fish										Test Date	July / 11	
Rating	Poor  Excellent												
	0	1	2	3	4	5	6	7	8	9	10		
Design / Styling													
General Handling													
“Downhill” Handling													
Ride Softness													
Dryness													
Helm Comfort													
Fishability													
Stability At Rest													
Seaworthiness													
Inherent Safety													
Finish & Fit-out													
Value For Money													

### SPECIFICATIONS

Model	Voyager 625 Sports	Fixed Std Seats	Two
Construction	Fibreglass	Hull Weight (dry)	1140 kg
Configuration	Cuddy	Weight On Trailer	2100kg
Centreline Length	6.1m	Maximum Power:	
Length Overall	7.0m	- Outboard	2 x 115hp
Max Beam	2.3m	- Sterndrive	n/a
Deadrise	(Cat)	Fuel Capacity	2 x 180 L
Berths	Two + 1	Water Capacity	opt
		Price (See Report)	From \$80K

### What You Get In The Standard Boat

Feature	N/a	Std	Opt
Bow Sprit		✓	
Berth Cushions		✓	
Cabin Shelf		✓	
Cockpit Carpet		✓	
Two Colour Hull		✓	
Two Tone Deck			✓
Anchor Locker		✓	
With Hatch		✓	
Underfloor Fuel Tanks & Gauge		✓	
Cabin Light		✓	
Navigation Lights		✓	
Cabin Windows		✓	
Mech. Steering	■		
Hydraulic Steering		✓	
Enclosed, off-floor Battery locker		✓	
Unsinkable Rating		✓	
Canopy			✓
Hardtop			✓
Toughened Glass Windscreen		✓	
Swim Board			✓
Boarding Ladder			✓
Foam Insulated Ice Chest			✓
Live Bait Tank		✓	
Live Bait Tank Plumbing			✓
U/Floor Kill Tank		✓ (2)	
O/Head Targa or Rod Rack			✓
Std. Rod Holders		✓ (4)	
Cockpit Side Storage (length)		✓	
Switch Panel		✓	
Bilge Pumps (2)		✓	
Float Switch			✓
Deck Wash			✓
Pre-Rigging			✓

The information shown here was correct at the time of going to press insofar as AB can check; always obtain the latest prices and specifications from the factory or dealer before making a purchase decision.

### Voyager 625 Sports Fisher / 2 x 90hp Hondas

R/Min	L/ph	G/ph	N.m/litre	Knots	Km	Range*
	Combined	Combined	Combined	5.0	9.2	Combined
1,500	5.90	1.3	0.98	5.8	10.7	289
2,000	10.91	2.4	0.68	7.5	13.9	235
2,500	15.45	3.4	0.60	9.4	17.4	208
3,000	16.36	3.6	0.85	14.0	25.9	292
3,500	21.30	4.7	0.81	17.3	32.0	277
4,000	30.00	6.6	0.71	21.3	39.4	242
4250	35.00	7.7	0.65	22.9	42.4	223
4,500	39.09	8.6	0.64	24.9	46.1	217
5,000	53.18	11.7	0.52	27.8	51.5	178
5,500	64.09	14.1	0.47	30.3	56.1	161
6,100 wot	90.0	19.8	0.36	33.20	61.5	126

\*Nautical miles, based on 95% of the combined 2 x 180L tanks, ie 342 litres



## Hooked On Brooke



With Brooke Frecklington

## Brooke Sums Up The Best Bits & Pieces From AFTA

The Australian Fishing Trade Association convention (AFTA) was held on the Gold Coast once again at the Gold Coast Convention Centre in Broadbeach, just down from Surfers Paradise.

Most of the top brands – all the household names, and many smaller, interesting exhibitors - showcased the new products they are planning to release in the coming months. The retailers were out in force,

shopping to fill their stores with fantastic new lures, terminal tackle, rods, reels, braided line, storage solutions, clothing and protective gear, boating accessories and innovative gadgets for their new season customers.

Alan Koh from Urban Tackle in WA was kind enough to ask me to attend the event with his store once again this year, along with up and coming fisho, Melanie Ottaway. I must say it was an absolute pleasure to meet Melanie. She is a like-minded fishing enthusiast and between you and me, I think we will be spending a little more time together down the track.

In a similar vein it was really nice to finally meet fellow AB contributor Steve Starling and his lovely wife Jo at the show.

Last year's 2017 AFTA Show was my first, and with everything so new and shiny, I was a bit overwhelmed and excited by the amount of innovative products being released.

This year I was better prepared and knew what to expect, so Denis and I were more readily able to work out what was really new and interesting for AB readers, our own tackle box(s) for later this year, and the AFTA video we wanted to produce.

We certainly had plenty of pretty cool looking lures to chat about, so in this month's column, we'll take a look at what I liked, and what I thought needed a second look at from last year.

**Top Right:** Multi-purpose 'Contact' series is available in a good range of weights and colours.  
**Below Right:** Savoris have a big future, thanks to their versatility.

**Below:** We're definitely going to be spoiled for choice with Urban Tackle's new Contact range.





## Urban Tackle

### Hybrid Contact Jig

Oceans Legacy is Alan Koh's creation of slow pitch jigging rods that I talked about in last year's AFTA report.

Alan has since expanded his range of rods into many other areas of application from 'finess' jigging, slow pitch, heavy jigging, land base and even prototypes of stick bait and popping rods.



But what interested me the most were the new, colourful jigs he had on display. Alan has designed his own range of hybrid jigs named 'Contact' that can be used in several different ways, potentially

saving the angler from having to carry multiple styles of jigs for varying types of fishing.

The jigs are designed for High and Slow pitch jigging. Alan's incorporated three ridges on to one side of the jig causing the jig to have maximum action with little effort from the angler.

The jig falls with a 'falling leaf' action from side to side like some competitive jigs, but because of the ridges, the jig's actions is enhanced.

The jigs come in sizes from 40g right up to 200g, and in 6 colours - some unique to the market at the moment.

The jigs are high quality laser foil coated with UV and glow features, a must for every jig these days I would say.

I was lucky enough to score a few jigs from Alan to test out, and I can't wait to try them.

<http://urbantackle.com.au/>

## United Tackle Australia

### Lake Craft - Sayori - S - 235

I wouldn't have thought much of this jointed hard body lure just by looking at it, but once I saw it swimming in the display tank United Tackle Australia had it in, I changed my tune on the spot.

Watching this 23.5cm Sayori swim though the water was mesmerising.

Because the body is jointed, it gives the lure a super awesome side to side 'S' shape wobble like an exaggerated fleeing garfish, or 'Sayori'.

The lure has a bit of weight to it, and so is designed





# URBAN TACKLE



as a sinking lure - but the UTA people tell me they use the lure in a number of different ways e.g. such as casting with a slow retrieve for a snake-like display, or fast retrieved so that the lure skims the surface.

It can be trolled behind the boat or you can even add weight to it, like you would with a real sayori targeting big pelagic fish such as marlin, tuna, mackerel, etc.

Not only that - it can be hooked up to the downrigger, and it will still 'swim' with this awesome action even if it is 40 metres down in the dark.

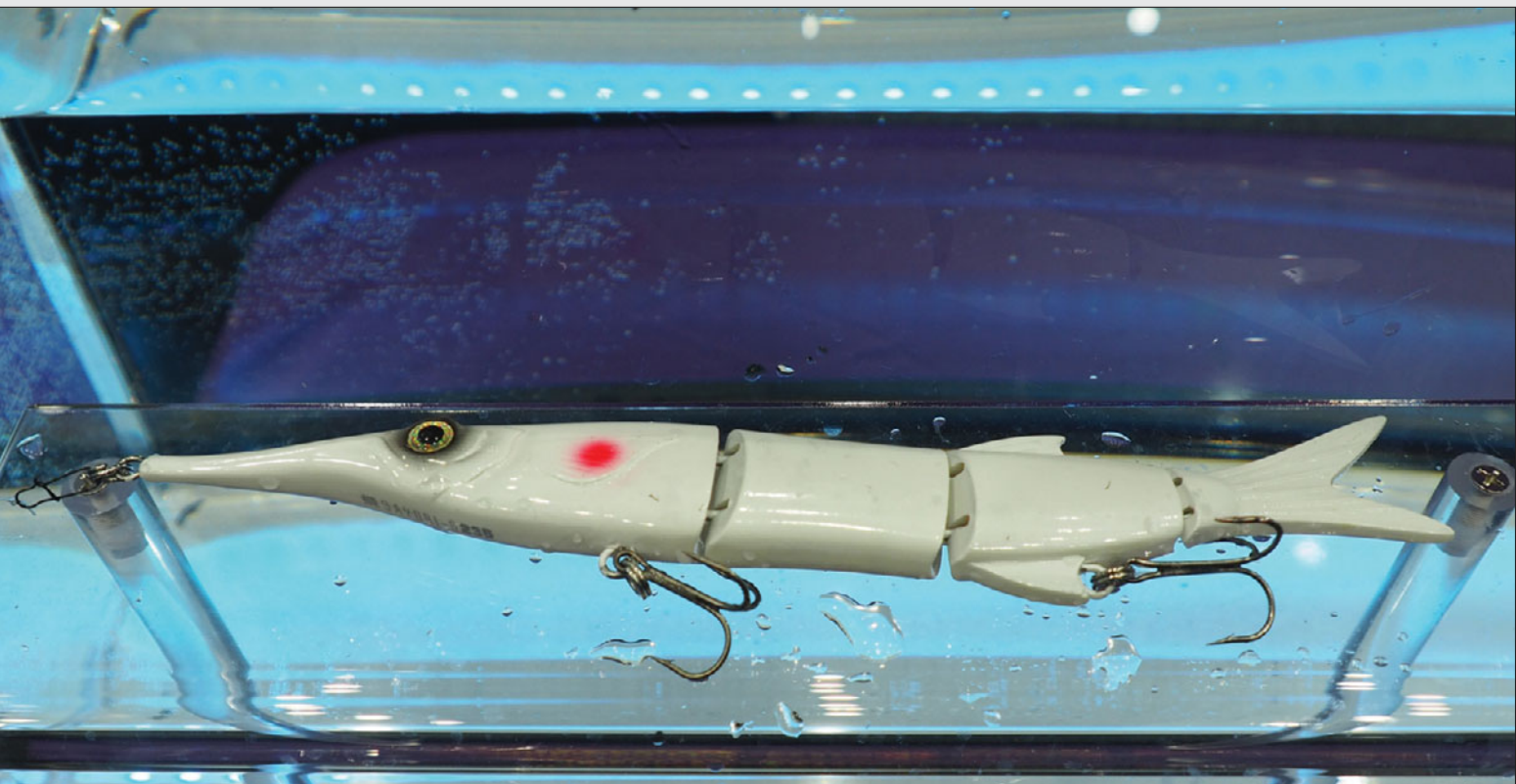
This is a lure that can be used straight from the packet with no after market terminal tackle up-upgrades needed.

The designers wanted the Sayori-S HD-Saltwater edition to be fitted with premium quality 6X saltwater-grade ODZ Trinity SX hooks by Maruto Japan along with HD stainless steel split rings.

Ignoring how to use the lure as it's designed, it's worth noting it can also be used as a teaser by removing the hooks and rings. It can be placed out by itself as a switch bait, or strung up in a teaser display.

**Left:** Aw, gee, "Sisters doin' it for fishin" seems to be the theme here, as Brooke teams up with Urban Tackle's Melanie Ottaway at the AFTA Show.

**Below:** The Sayori S is a helluva lure, hey - and easy to see why it's going to appeal to a wide range of species.







It certainly offers a very interesting range of multiple usage options, and will be especially useful on those days when the fishing is slow – and you really want to shake things up.

Like many hard body lures on the market these days, the finish on the lure is outstanding.

The Sayori S 235 comes in 6 eye catching colours including the life like patterning of a 5 spot garfish, two other blues finishes, a red head finish named 'Qantus' (colours which are invariably popular here on the Gold Coast targeting mackerel) a white model, and last but not least, a gold finish called 'Mossy Back' which I suspect would be a real barra winner on the day.

Stay tuned to United Tackle Australia for the release of the Sayori S – and follow through with your local tackle shop – judging by the tackle shop fraternity gathered around this stand at AFTA, just about all shops will be stocking them.

<http://www.unitedtackle.com.au/product-category/lakecraft/>

## River'2'Sea

### Chasebaits Australia

Firstly I want to congratulate Chase Baits Australian for taking out three awards in this year's AFTA show.

They won **Best Hard Lure** with their Frillseeker, **Best Soft Lure** with Ultimate Squid 200mm, **Best Medium Stand** in show and runner up in the

Innovation Award with their weedless vibe, the Ripsnorter.

I do have to commend the boys for their creativity, as it doesn't stop with the products but overflows into how the products are displayed. These blokes really know how to showcase a product, giving you the full display of how it really works.

**Grainger Mayfield** is the brains behind the Chasebaits brand, and he certainly has a creative mind - along with a little help from his development team, I would suggest!

Three large tanks were filled with water to show off the Chasebaits range, including a tank full of timber branches to imitate snaggy structure for the weedless vibe, the Ripsnorter.

### Weedless vibe Ripsnorter

**To the Chase Baits team's knowledge, they were the first on the market to introduce the new weedless soft vibe.**

This ripper of a vibe is going to change the way mangrove jack fishos work the snags with soft vibes.

The 95mm vibe is 17g of pure innovation. It comes in 8 different colours and is super durable made with the 10x tough material.

Why had no one invented a weedless soft vibe before?

Not only does the hook sit flushly with the top edge of the lure making it weedless, but the hook is still well exposed to snare the fish when the fish bite





down on it. This is such an easy modification to the soft vibe lure, I'm sure it will catch on with other manufacturers.

The Ripsnorter comes with one other replaceable hook in the pack. The hook can be interchanged with a clip-in and clip-out system that Chasebaits have designed.

The vibe also features a rolling spinner blade for added flair and attraction on the underside of the belly. This eye point can be used for adding extra weight or even add a treble onto the lure if you want.



### Soft Plastic Ultimate Squid 200mm

I covered the Ultimate Squid in 150mm in last year's AFTA report, and boy-oh-boy, have they done it again with the release of the 200mm Ultimate Squid.

Even so, it's the rigging accessories for the big

brother that really got me excited.

Chasebaits have designed a custom jighead in 3/4 oz and 1 1/2 oz that makes rigging the Ultimate Squid a dream. Not only can you use this custom jig head on this product, it will make rigging other long, soft plastics, a lot easier.

The jighead has a wire through welded eye shank that is about 3 inches long. On the rear eyelet you can also attach their clip-on 'assist hook' system.

The jighead also features another eyelet that has a rolling Chasebaits' spinner blade on it. Here you could add additional weight, or even a stinger hook if needs be.

This is a game changer this little set up. and will be perfect for rigging the Ultimate Squid in 200mm for snapper and kingie fishing.

### Hard body Frillseeker

Yet again another creative lure from Chasebaits is the Frillseeker *designed to imitate an Aussie frill neck lizard!* This is a 7 inch, four sectioned, hard and soft, hybrid lure.

It has three hard-jointed sections, and one soft 10x strong tail at the rear. You'll happy to know it comes with a spare tail in the pack, too.

The lure also features a soft skirt around the neck area of the lure.

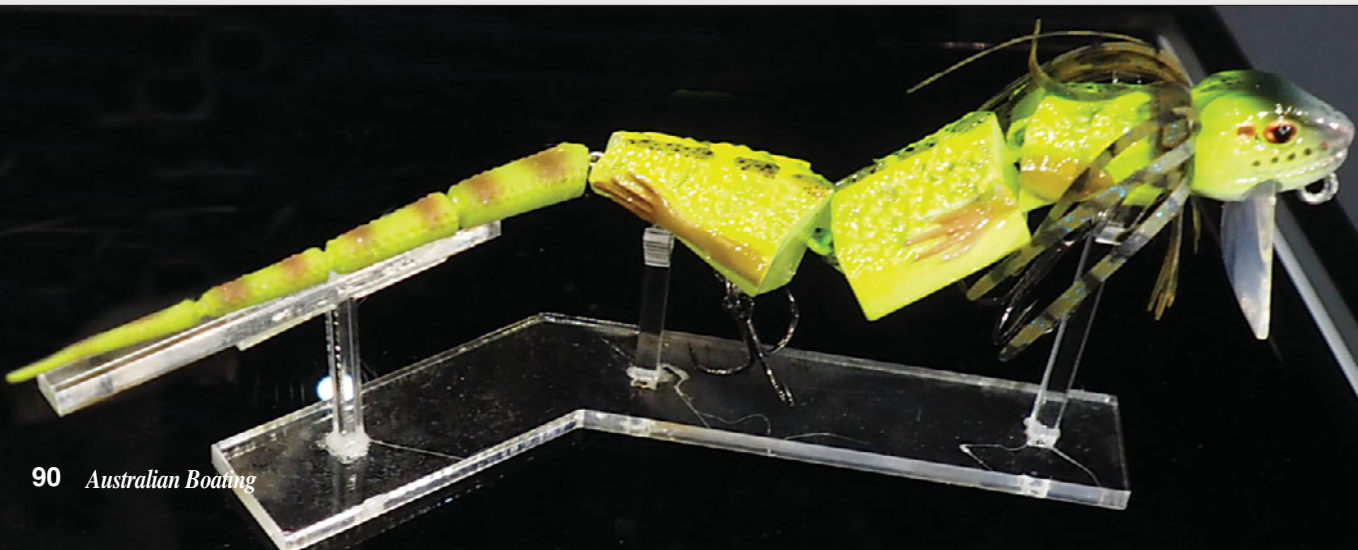
This skirted frill shimmies through the water, and specially when the lure stops, it pulses forward like the lizard is flaring up.

Even when the lure is static in the water the skirt tends to move around giving the lure static action.

The lure sits at a slightly sub surface level when it's at rest. It has a bib located at the front of the lure, this sets off a wake-like impression that the lizard is swimming and with its realistic side to side wobble it would be hard to resist by any fish on the prowl. Or lurking in the structure, just waiting for a frill neck lizard to start swimming between the branches.

It also has two sets of trebles along the body and comes in four colours at the moment.

A striking fluoro greeny yellow, white, natural brown and a grey.





The Chasebaits team mentioned they were designing a larger version of the lure and would be perfect for targeting bigger fish, like our murray cod.

Stay tuned to Chasebaits for the release of these great new products.

<https://chasebaits.com.au/>

## Exploding Fish

### Evolution 360 - The rod holder revolution

Evolution 360 just missed out on the AFTA John Dunphy Innovation Award last year by a few last minute votes towards the Splash Drone, which I covered in last year's report.

These guys definitely deserve a second look, especially as I don't think there is anything else on the market quite like it.

Now if Australia is slow to take on this innovative design, I know the sports fishing market in the USA will froth over this product, and that's just what they did, apparently.

The boys got back from ICAST just before the AFTA Show, and they said the Evolution 360 rod holders were a big hit over there.

Inventor of the Evolution 360, Jim McQuade, had a 'light bulb moment' when fishing in his Top Ender, 60 kilometres off the coast of his home town in Cairns, Australia.



As Jim drifted over the spot he was fishing he noticed an awkward bend in his rod due to the current, the way the boat was drifting (with it), because the angle his standard plastic rod holder were positioned on his boat didn't suit the drift at all.

Jim thought to himself *"If only I could angle that rod so that the rod wasn't bending like that, I would feel a lot happier about leaving it in the rod holder for a hook up, instead of worrying about whether the rod is going to break under the strain"*.

This sparked the idea of a sturdy rod holder that could actually rotate the angle of the rod so that the rod (and importantly, the line) was always in the desired position.

This is how the invention of the Evolution 360 Flush Mount Rotating Rod Holder was born.

The 360 is constructed with the highest quality of materials to withstand the harshest elements and comes with a 5 year guarantee.

The Evolution 360 is fully engineered and owned here in Australia, although they have linked arms and are proudly manufacturing with their partners in Thailand.

This rod holder allows you to fine tune the position of your rod in 5 degree increments.

It comes in three sleeve angles, 0°, 15° and 30° which are ideal for any style of fishing.

While the angled sleeves are great for a conventional fishing rod, the straight sleeve or 0 degree sleeve is great for bent butt rods and even placing a snapper rack holder into the Evolution 360.

The applications are endless – take the time to check out their website and think about the potential these new rod holders offer all boat fishing enthusiasts.

<https://explodingfish.com/>

This brings me to the end of my coverage on the 2018 AFTA. There was in fact a lot of great products I could have written about, but these were the standouts. I have included a few more in my video, so make sure to check that out.

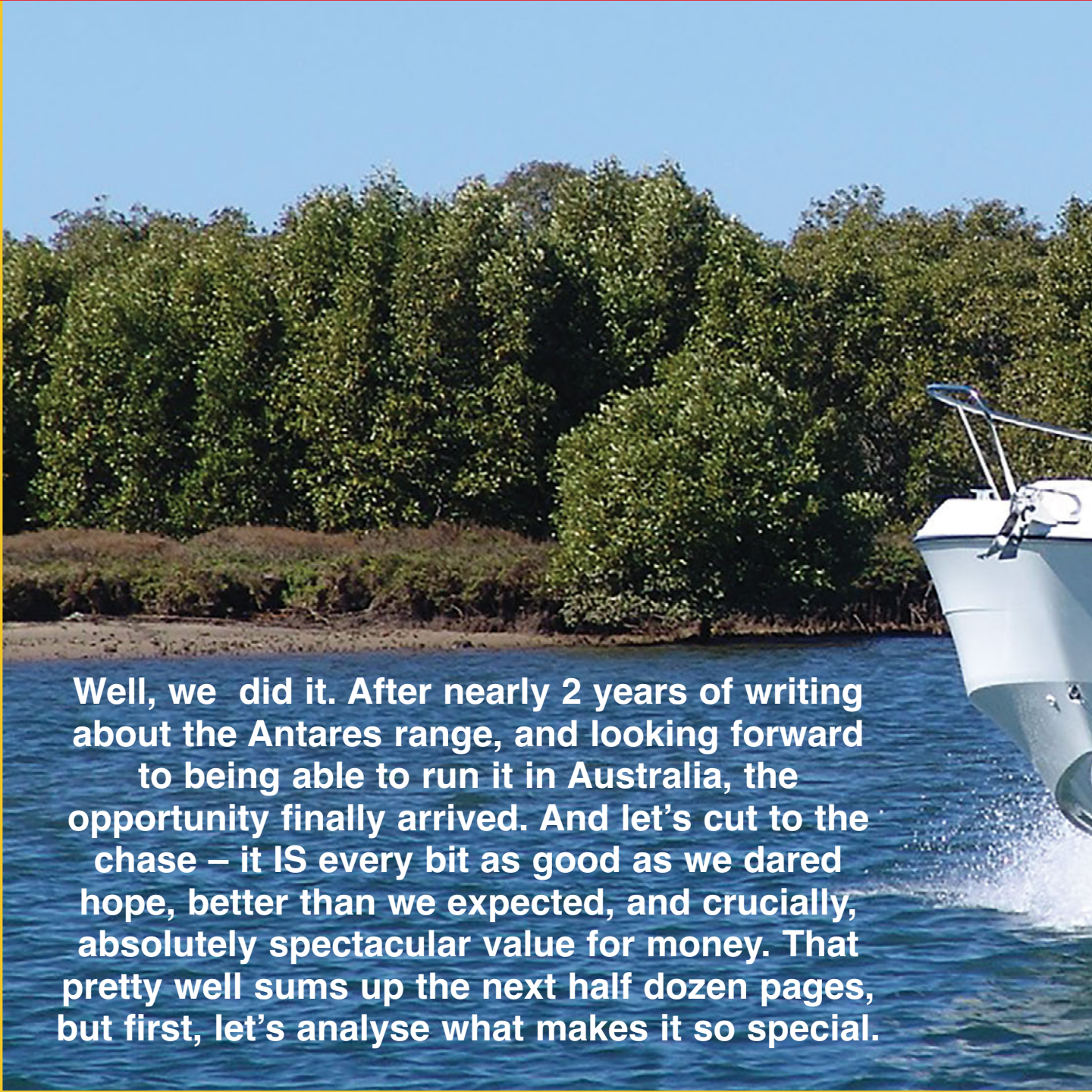
Lastly, I want to thank every one who had a chat with me at the show, it's great to see familiar faces and some new ones, too.

I look forward to getting my hands on these products when they are released. It's one thing to see them displayed, it's another to feel them in action. And to any tackle manufacturer we seem to have overlooked, don't hesitate to email me any new tackle info, photographs or PDFs, ASAP. We're coming up to the hot summer months, and we are ALWAYS looking for new gear to trial and share with our readers.

**AB**



# Beneteau **Antares 7.0** Cruiser



Well, we did it. After nearly 2 years of writing about the Antares range, and looking forward to being able to run it in Australia, the opportunity finally arrived. And let's cut to the chase – it IS every bit as good as we dared hope, better than we expected, and crucially, absolutely spectacular value for money. That pretty well sums up the next half dozen pages, but first, let's analyse what makes it so special.







## Introduction . . .

**T**he Antares 7 is actually made in Poland, for the giant Beneteau Group which, as just about everyone knows, is a major French public company, and their boatbuilding plant in Poland is merely one of a series of boatbuilding operations Beneteau has scattered around the world.

Actually the Antares cruiser range is one of the oldest sections of the Beneteau Group, which made the decision to enlarge their renowned sailing operations to embrace powerboats in earnest, decades ago. But the Antares range remains close to the hearts and minds of the Beneteau family as it has been created under the care and watchful eyes of Andre Roux (Beneteau patriarch, Annette Roux's brother) from its inception.

It's also of note to recognise that a number of the Antares models have been here in Australia, on and off, for many years, but whilst most of the focus of the Beneteau people in years gone by was on their amazing range of racing and cruising yachts, the Beneteau powerboats didn't get all that much love from the Aussie brokers; they were more concerned about yachting than fishing. That's fair enough, too, but there's no doubt many solid sales opportunities were missed as the original brokers and dealers

focused almost exclusively on the yachting and yacht racing market.

So it was with more than usual interest we learned just a few months ago that Peter Nicholson's The Yacht Brokerage had an Antares 8 on its way for a Brisbane family, and behind that, was a brand-new Antares 7.0 Peter was taking into stock at his base in Hope Harbour, on the Gold Coast.

"Would we like to test it?" he asked, "It should be possible straight after Sanctuary Cove Boat Show."

Would we? Seriously, does a one-legged duck swim in circles? What time, when and for how long? *We replied, poste haste.*

### First Impressions

It's a big boat. In fact, is one of the biggest 7.0m boats we've seen in the mono world, with a 'bulk' approaching that of a similar length power catamaran. I suspect this is a little bit of a personal reaction to the very slim Kiwi powerboats making the rounds in Oz these days, most of which utilise that soft, sweeping back stem approach to the overall design, combined with very low topsides. Well, they are very low, according to the preferred Australian "standard" in these matters, where the position of the fisho's XXXX or VB tummy is more relevant than a tape measure!

Not here with the Antares. Designed by Beneteau's in-house design team, they have taken almost the





opposite route, concentrating on achieving the design's mission statement – to produce a safe, comfortable, soft riding family cruiser – without having to worry about racking up the boat's weight, as designers working in solid fibreglass construction, or plate aluminium, have to consider very carefully.

“Solid” fibreglass construction, you ask with raised eyebrows?

I'm glad you noticed that, because it's important to understand one of the reasons this boat is so special.

It is built to a standard of fibreglass construction that to my knowledge, only one other major production manufacturer has even attempted in Australia, and that is vacuum bagged, drawn through, resin-transfer technology.

***Below Left & Below: This is a very big 7.0m trailerboat, but thanks to its resin-transfered - vacuum-and-cored hull (!!) what we're looking at here is only 2.6 - 2.7 tonnes (yes, the whole BMT package right here) so any of the modern HiLux/Ranger type 4WDs will handle it with ease on short runs to the ramp. However, for long distance highway trips, a full width cabin airfoil on the 4WD will be a big help, as the boat's windage in some circumstances (strong headwinds, for example) will be much more of a problem than its weight, once the rig gets up to 80-90 k/ph.***

Fairly common in high-performance racing craft in both power and sail, Beneteau, for historic reasons (inspired by the international ‘osmosis’ scare in the 1970s) decided they would build the main GRP components in all their boats, using the resin transfer technique to make absolutely certain they didn't allow a poofteenth of air or moisture to be ingested into the fibreglass laminate.

The result is a phenomenally strong GRP hull form with as perfect a laminate structure (and finish) that technology will allow – and of even greater interest to we consumers, is that it also allows them to create maximum strength easily where it's needed and (literally) draws off the resin where weight isn't a criteria, and the core materials go to work. All of which results in very considerable weight savings – in a hull that is beautifully finished and almost certainly much stronger than anything we build (pro rata) in “solid” fibreglass in Australia.

***Time out:*** This is the same technique Dominator's Mark Hookham used to build his unique 3800 cat gameboat to E.U. Standards a couple of years ago. Vacuum resin transfer boatbuilding is very popular in the manufacture of small sailing craft, yaks, a couple of small fishing boats, and the big (and very expensive) ocean racing yachts. It is a brilliant – arguably, the ultimate - boatbuilding technique, but it





is capital intensive to set up, and not commercially economic UNLESS the boat builder is turning out hundreds of boats . . . . at which point, the whole situation reverses, and it becomes far and away the most economical form of boatbuilding – and the strongest, on a weight for weight basis.

In plain speak, the biggest single benefit of this resin transfer technology is the saving in the boat's 'dead' weight. As you'll see in the specifications, the complete 7.0m hull, with toughened glass windows, hardtop, comprehensive 'furniture' (etc) only weighs 2100kg complete with the 150hp FourStroke Mercury outboard that is installed and warranted here in Australia.

On the Gold Coast-built Spitfire (bolted) aluminium trailer (*tare 500 kg*) the complete rig ready for the highway is way under the defacto 3.0-3.5 tonne towing weight target, that will make it a piece of cake to tow behind today's Toyota HiLux, Ford Ranger, Amorak, Mitsy Triton, etc.

And this is for a supremely comfortable, 7.0m family all rounder that simply doesn't need – *can't*

**Right: Launching from the Spitfire aluminium trailer was easy, and we noted it was fitted with the latest ALKO power brake system which enables the trailer brakes to be just as effective going back down the ramp, as going forward. Whilst this is a big 7.0m boat, it's no harder to launch and retrieve than a 4.5m tinny. With a bit of thought, and an auto bow hook, it is all do-able solo, but with two, it is a cinch.**

use – an outboard bigger than 150hp.

So, if our first impression of the Antares 7 concerned its size, the next impression, stepping aboard was along similar lines – it feels much bigger than typical 7.0 m half cab or small cruiser. Some of this is due to some really clever design – for example, check out the line (or shape) of the hardtop and note how it kicks up over the entrance to the cabin – no way is anyone going to hit their heads entering the cabin, and you then step down into what is a very spacious, roomy saloon.

On the port side you have the classic fold-up and fold-down dinette come double berth, and on the starboard side the formal helm station. Tucked in behind and under the helmsman's chair is the 12 V fridge, the galley storage cupboards, the sink (Yes! It even has its own 50 L water tank – Yay!) With a nice little single burner stove (an LP gas installation with the regulator adjusted and Certified by a licensed installer in Oz) which is just enough to brew up a hot cuppa, or rustle up a hot breakfast on Sunday morning.

*(And all this in a genuine trailerboat?? Guys, be warned: You are gonna have trouble getting your good lady OUT of this boat!)*

Vision from the helm station is perfect. As you'll note in the photographs the awesome shaped and moulded one piece toughened glass windscreen wraps right across the cabin without mullions (frames). Good stuff – and the two windscreen wipers are standard equipment.

I'm sure it's the international input the French have embraced over the last couple of years since I last inspected an Antares, but they really have come to terms with the need for ventilation in our climate, as the windows slide open, there is a standard sliding hatch in the roof of the hardtop and above the double berth in the forward cabin.

## Soft Options

Before we move on to the Big Issues like performance and handling, I can't ignore a whole bunch of soft options which combined, turn this fibreglass half cab into a genuine weekend (or much more) cruiser.

I know a lot of local GRP manufacturers talk wistfully about the cruising potential of their craft,















**Left and Above:** Largely self explanatory, the pics again reveal the extensive planning the Antares design team have gone into, and display the truly astonishing level of fibreglass mouldings involved. For instance, that stern lounge isn't what it appears to be. In fact, it is the outboard transom's rear wall - it actually slides aft for extra room around the table, and forward to enable the outboard to be tilted all the way up and out of the water for mooring the boat. Terrific, innovative design, magic tooling and an excellent example of the design team's lateral thinking and determination to make every inch work for the boatowner.

but the difference here is that a couple could easily cruise the Whitsundays for a week or two, or head north to Coral Bay in WA, or run down the NSW South Coast from Sydney to Crookhaven and/or Bermagui, or head north up to Port Stephens and Nelsons Bay for a magical week cruising in one of the best trailer boat cruising grounds in Australia . . .

Speaking from experience, to go trailerboat cruising in Australia successfully, the boat needs to have good toilet and shower facilities, sensible cooking facilities and refrigeration, and comfortable berths that you can actually sleep in, night after night. It needs much more storage than you think initially, and room for the crew for those moments we all need from time to time, alone, as it's impractical for everybody to share the same space, 24/7.

I think it speaks to the credit of the French designers for the intense work they've done,

examining every single inch of boat space, asking themselves the question: *how can we use this space more efficiently?*

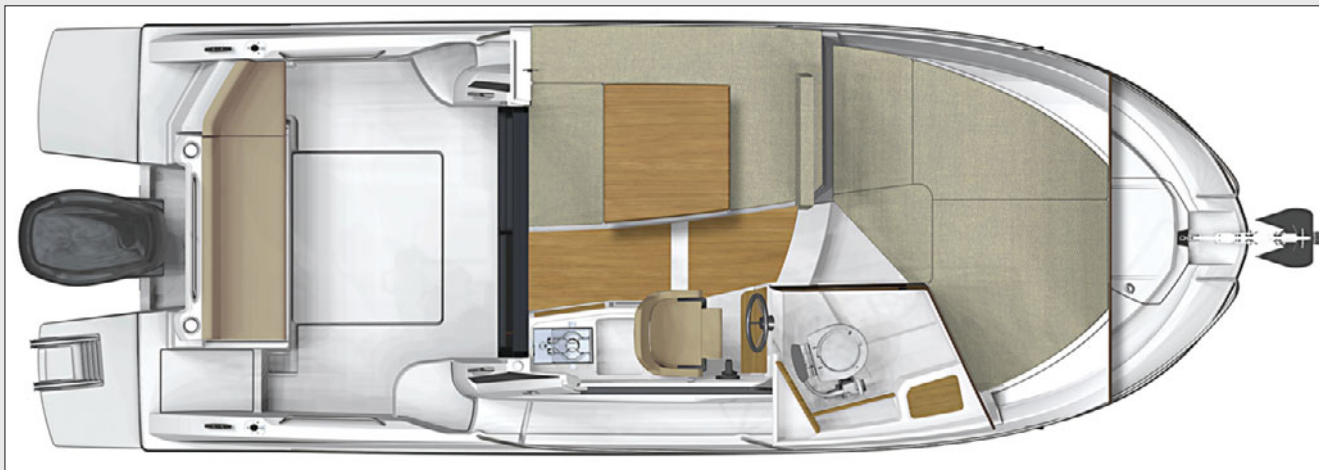
The end result is outstanding, creating a true, short-term live aboard capability in a trailerboat just 7.0m LOA with the displacement of around 2 tonnes on the water. For a couple, it is bordering on luxurious, and even with 2+2 (with two on the dinette) there is still comfort and privacy for all four. Kids on the dinette would be in heaven, and in our experience, go down early and sleep like logs after a hard day's swimming, snorkelling, sunbathing, drowning the odd prawn or two, and the general outdoor activities families get up to when they go away for a few day's break in a boat like this.

On top of the convenience list, is the enclosed head (toilet compartment) which has a real pump-out toilet, and can be set up with a grey water tank as well. Actually, with a bit of thought is even big enough to put a shower in there, although in the commonsense department it would be easier to install the shower in the cockpit or on the transom itself.

Also of note, is the clever cockpit arrangement, which, with Meccano-like efficiency, can be made up into a huge double sunbathing berth, an outdoor dinette/table, a comfortable seating area – or you can pack all of that away, and just have a Plain Jane, moulded fishing cockpit which in fact is a self draining deck! Versatility, thy name is Antares . . .

**In summary:** As far as livability and family convenience is concerned, the Antares 7.0m is head and shoulders above anything produced in Australia in this class and style of vessel. And that's before we





go through the inventory of standard equipment and finish, which in this boat, available right now (August 2018) from The Yacht Brokerage, starts with the **standard** bow thruster, the **standard** 12 V anchor winch, toughened glass windscreen and wipers, the **standard** pump-out toilet, Oz approved LP gas stove, 12 volt refrigerator . . . . *impressive, hey?*

### Build Standard

The Antares 7.0 build standard is quite different to the way we build GRP boats in Australia. At first blush, it is easy to think, or feel, the construction is too light, or in the case of the covers for the many lockers and storage areas, almost flimsy, because not all locker covers are hinged or have catches to lock them in place. After a few minutes though, you realise the actual construction is made up of incredibly complex fibreglass tooling, of a standard that would make some of our own fibreglass toolmakers green with envy, such is the complexity and finish of the mouldings.

Now, on top of the mouldings for (say) the bunk flats in the forward cabin, the resin sealed plywood tops and lids are loose - but they are also held down in place by the mattress. Or the groove recessed into the moulding around the opening itself.

Peter Nicholson had already told me that the only warranty claim they'd ever had to deal with was this very issue of loose covers and flaps, and they had to invest all of nine dollars (and half an hour fixing felt caps to the underside of the various loose covers around a Barracuda 8 - a sistership to this Antares 7.

Of the things that really matter – the construction, the design and marine engineering, the electrical systems and engine set up, the Antares 7.0 is first-class – indeed, it's built to the European Union Certification program which no Australian GRP trailerboat can meet without major (and very expensive) changes.

Sad to say, for many years, the serious Australian designers, naval architects and marine journalists

**Above & Right:** *These plans are worth careful study, as they reveal the meticulous planning that has gone into the Antares 7.0. It's bigger sister, the Antares 8.0, is virtually identical, just bigger, but using the same design principles. There's not a lot in it, and for a (say) retired couple, the Antares 7.0 is probably the first choice. . . .*

(etc) have been pleading with the local authorities about the need for Australian trailer boat builders to lift their game and adopt one of the international boat building standards, to no avail. Actually, it is worse than that – the local trailer boat builders have put up a spirited and deeply entrenched resistance to the adoption of any recognised boatbuilding standard, and they have done so, for decades.

Needless to say, as the local trailer boat industry fades to grey, and imports of this Antares standard start arriving in great numbers, the end game is becoming increasingly clear.

### Performance and Handling

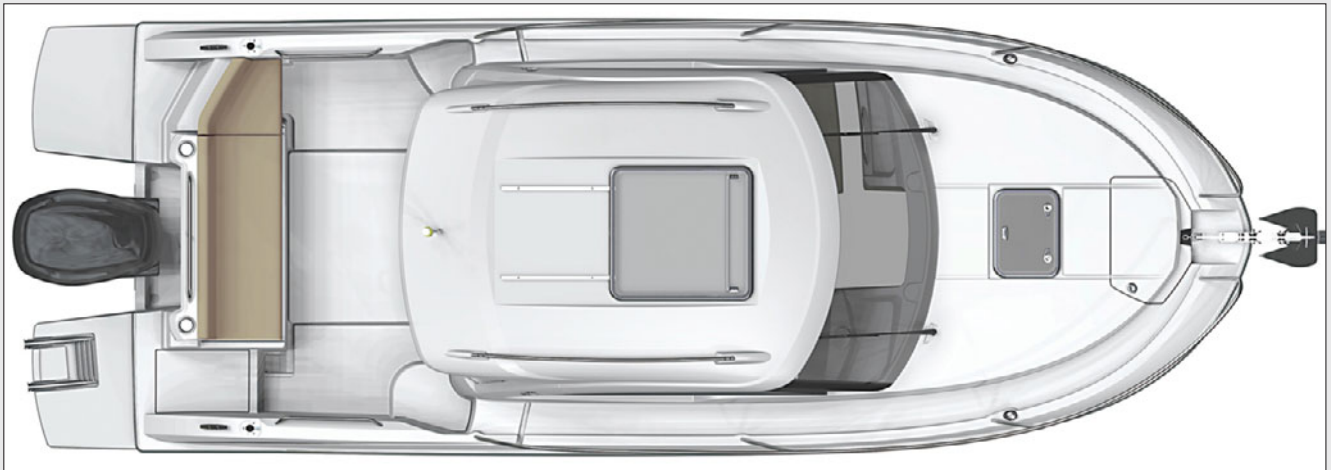
With the sea off the Gold Coast a glassy calm that was so flat we could have rowed to Auckland, there wasn't a lot of point taking the boat out through the Seaway, so we decided to knuckle down and master the 5 mm waves along the Coomera River on a gorgeous winter's day, making sure that we had our spray jackets on during the trials... er, that was to make sure we didn't get too sunburned!

We really couldn't take a trick over this last fortnight, as we had the same problem with the test on the Voyager 625 way out in the middle of Moreton Bay, looking for a sea state that was something other than the proverbial sheet of glass – again!

These things are sent to try us – so we contented ourselves with the preliminary performance trials based on the Mercury 150, and concentrated on the regular stuff such as stability and ride.

Your correspondent actually joked with Peter Nicholson that after umpteen years testing boats in





every environment known to man, I've reached the point where I can step on board a boat and know pretty much exactly how it's going to handle, just by what I can feel underfoot.

That's neither a boast nor an excuse, but it's not too far from the truth. In this case, the Antares feels good underfoot. Surprisingly stable, with a beautifully designed and crafted, scalloped chine hull shape running aft to extremely wide chine flats, and to the writer's surprise, a good old-fashioned, Aussie style "plank" developed from the forefoot region to a wide "flat" at the transom.

Check out the photograph of the boat's transom, and then have another look at the opening spread – now check out that beautifully moulded hull shape under the shoulders of the boat.

**Time Out:** *This is hull shaping of a kind aluminium designers, for instance, can only dream about – as there is no way on planet Earth can that shape be created in aluminium. On the other hand, making a plug for GRP production would take a master craftsman weeks, if not months to produce something of this complexity and sophistication manually - and even with C&C driven, 5-axis shaping (making the plug (initially) in foam) would take weeks to set up. None of this is necessarily a problem for pro boat builders - but as the capital costs involved are huge, (especially if it is being set up for vacuum resin transfer tooling) unless the builder was virtually guaranteed hundreds of sales downstream, and had VERY deep pockets or hefty capital backing, it won't happen. Which is, sadly, why local boatbuilders are finding it so hard to upgrade their old 1980s and 1990s tooling.*

It will be interesting to undertake a couple of hours of running wide offshore in the Antares 7.0, as I suspect it will set a new standard of performance if what's happened to a couple of its sister craft is any indication. Several Beneteau Barracudas are now working in southern Queensland, and the reports

coming in are phenomenal, with very, very happy owners over the moon about the performance of their Barracudas.

These are essentially based on the same design philosophy as the Antares range – but where the Antares specifically target all-round family boating usage with an emphasis on cruising and occasional fishing, the Barracudas encourage serious fishing activity with occasional cruising.

### **Scepticism About The Power . . .**

It's early days in the release of the latest models in the Antares range, but already there has been a deal of scuttlebutt debating the somewhat subdued hp ratings the French use on all their boats.

In this case, by Australian standards (which I remind you, we don't actually have) most boat builders would be given 250hp or 300hp outboards as demonstration engines on a boat this size, so to see just a "little" 150hp Mercury FourStroke raises the proverbial eyebrow on all the pundits who seem to relate a boat's power rating to the size of their you know what. This can be the only reason why we have so many stupid outboard installations in Australia coming through on grossly overpowered boats that will be positively dangerous in the hands of amateurs in a non-racing environment. Unfortunately, there were quite a few of these monsters on display at both the Melbourne and Sydney boat shows.

As far as the French are concerned with the Beneteau there are brutally strict (and enforced) guidelines and formulas that determine the safest, most practical power rating for each of the models in their powerboat range.

In this case, the 150 hp Mercury is a typical example of the French versus Australian standpoint, and unfortunately, the writer is by no means the best person to adjudicate or comment on this issue.

Unlike the majority (it seems) of my fellow Australian fisherman, I have absolutely no interest in doing more than 30 knots offshore in anybody's 7.0m boat. Conversely, I have spent a great deal of my life



trying to get a soft, comfortable, 'bang 'n bump' free ride in the 20-22 knot range when heading offshore with a hot coffee in hand and the company of family and friends. I have no interest whatsoever in leaping from wave to wave, or chasing anybody, or getting to the fishing ground first – jeez, I go fishing to get away from that sort of pressure.

So whilst acknowledging that these views are NOT shared by many fishos, I was actually very pleased with the performance of the big block Merc Four Stroke, as it was running at the sweet spot around 4,000 – 4,200 r/min for an average 35-36 l/ph hour and putting away 23-24 nautical miles in the process. It also had a really nice cruising speed one step down - running around 3,750 r/min for a beaut 20 knots across the ground for a fuel burn 28-29 l/ph.

For the record, if it was going to be my boat I would engage the Mercury people's excellent prop scan system to just tweak the last 1,000 rpm at the top end of the performance curve, as I suspect this rig was bit over- propped for our trials with just two of us (and no gear) on board, but I wouldn't change a thing until I'd run the boat again with the normal family loading and all normal family gear stowed away.

I have a feeling that the actual outright performance would barely change as the load increased, but if there was only two people going to use the boat (like a husband-and-wife team) I would tend to re-work

the prop so it was pulling something more like 5,500 r/pm at WOT rather than the 5,100 r/min that pulled it up, with just the two of us and practically no gear at all on the boat.

In fairness to Peter Nicholson's people at The Yacht Brokerage, this sort of fine tuning is just par for the course at the first service when the Mercury people sit down with the owners and the dealer for a discussion about how it is all going for them. Commonly, props are swapped and changed at this point, but not usually before the first service.

## Conclusion

I would have to say I am seriously impressed by this Antares 7.0. I think the hull shape is superb, the fittings and fitting out is exemplary and sets a completely new standard for Australian trailerboats. We do not make a standard production trailerboat within a coo-eee of the standard of finish and fittings employed in this craft – in fact, we scarcely see it in 30 footers!

We didn't get to go out into the blue water (by

**Right:** How sweet it is, cruising along the Coomera River on a superb Gold Coast winter's Day, heading up to Sanctuary Cove for lunch with your partner in one of the many waterfront restaurants.

**Below:** The helm seat folds forward revealing the sink and work space - with the standard 12v 'fridge underneath sustaining the 'coldies' . . . .







choice, I must add) because we can save that for another day to follow through on a similar model – probably one of the Barracudas, although there are several new Antares on their way to Australia as this report is written, so with the help of the Beneteau people, we’re going to get plenty of opportunity to work these craft in the bluewater offshore, but I have no doubt whatsoever it’ll be another success story.

Personally, I am perfectly happy with the performance from the 150hp Merc, and as I rarely fish offshore with more than two adults/mates, I wouldn’t waste a cent on getting a bigger engine you can’t fit and don’t need. And that includes coming and going through the Gold Coast Seaway’s barred entrance on a bad day.

On the other hand, if I was into trailerboat cruising, and in the Antares 7.0 we’d have a boat easily capable of spending a wonderful week in the Whitsundays for Mary and I, or that long dreamed of trip back down to Port Stephens for a week or so, I’d have even less reason to get a bigger engine and burn more fuel.

Oh – and did I mention this Antares 7.0 has its own bow thruster? *Talk about being spoiled!*

Seriously, this complete BMT package is available right now (early August/18) from The Yacht Brokerage here on the Gold Coast for \$125K. It has to be fantastic value for money – a very solid investment, and a wonderful lifestyle choice.

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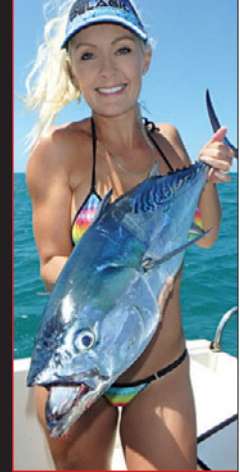
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**This Month!**



## River & Sea

Fishing with **Steve Starling**



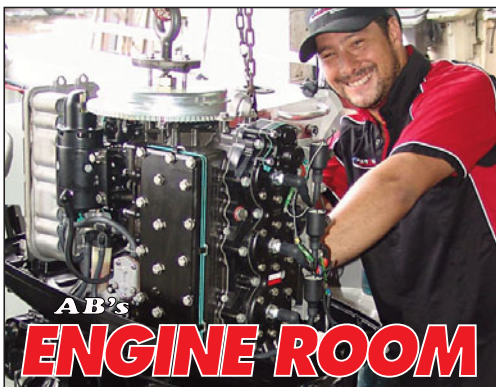
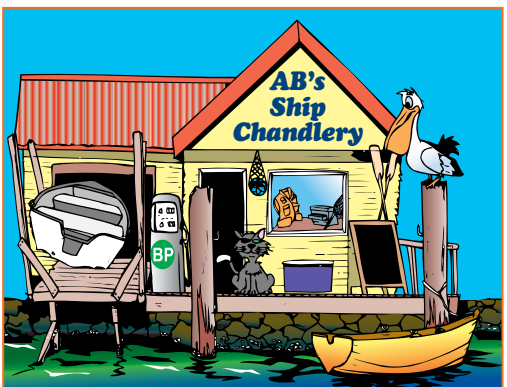
## My Sailing World

with Di Pearson



## Hooked On Brooke

with Brooke Frecklington



## AB's ENGINE ROOM



## AB's 4WDs Trailers & Towing

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# Don't Forget The Bait, Mate!

By Steve 'Starlo' Starling

Okay - who amongst us hasn't spent an hour or two pumping yabbies, worms, 'nippers' and even pippies as a prelude to a successful foray into the adjacent estuary, river or creek?

It's true to say *nothing* doesn't like fresh live bait pumped out of the sand under the swirling waters of the run-out tide, along the edges of that sandbar, ledge or sandflat. It's also fair to ask: How many times have you used up all your frisky live baits - and gone home without a hook-up? We'll wager it hasn't happened very often - if ever, in most cases - so whilst soft plastics, vibes and all the other late model fish attractors have their place in every tackle box, Starlo wants to make the very necessary point that we should never overlook the basic premise of the artificials: they are ALL trying very hard to do what these little blighters will do - *au naturale!* Better still, fishing for live bait only 'costs' a bit of suncream - and an hour or so having a good time - and lots of laughs - with family or mates.

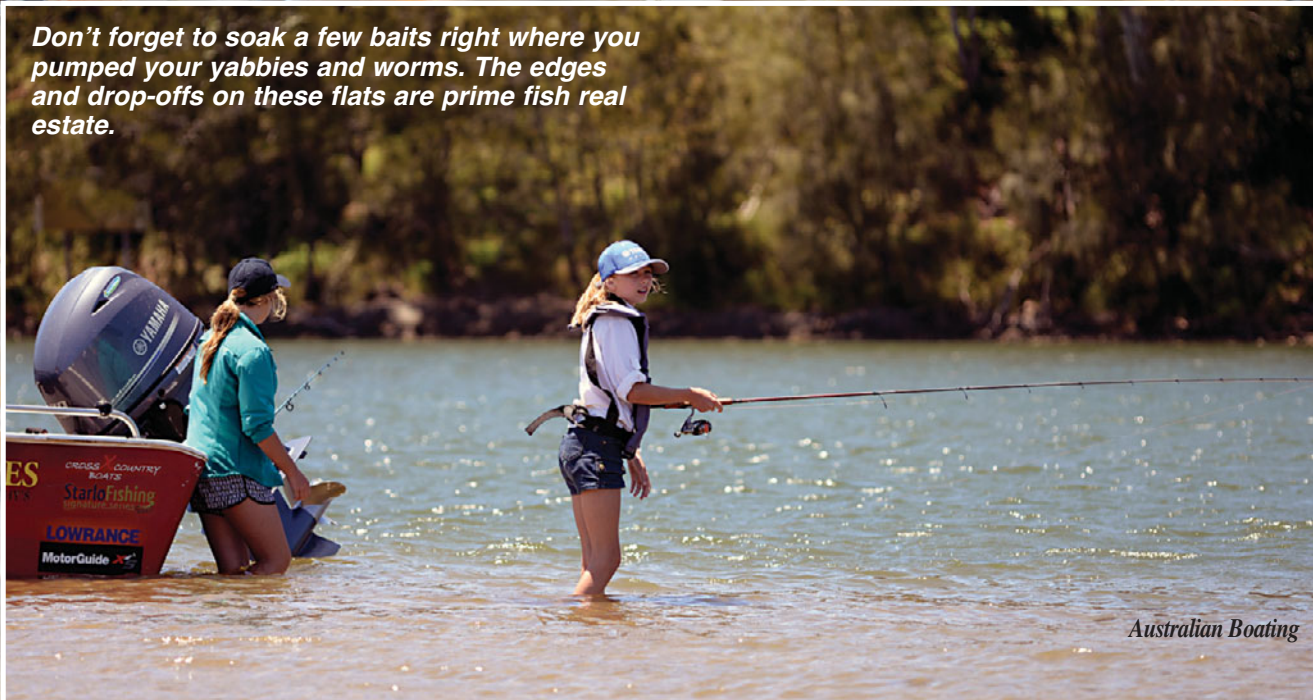
*Pumping yabbies and worms not only produces excellent bait, it's also a wonderful way of getting kids actively involved in the fishing process.*







**Don't forget to soak a few baits right where you pumped your yabbies and worms. The edges and drop-offs on these flats are prime fish real estate.**





*Blackfish or luderick are one species that responds much better to bait than lures. Jo caught this one on a traditional float rig, a centrepin reel and a green weed bait.*



**If you read specialist fishing magazines or watch TV shows and DVDs on the subject, you could be forgiven for thinking that bait fishing is a dying art, and that most anglers use lures or flies exclusively these days. As Starlo explains, nothing could be further from the truth! Bait fishing is alive and well, and it's still the way the majority of Aussie anglers choose to chase a feed of fish much of the time. However, as with any other style of fishing, you can always improve your results by fine-tuning and refining your techniques when using bait.**

**Despite indications to the contrary in some parts of the fishing media, bait is not a dirty word, even if catching and using it may sometimes lead to us getting a little dirty ourselves!**

I'm as guilty as most other fishing communicators of talking too much about the things that turn my own crank, and float my own boat, while neglecting the vital basics that actually preoccupy the attentions of a majority of grass roots fishos. Every now and then I need to give myself a sharp slap up the side of the head and remind myself of this self-evident truth!

In some ways, I guess bait fishing simply isn't as "sexy" as lure or fly fishing. Soaking a bait seems to lack some of the sizzle and pizzazz of fishing with sophisticated artificials. From an advertising and sponsorship point of view, it also doesn't sell as anywhere near as much tackle! Hooks and sinkers are cheap compared to lures. For better or worse, this pragmatic reality can sometimes drive content decisions in the angling media.

For all of these reasons and more, magazines, television fishing shows, DVDs, websites, how-to books and so on do tend to focus disproportionately on lure and fly techniques, despite the fact that far more Aussies actually use bait a lot of the time. As mentioned, this entrenched media bias reflects the preferences of the writers and presenters themselves,



*Boat fishing for groper is an under-exploited angling niche on the east coast. This brownie nailed a crab bait.*







*A yellowfin whiting hunting for a feed on the flats. Fish hang where the bait lives.*

many of whom (myself included) love their lure and fly fishing above all else. But I'll let you in on a little secret: Every single one of the best anglers I've ever been fortunate enough to know or fish alongside not only began their fishing careers using bait, but were also more than happy to get their hands dirty and return to those bait fishing roots whenever the need arose or the whim to do so struck them. Yep, every one of them! No exceptions.

I'm also the first to admit that if I was fishing for survival — or simply to break the monotony of tinned and dehydrated food on a long, back-country trip — I'd reach for some natural bait ahead of a lure or a fly any day. It's simply a surer bet.

Bait fishing is also the ideal way to get kids and newcomers hooked on fishing, as they're much more likely to experience immediate or near-immediate results with bait. Better yet, it provides a perfect grounding for later ventures into the realm of lures or flies, if your angling career eventually takes you that way. However, as with most things, a little extra effort and attention to detail can greatly enhance your chances of success when fishing with bait. Let me explain:

### **Baits Aint All Equal, Mate**

It's worth remembering that not all baits are created equal. A packet of frozen, thawed and re-frozen prawns you picked up at the servo the trip before last

while fuelling up the boat might do the job at a push, but trust me, there are much better options available!

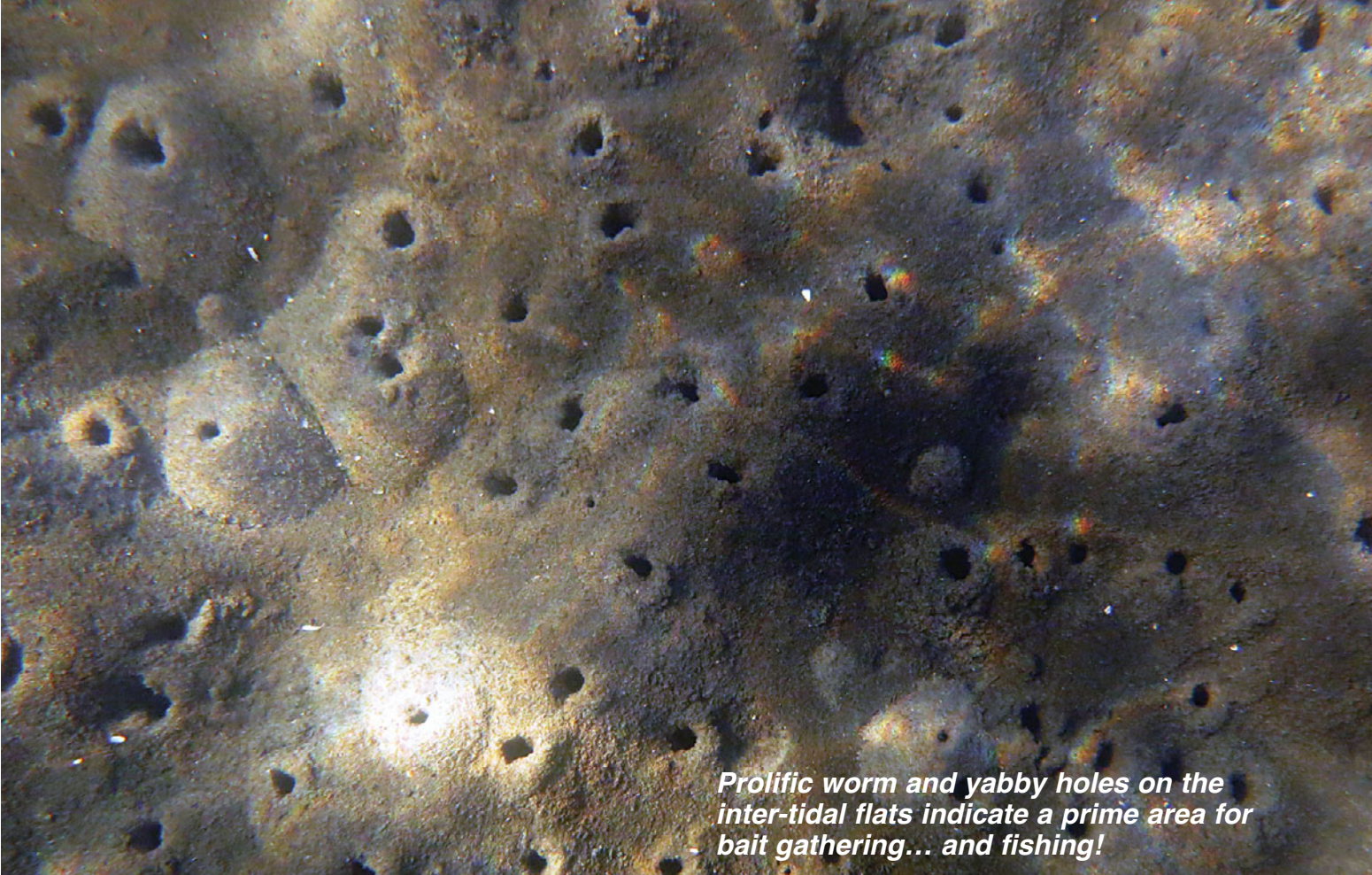
When it comes to choosing bait, I reckon there's one golden rule to remember: Fresh is good, live is better. Furthermore, local baits generally out-perform the imported or transported variety by a significant margin (as well as posing less biohazard threats to our aquatic environments). And by "local", I mean offerings collected or caught right where you actually intend to go fishing. That could mean worms or grubs dug from the riverbank, pippis (cockles) winkled from the beach, pink nippers pumped from the inter-tidal flats, freshwater yabbies trapped in the waterhole where you're camped, or yellowtail and slimy mackerel caught right there on the offshore grounds where you're fishing for snapper, kingfish or tuna.

Predators recognise and seek out these local food sources. These prey items look, smell, taste and move in ways that push the buttons of feeding fish, and for those reasons they are almost always the superior choice. Sure, you'll catch fish on frozen, shop-bought baits (and it's not a bad idea to have some on hand as a back up), but you'll catch more and better fish on fresh or live locally-sourced offerings. In many cases, that means you'll need to catch or gather your own bait rather than buying it.

### **D.I.Y. Bait Supplies**

Most savvy bait fishers end up assembling a small





***Prolific worm and yabby holes on the inter-tidal flats indicate a prime area for bait gathering... and fishing!***

arsenal of bait gathering tools. The same shovel you use to dig your vehicle out of bogs and take care of “sanitary duties” in the bush is ideal for unearthing a few juicy scrub worms. A commercially-made bait pump (sometimes referred to as a yabby pump or nipper gun) is essential for anyone fishing our coastal estuaries and bays. These nifty gizmos consist of a long metal or plastic tube with a handle-activated internal plunger. They’re used to pump or blow marine invertebrates such as saltwater yabbies (called pink nippers or bass yabbies in various parts of the country) and various marine worms from the inter-tidal sand or mud flat burrows.

Although they take some practise to master, cast or throw nets can be a priceless bit of kit for securing small baitfish. But bear in mind that the use of these nets is banned in some states (including NSW and Victoria). So, be sure to check first! Where you’re not allowed to throw a cast net, you may well be permitted to deploy a certain number of small, baited traps or cages instead to catch your poddy mullet or whatever else you’re chasing for bait. These traps are also great for securing cherabin or freshwater prawns and yabbies in our inland rivers and waterholes, or shrimp in the salt. Use the smaller shrimps, yabbies and cherabin for bait and eat the big ones!

A few light handlines rigged with little split shot and tiny, long-shanked hooks (sizes 10 or 12 are ideal) will prove invaluable for catching mullet,

yellowtail scad (yakkas), slimy mackerel, little pike, herring (tommy ruff), garfish and various other small fry that can be recycled as live, dead or cut baits. Again, be sure to check the current local regulations where you’re fishing to find out what (and how many of each) you can and can’t legally keep, and at what sizes they need to be.

An old knife with a sturdy blade is useful for opening mussels, cockles, oysters and other shellfish, as well as for cutting cunjevoi or sea squirts from the ocean rocks where you’re still allowed to do so. The red, meaty flesh and soft, squishy organs inside these sea squirt’s leathery cases makes brilliant bait for a wide range of inshore species.

Add a bucket or two for storing and transporting your bait, and maybe a little battery-operated aerator pump for keeping small fish and invertebrates alive overnight, and you’re in the D.I.Y. business. If you’re clever, everything in your bait gathering kit, apart from the shovel and yabby pump, will fit inside one bucket with a lid and a carry handle. Neat.

Catching or gathering your own bait locally might not be quite as convenient as buying it from a servo or tackle shop along the road, but over the longer run it’ll save you a swag of money, and I guarantee it’ll also score you more and better fish, wherever you cast a line. Also, don’t be too surprised if the bait gathering process becomes a fun family activity in its own right... perhaps even over-shadowing the fishing





**(Both) Above:** All baits are best when locally caught and presented alive and kicking. These are freshwater shrimp on a simple, running sinker rig. **Right:** Baiting up on the beach is kids' stuff - and not only do they love it, they quickly become very good at it. **Far Right:** A bucket full of red claw and lively freshwater shrimp provides bait for several fishing sessions.

it's supposed to be supporting!

But having the right bait is only half the battle. Knowing how to present it is just as important.

### Jigging In The Rigging

In my opinion, the simplest rig with the least components (and therefore the smallest number of knots required to assemble it) is usually the best. In a surprising number of instances, that means a sinker running freely on your line or leader all the way down to a hook. One knot! You've got to love that.

If you feel the need to separate the sinker from the hook, add a small swivel. You're up to three knots now, and have trebled the room for error, but sometimes this rig is best.

If you want the sinker on the bottom and the hook higher up (a good idea in snaggy or weedy







Starlo with a solid golden perch or yellowbelly taken on a bunch of live shrimp "bobbed" alongside a snag in an outback lake.







**Above:** A lead-headed jig — more typically used to rig a soft plastic on — works well as a delivery vehicle for bait, too. Think outside the square.

situations), try a paternoster or dropper rig. There are plenty of clips on YouTube and elsewhere showing exactly how to construct these.

If there's an advantage to suspending a bait even higher in the water column, you may consider using a float. But whatever you do, don't over-complicate things unnecessarily. There's a lot to be said for keeping life simple. One of my favourite quotes is credited to the early 20th century French aviator and adventurer, Antoine de Saint-Exupéry, who said:

“Perfection is achieved, not when there is nothing more to add, but when there is nothing left to take away.” Think about it.

Of course, it's also worth putting some thought into the hooks and sinkers you use when bait fishing, as some are more effective than others.

### Hookology

In its purest form, fishing is a pretty basic business. All you really need is a length of line with a hook at the end. Sure, a bit of bait helps, as does having a reel to store your line on, and a rod to cast and control the rig, but none of these fancier items are truly essential.



Ancient fishers had no choice but to keep their rigs simple. Centuries ago, lines were fashioned by plaiting vines, plant fibres or animal hairs. At the end of these lines, those ancient anglers lashed a piece of bone, a splinter of fire-hardened wood or a shard of stone. This device, called a gorge, was intended to jam inside the mouth of any fish silly enough to bite and hold onto it. In many cases, bait was unnecessary, especially if the gorge was jiggled about to imitate a kicking critter (obviously, fish were pretty dumb in those days!).

Anglers of old worked out that pieces of shell made the most successful gorges and also acted as rudimentary lures, thanks to their shiny colours. Eventually, your smarter-than-average primitive fisher realised that a curved or bent piece of broken shell was more likely to catch in the mouth of a fish. Thus the fish hook was born. Interestingly, the Olde English name for this fancy bent or curved gorge was angle, hence the name of our sport today; angling.

A lot of water has flowed under the metaphorical bridge since our Neanderthal whiz kid fashioned his first crude, curved hook from a shiny sliver of shell and out-fished everyone else in the village. With the coming of the various metal ages, making strong, sharp angles or hooks became easier and, for centuries now, metal has been the accepted material for making fish hooks.

Modern hooks range from tiny bits of bent wire intended to catch tiddlers up to giant contraptions that appear capable of stopping an ocean liner. Every size of hooks has a corresponding number that refers to the width of the gap or gape of the hook (the distance across the bend from point to shank) rather than the

overall dimensions of the hook.

The most confusing part of the sizing system is the fact that the smallest hooks have the biggest numbers. For example, a No. 24 hook is a little bigger than the head of a pin, whereas a No. 12 hook is larger, and is just about perfect for catching yellowtail, mullet and garfish, while a No. 2 hook is significantly larger again and is excellent for targeting bream or freshwater perch.

The seemingly backwards sizing system, with the hook gape increasing as the number describing it decreases, continues until we hit the No. 1 hook, which is a useful, all-purpose size for catching flathead, drummer and trevally in saltwater, or bass and yellowbelly in the fresh.

Hooks larger than No. 1 are described by an ascending series of numbers followed by a slash and a zero. For example, the next size up from a No. 1 is a 1/0, then comes the 2/0, next the 3/0 and so on. The biggest hooks — used for catching sharks, marlin and giant tuna — are in the 18/0 to 20/0 range.

As a matter of interest, Australians pronounce the larger hook sizes as one-oh, two-oh, three-oh and so on, whereas in America, the same sizes are called one-ought, two-ought and three-ought.

Hooks in the range of sizes from 12 to 10/0 adequately cover the vast majority of fishing situations encountered by Australian anglers. Hooks smaller than No. 12 are mainly used by trout fly fishers making imitations of tiny insects, whereas sizes larger than 10/0 are the sole province of heavy tackle game fishers.

As the variation in size between each hook number is small, you can easily skip sizes when putting



*There's something deeply satisfying about the simplicity of pulling a feed of fish on bait you collected yourself.*



*A lot gets written about lure fishing for bass, but these popular Aussie natives also respond enthusiastically to fresh or live natural baits. Jo pulled this thumper and plenty more like it on live shrimps while visiting Cania Gorge Dam in Queensland. Too much fun!*



together a basic collection of hooks. The following sizes cover the vast majority of popular Australian angling situations: **12, 10, 8, 6, 4, 1, 2/0, 4/0, 6/0 and 8/0**. If you only intend to fish in freshwater or southern estuaries, bays and harbours, you can probably also skip those big 6/0s and 8/0s, too.

As well as different sizes, hooks also come in all sorts of shapes or patterns. It doesn't pay to get too bogged down in this, other than to say that long-shanked hooks are great for presenting long, skinny baits (such as worms), **Suicide** or **Octopus** patterns are very well suited to hooking and holding fish and wide gape or circle hooks are preferred for catch-and-release fishing as they tend to pin fish in the hinge of the jaw. We'll look in more detail at the myriad of hook patterns and what they're meant to do another time.

### **Sinkers - Not Anchors!**

Sinkers are weights made from lead, lead-alloys or other dense materials. Most sinkers feature either a hole or a channel through the middle, or an eyelet or ring on the end to hold the line. Shot or split shot are generally smaller versions with a slot or split on one side, allowing the line to be inserted before the shot is squeezed shut to grip the line (and please use pliers for this task, not your teeth!).

We add sinkers or shot to our fishing lines and terminal rigs for a number of important reasons. The most obvious uses for sinkers are to provide additional weight to aid in casting, to carry a rigged line and bait down towards the bottom and then hold our rig at a desired level in the water column, and

also to balance or ballast a float so that its movement clearly indicates bites without scaring away timidly nibbling fish.

In almost all fishing scenarios, it's really, really important to avoid thinking of sinkers as mini anchors!

Too many anglers still incorrectly believe that a sinker is designed to hold their rig and bait firmly in one place (usually right on the seabed) and to keep their line nice and tight, so that bites can be easily felt. The fact is, most bites are registered just as readily when the line is slightly slack (especially with braided line), and far fewer fish will shy away from a bait that's allowed to move a bit and waft about in a natural way, at the whim of the current and tide.

In nearly every bait fishing scenario you might care to nominate, the smallest sinker you can practically use under the prevailing conditions (depth, current and required casting distance) is far and away the best choice for the job at hand. In other words, this is one area of life where smaller is almost always better!

The actual shape and design of the sinker you choose is generally much less important than its weight. A sinker's shape merely allows you to fine-tune your rig. However, a couple of shapes are designed for quite specialised functions and can definitely improve the performance of your rigs in these specific situations.

For most of our day-to-day fishing needs ball, bean, bug and barrel sinkers are ideal. The performance of each of these common styles of sinker is so similar that you can pick whichever shape appeals the most



to you on a personal level. They'll all do the job admirably.

As well as these common sinkers, the following two styles have useful applications in certain forms of fishing:

**Snapper lead:** This type of sinker (also known as a bomb sinker) is designed to sink fast, straight and without spinning, or to travel through the air with little wind resistance, making the snapper lead extremely suited to deep-water bottom fishing or long-distance, shore-based casting.

**Star and helmet sinkers:** These are designed to have excellent grip on sandy sea beds, especially when strong cross currents are flowing, making these styles useful for surf fishing, especially on rougher days.

Other specialist sinkers that were quite popular in years gone by seem to have less relevance to modern angling and have slowly faded from use. **Spoon sinkers**, for example, have largely gone out of favour with modern anglers, despite the fact that this design is quite useful for use over snaggy bottoms, simply because the sinker rides up over obstructions when retrieved quickly. Other unusual designs such as the **channel sinker** or so-called "picker's doom" have also declined in popularity, and are mostly only found in museum collections or pictured in old books these days.

Rather than focussing too much on obscure sinker shapes, concentrate instead on reducing your sinker weight whenever and wherever you can. Your catch rate will definitely improve as a result. Another time we'll look at the intricacies of rigging, and the

*Starlo is one of Australia's best-known and most prolific fishing educators, having written more than 20 books and thousands of magazine features, as well as fronting various TV shows and videos.*

*Recently, Steve and his wife Jo launched their most ambitious project to date in the form of Fishotopia. This major on-line portal pulls together all of their social media, blog, e-book and video resources under one umbrella, along with a wealth of archived material and a free monthly newsletter.*

*It also provides a direct conduit to "Starlo's Inner Circle": an exclusive subscription-based "club" whose members will enjoy unique access to Steve and Jo, along with many other benefits. To learn more, go to [www.fishotopia.com](http://www.fishotopia.com)*

relative merits of running versus fixed sinker rigs. Until then... remember to lighten up!

So that's about it. The take home message is clear enough: Bait still rules and catches plenty of fish, especially if you stick to a handful of important rules:

- Fresh is best, live is better.
- Locally-sourced baits are almost always more effective.
- Keep your rigs as simple as possible.
- Use a sharp hook and a strong knot
- Choose the lightest sinker you can get by with.

Apply those five rules to your bait fishing every time you cast or drop a line and I can guarantee your catch rates will increase.

*Tight Lines!*

**AB**

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Part 1/4\*\*

# Is 7.2m - 7.4m The Perfect Sized Platey?



*Sweet multi-function 7.2m diesel plate 'Express Cruiser' by Cairns Custom Craft, designed by Marcel Maujean. This hull has been tried and tested in dozens of craft over the years, including Marcel's famous bridge deck 'mini-game-boat.'*

## Plate Boat Design Standards HAVE Moved On . .

Plate boat building began in the late 1970s, and became popularised from about the mid-80s through the early Y-2000s. It then virtually stopped through the GFC 2008-2010 debacle, before coming forward again to the present day.

Importantly, over the often turbulent years, the design, engineering, construction and finish of Australian plate aluminium sport fishing boats has continued to improve and achieve higher and higher standards of build in every facet of the process.

It is extremely ironic that after so many years of beating my chest and pleading with GRP manufacturers to engage professional assistance; to even talk to some of the wonderful naval

Since we proposed this series of articles, the writer has given the subject a great deal of thought, as there is such basic truth in the simple proposal that a plate aluminium hardtop half cab, around 7.4m in overall length, weighing less than 3.5 tonnes, with a maximum beam of 2.5m, is so right for Australian sportsfishermen, the arguments in support of this type of craft, at first glance, appear to overwhelm all others.



## A Deeper Introduction . . .

Asking the question “**Is 7.2-7.4m The Perfect Size For A Platey**” opens up a very big subject, and because of this, we decided the best way to handle it, besides writing an entire book on the subject, is to break it up into the critical components.

Following last month’s introductory report, we decided the remaining components included **Hull Design**, which breaks down into at least seven subsections (beam, deadrise, transom, etc) which are the elements we will look at in this month’s report.

Next month, in **September AB**, we are planning on studying “**Configurations**” which again breaks down into a number of subsections including the obvious choices such as centre consoles, half cabins, hardtop cruisers, walk arounds, and so on.

Then in **October AB**, the fourth leg of the series, we’ll study all the **Engineering and Design** issues especially as they affect the subsequent construction.

In other words, how does buying a DIY ally boat ‘kit’ compare to asking a custom builder to cut the vessel out of raw plate?

And in the final segment, in **AB November** we’ll take a fearless look at the world of difference between pressed aluminium construction and the more recent techniques the top plate aluminium builders are using.

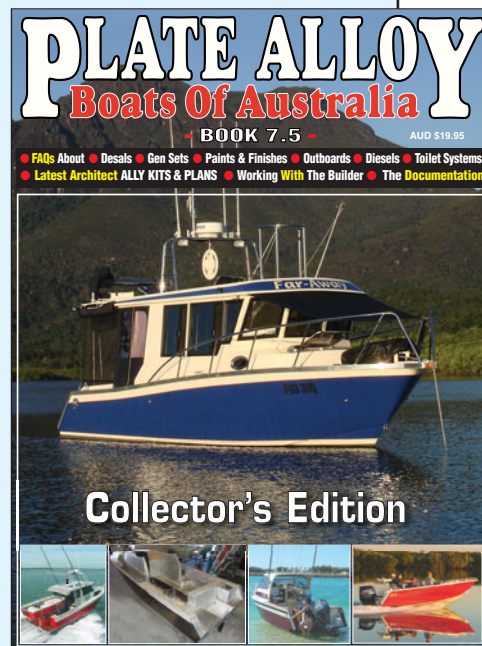
The series has been inspired by a number of significant factors ranging from a marked increase in the number of plate boat design and

book inquiries we’ve been getting over the last 3 to 4 months. The “book” reference here refers to our six + 1 book series called “**Plate Alloy Boats Of Australia**” which the writer and colleagues produced between 1998 and 2006-7, roughly one every two years with a closer gap between them around 2005 and 2006 (Book 5 and Book 6, as it happened) which were the peak years for plate aluminium boats in modern times.

As there are no stocks of these printed books left, we more recently produced a one-off compendium, literally the ‘best of’ and the most timeless reports in the first 6 books. This huge, **375 page e-book** is readily available still thru AB subscriptions for \$19.95

**AB**

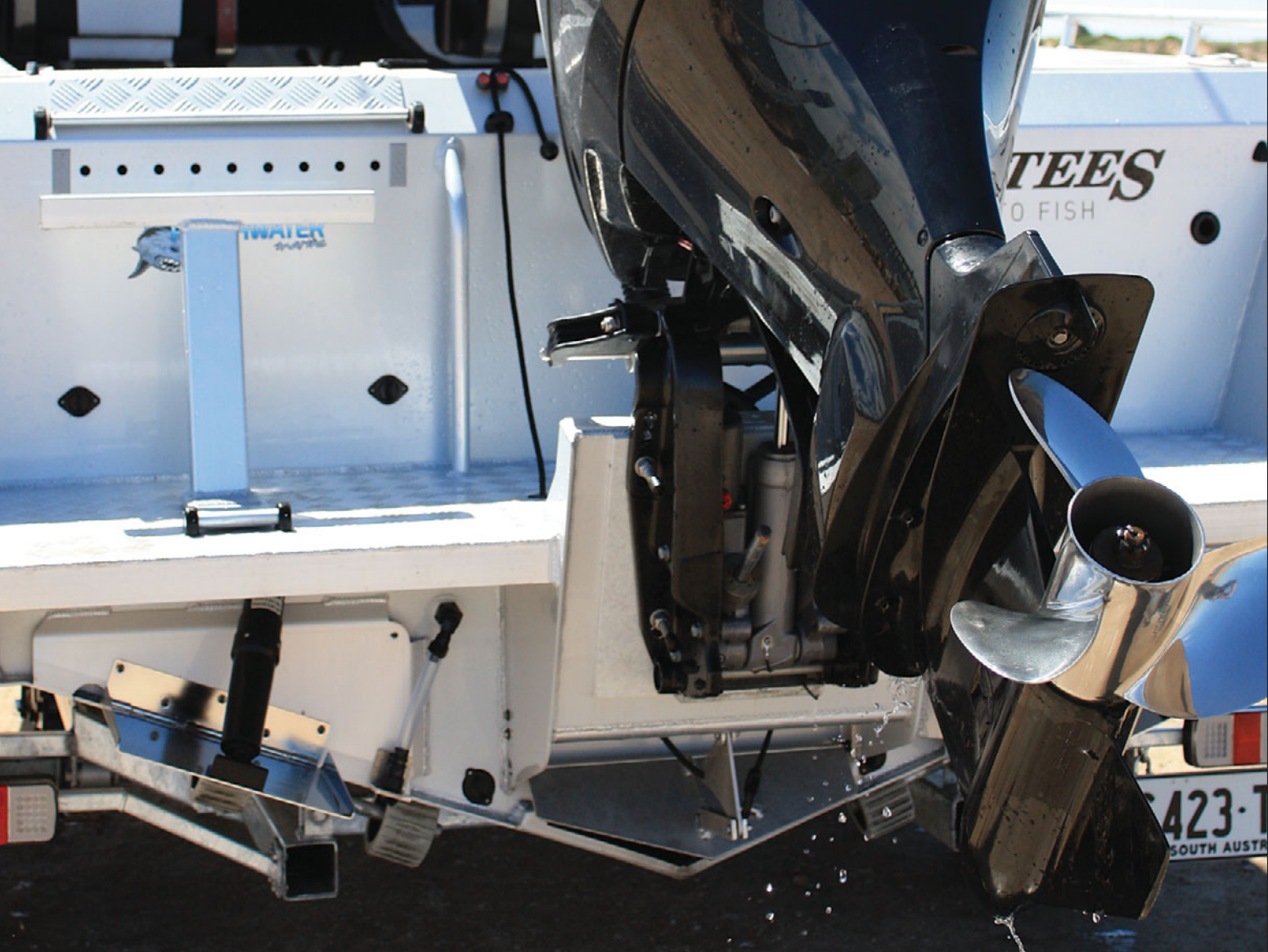
**\*\* Good Spotting - you are very observant! It was going to be just a Two Part series, then a Three - and now its been enlarged to a Four Part series - and will probably end up as a book - Plate Alloy Boats #7 - in due course.**



*Strange, different, and from all reports from Adelaide, SA, extremely effective. AB is following this bluff-bowed Nautic Star series with interest. MTC soon.*







architects we have in this country, or just investigate how much it would cost to work with a naval architect – it is the plate aluminium world that has engaged naval architects right across Australia to help them move forward.

It's the exact opposite in the GRP manufacturing sector, and as the three principal judges on Master Chef are want to say: “. . . And that's the reason you are going home. We are sorry, but your old 1990s half cab is under done and out of date . . . “

(With apologies to Gary, George and Matt !)

Where there is not a single naval architect on a permanent arrangement or contract with any of the GRP trailerboat manufacturers left across Australia, the opposite applies in plate aluminium boats.

Why? Because almost every single plate aluminium builder has an alignment or relationship, formal or informal, but there, nevertheless, with a practising naval architect or designer who has in most cases, drawn the lines, worked out the construction and engineering for that plate aluminium boat builder and his customers.

***“Shut The Gate . . . indeed! Much as we always hate to admit the Kiwis might have done something right, this is very clever design and boat building. The opening and shutting ballast compartment gate (operated from the cockpit) on this Surtees 6.7 Game Fisher is, seriously, damn good design - even if it was designed by a bunch of . . . well, there you go! Yea, them . . .***

For all these reasons, we wanted to open up the plate aluminium boat world for today's boating families. In terms of packaging, it's now possible for busy boating families to organise a state-of-the-art, 2018 plate aluminium family boat, without leaving the office or home.

The underlying purpose of this series of articles is to encourage boating families to re-think how they can go about getting on the water with a safe, modern, economical, and easily handled boat that will cope with any conditions they'll find on the local waterways.

Put simply, it is now possible to organise a naval architect-designed platey in every state of Australia where the consumer/purchaser doesn't have to lift



a finger beyond squeezing the champagne cork out of the bottle at the launching, before targeting Mum and the kids with that sweet, fizzy hallmark of the success of your exciting project.

### Starting With The Hull

Over the next few pages we're going to consider a lot of the design points you will be discussing with mates, perhaps the boatbuilder and even the naval architect(s) involved in your new project. The idea is to give you a 'heads up' on the basics involved in each sub-section.

The commentary will be based on the writer's umpteen years of experience with plate aluminium boat design and construction (since our first platey, the bright red 7.6m Star Boats Tracey-J(3) in 1982) and literally hundreds of hours at sea, in

***Such a lot of history in this pic - built by Alf Stessl back in the day, by Andy, Mick and Drew (who then became ADM Marine) under the watchful eye of a young foreman called Tony Bramich (yes, the bloke who has just completed AB's 5.4m new cat) to a design by an up and coming young nav architect, Jon Kemp - who went on to become Oceantech Marine in Adelaide! Here are the other things to look at - note the 'hipped' sheerline, the very 'full' shoulders and the near vertical stem - where the only 'flare' in the shoulders is that which is formed naturally by bringing the plate sheet into the stem. This is still world class design and boatbuilding.***

estuaries and rivers using these boats as a family with four kids and a dog; where the siblings slowly progressed from toddlers (literally) thru to their teenage years as excellent sport fishermen fishing all over Australia. When they finally went off to university, etc, and started their own families, the writer became very involved in his dream of long-range cruising boats – opening up an entirely new chapter in Australian plate aluminium design, engineering and performance.

Obviously the commentary is mine and will be biased towards those things that I believe to be true, based on the aforementioned experience. But as the old cliché goes, opinions are like bums – Everyone has one! I urge readers to respect the point that these opinions we are publishing here are just that; opinions.

I'd like readers to take the following commentary on board as Peter sharing an opinion that may – or may not - be appropriate to the circumstances you will be contemplating in the future.

These opinions have arisen from a hell of a lot of boating in plate aluminium boats - but it IS a moveable feast. More than anything, new technology will continue to drive, merge and challenge historic opinions. And I am totally aware most, if not all of the naval architects and engineers I have worked with, will now have alternate, if not conflicting views, about the stuff in the following commentary.









*This is one of the most interesting platies built on Oz, back in August 2006, by Col Svensson, then at Fisher Boats. Of interest, apart from his exceptionally compact single outboard transom, was the 19° constant deadrise deep-vee hull carried well forward to promote a soft entry in choppy or rough water. Stability can be a problem with such a deep vee, but it was assured by the (open) water ballast tubes which (obviously) fill with water when the boat settles at rest, and empty as the boat accelerates forward.*

**Time Out:** I mean, can anyone seriously believe that Adam, Phil, Gavin, Marcel, Allan, Jon, JP, MB, Steve, Paul . . . some of Australia's finest designers and nav architects, would all agree with **moi** on **anything??** You'd have to be dreaming! Besides, how boring would that be? The whole point of using these professionals is to learn, to argue, to debate – so if you don't have the occasional 'blue' how can you be going forward?

### Beam Width

The only real debate about the potential beam of the plate boat concerns the national regulation that it cannot be more than 2.5m wide. Full stop. Despite what many brokers and the hot-shot

*As noted in the report, using the oversize signage, flags and flashing lights is not a big deal - especially in this case as we were able to build special brackets and frames for the gear. More to the point is that big trailerboats like this need special trailers, a very special tow vehicle (our big 'Effy' was awesome) and a driver prepared to drive such a big, long, rig.*

salesmen with a bunch of imported boats to flog will tell you, believe me, the maximum beam ruling is not going to change in our lifetimes. And having a beam width of 2.6m is just like being a little bit pregnant: You are still pregnant, or in the point of the analogy, you're still, at 2.6m, 100mm over the allowable width.

Now it's true you can purchase a swag of Over Size signage, at least four diagonally striped red and orange flags, flashing lights for the front of the tow vehicle and the rear of the boat being towed, and thus be equipped to run up to 2.9m in most states,, providing you don't go into designated areas, such as through the centre of the Sydney or Melbourne CBD. Or in heavy rain. Or in some cases, overnight.

We've had several boats in the over-size category, and whilst it's not a big deal if you're involved in a one-off type highway trip (say, Sydney NSW to Proserpine FNQ, and back, four weeks later) in an F-250, or a big Ram 4WD, it certainly can be nerve wracking working back and forth in city traffic just to launch and retrieve the







***SA Editor Dianne Ross in the cockpit of a beautifully set-up Surtees 6.7 Hardtop cabin Game Fisher as partner John Batty takes the pic. Note the inherent 'flare' built-in to the shoulders of this craft as the plate aluminium sweeps around the topsides to the stem.***

boat. Doing that regularly is a whole different ballgame. Having to 'light up' the tow vehicle, install the flags and hang out the oversize signs before trying to make your way back along Pennant Hills Road to your home in Nor'west Sydney every time you go out in the boat would be a real pain in the proverbial. And trust me, it will quickly take the shine off launching and retrieving the boat, never mind your nerves, as you make your way back through the city with such a big, wide load.

You also have to realise that when other motorists spot a big, wide boat with flags and flashing lights, it becomes their day's challenge to

see how closely they can squeeze in front of you just as the traffic lights change from green to yellow . . .

That's why, in reference to beam widths, 2.5 metres wide just makes good sense.

In the context of the 7.0 – 7.5 m plate boats we are contemplating in this report, it's not really an issue, as today's architects long ago learned how to squeeze every millimetre of width into the water line beam of the boat, and in 95% of the cases, they'll be happy enough with 2.5 m.

### **Deadrise, Or 'Vee' At The Transom**

This is one of the most complex areas of modern powerboat design, so it's hard to be very descriptive in a couple of paragraphs. Much is made about the depth of the Vee at the transom of modern boats, and it's a major selling point for some brands. Sometimes boat salesmen go on, and on, and on, about his boat having "a much deeper Vee than Brand X . . ."





It might well be a salient selling point, but to suggest there is a singular advantage in having a deeper Vee on HIS boat than that on Brand X, is really silly. There are so many other factors involved as to render the comment quite misleading. It is entirely possible that a well-designed moderate vee hull could be softer riding (presuming that's the sales point) then the boat with a deadrise that is 2° more!

Just for the record, a moderate Vee is considered between 12° and 16°, and deep V is usually from 18° – 24° and there is at least 250,000 combinations in between those four figures. The late John Haines (Snr) really kicked a goal when he invented his **“variable deadrise deep vee”** boat bottoms, if only because he closed off all arguments about deep Vees from his competition!

In fact, it was a true variable deadrise but he was a bit sneaky about how he did it. He measured the Vee at the front of the boat (near the forefoot) which was 33° - before walking back to the transom which on most of the Signatures was 22° - hence he was able to describe it quite honestly as a “variable” 22-33°deadrise.

It is a very complex subject, but I'd be concerned if a platey had a transom deadrise of less than 15° – 16° or more than 21° – 22°. However, I'll leave it to the boatbuilder and your naval architect to explain why he's used the deadrise he has.

One truism that is worth keeping in mind: the deeper the Vee, the more power that will be required to get that boat up and out of the water on plane, because it is quite literally digging a deeper and deeper hole in the water as the

*Several of the top pressed tinny boat builders now offer genuine plate boats too - this Sea Jay 7.6m hardtop from Bundaberg Qld being a fine example.*







deadrise increases from say 18° to maybe 24° or more, in some of the extreme cases.

The other interesting sidebar to the deep Vee issue is that the deeper the Vee, the greater the susceptibility of the boat to instability at rest. This is one of the main reasons why all the pressed tinnies of the Quintrex kind rarely exceed 10° to 13° deadrise at the transom.

### Stem angle

Wow - this is hard to explain because the stem angle is usually a composite figure derived from an examination of the shoulders of the craft, the ability to wrap plate aluminium around the frames, and the developing deadrise that commences at the forefoot or the beginning of the stem angle. Complicated? Of course it is - this is what naval architects spend years studying to understand, but we can look at a really interesting and obvious example of varying stem angles.

**Left: Two native classics - the Kiwi Surtees 6.7m Game Fisher and the Aussie Quintrex 670 Offshore revealing the difference in stem angles and freeboard (or topside heights) between the designers' thinking. Australian fishermen have traditionally preferred the deep cockpit.**

If you check almost any of the Kiwi plate boats from brands such as Extreme, Surtees, Pro Line, McClay, etc, and the Australian Bar Crusher (which is, by default, an ex-Kiwi design) you will notice they all have the Kiwi's popular, softly sloping stem which is markedly different – *a completely different philosophy, in fact* – to the much more “plumb,” or shorter, more vertical stem you’ll find on virtually every Australian plate boat.

The difference is not subtle.

And sticking my head on the chopping block here, let me make it clear that I disagree with the Kiwi philosophy for Australian conditions.



Especially in the sense that I believe very strongly that a fuller stem line and bluff shoulders (such as that used almost to extreme in almost all American recreational fishing boats) ensures that our boats will not bury as deeply into either a following sea, or for that matter, a head sea, which ironically, is where the Kiwis claim there is a real advantage.

I just don't get it, and I just wonder about the many millions of American GRP boats that have been built with the sort of bow, shoulder and stern angle that we Aussies also prefer.

But hey, let's keep it in perspective. It's not necessarily a game changer, so much as it is a Kiwi preference compared to what we think is needed upfront in the boat. It's a bit like left-hand drive vs. right-hand drive – the Americans, for instance prefer to drive on the right hand side of the road, whereas we prefer to drive on the left. It's not really about one being "better" so much as it is simply at historic preference that is now totally established as the general 'standard' in their respective worlds.

*But I still prefer the way we do it!*

## Shoulders

This follows along from the notes on the Stem angle. It's not really something that a layperson can influence or need worry about in a new boat, because it's another one of these composite issues that arises from the confluence of how the sheet of plate aluminium comes around from the topsides and into the stem. It's about the width of the plate sheet and the curvature forced by the frame structure – it's not something you can just say I want a 10% bigger set of shoulders . . . *because it doesn't work like that.*

That said, you need to be very aware the 'shoulders' of a boat have an incredibly important job to do in some very difficult situations.

*(Huh? Let me explain . . .)*

The most obvious is when the boat is running into a head sea and coming down from the previous wave into the trough, before pushing into the next wave... As the boat drives into this next wave which will probably be taller than the exposed bow and stem, it's critically important that the boat doesn't "spear" into the wave.

What we want it to do, is go 'in' reasonably softly, and then, as the hull fills out from the stem back to the topsides of the boat's forward sections, we want those shoulders to have sufficient shape to create the 'lift' we need to ensure the boat comes up and over (or out of) the wave.

Now if this is important punching into a head sea situation, it is even more important running

downwind, before the sea. You don't need to be very experienced to understand that coming in through a barred ocean entrance, with a run out tide, the issue of lift and buoyancy in the forward sections of the hull is damn near life-threatening. . . So we have to make absolutely sure the bow section doesn't bury itself into the waves you are overtaking and possibly coming through, and down into the next trough.

So while the shoulders are sort of indefinable part of the hull shape, be aware they have a very real job to play and can have a marked impact on a boat's performance – especially at sea.

Also under the heading of "shoulders" we have the issue of "flare" which is the curved shape developed from the shoulders under the gunwale which we don't see much of in plate aluminium boats. Instead, we tend to leave it to the architect and boatbuilder to develop the hull's "flare" by the way they position the plate aluminium around the frames.

Once again the hard to define "flare" also has an important job to do because it partners with the shoulders to suppress the waves or frothy spray on top of the waves, and prevents much spray-type water coming up over the gunwale. This is hard to explain in a few paragraphs, but we will try to pick some good photographs that will illustrate the point quite quickly, because it is something plate boat owners need to understand.

## Sheer

This is often a signature piece of a boat's design from various naval architects. Indeed there is a whole genre of fishing boats in America that feature what they call the 'North Carolina sheer'.

Whilst you can argue it is not crucial to a hull's design, and few would argue the point, I would also point out that by gently raising the sheer line along the length of the boat adds not just a "shippy" look to the hull, but in the best cases, certainly helps soften the straight-line harshness found in many plate aluminium boats. So raising the 'sheer line' definitely can improve the design's aesthetic appeal, and also provides a seaworthy advantage. I'm quite sure most nav-archs would agree that raising the sheer line towards the bow can also increase the boat's seaworthiness, its sea keeping ability (because of the higher stem and bow) to shed a little more water, thus promoting a dryer ride as well.

## Transom

This is a major subject in its own right. To begin with, to determine transom shape, style and overall design, we'd need to know what sort of engine or



power plant was being used. Given that about 90% of Australia's plate boat brigade is powered by a single outboard, there are significant variations possible. It breaks down to whether there is a single installation or twin, as the transom set up varies so dramatically with that decision alone.

For example, with a single engine installation, it's possible to develop quite a useful area in and around the transom outboard well – the well only needs to be a metre or so wide to carry a single engine. That gives the designer some freedom to use the space on either side of the single outboard for further development, be it a doorway (that's very common), or a live bait tank (equally as common on the opposite side of the doorway) and from there, the whole transom structure can evolve.

It could also be a stern drive boat, or sometimes an inboard or even a jet powered boat. In all of these situations, an across-the-transom boardwalk or platform could be very useful – but then, that is utterly dependent on the power system involved.

This is an important subject, so we're going to bring transoms back again when we discuss configurations next month, because transom design is locked into many other major aspects of the design of our new platey.

**Footnote:** We hope you're enjoying this plate alloy series, and we're happy to address any questions or suggestions you might have of things you believe we should look at, or consider. Furthermore, if you've got any comments to add, based on your experience in the plate world, don't hold back, as the more input we get, the more this series will help our readers.

**A 'Please Explainer'** GW from Mornington Vic queried my references to 'running downhill' and asked what exactly is 'beam-to'?

GW, don't ever feel embarrassed about asking us questions - especially if it is nautical 'speak' we've used, assuming our readers will understand the terminology. A founding principle of our work is to help readers get the most from their boating - in the safest way possible - especially where families are concerned.

Yours are not unusual questions by any means, and inspired us to dig out an excellent illustration graphic artist Greggo did for us some time ago for a rough water handling article I wrote . . I trust this will clarify the terminology, as the illustration covers all the common situations boatowners can face when the going gets rough - which it can - even in our big bays and harbours from time to time.

As you've discovered.

**AB**

*There are as many ways of doing a transom as there are designs of boats - this is an interesting deep vee design (with extremely wide chine flats for stability and lift) in a Kiwi designed, Aussie built, Black Rhino 7000*





I've also sent you a copy of the original 'Rough Water Handling' article to read, partly to assure you that your boat (a modern Quintrex 510 Cuddy - one of my long term family favourites) ) is more than capable of handling Port Phillip Bay conditions in any weather - and we don't want to see one rotten day spoil the family's future enjoyment of boating.

Mate, the secret of bringing them home safely and happily can be summed up in two words: **SLOW DOWN**. Pull right back **until the Quinnie is just off plane**, and **balance the boat**. **DON'T** put everybody forward in the cabin - in fact, you might have to 'volunteer' Mum and a couple of the kids to sit down aft (sorry, near the back of the

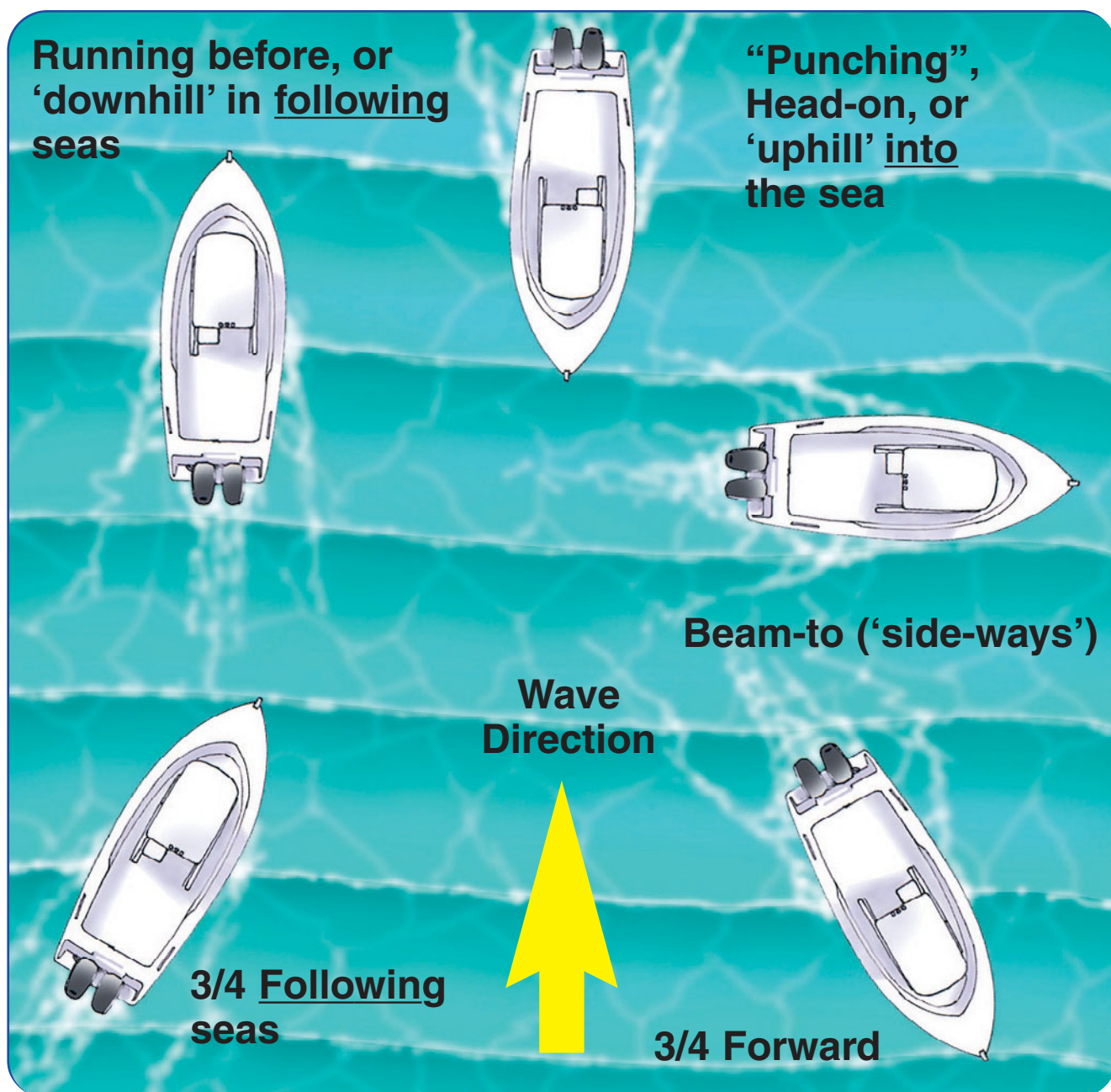
cockpit) on the floor just to help the Quinnie keep its nose **up and proud** until you work your way into a lee, or calmer water. Apart from which, sitting them down on the cockpit floor in really poor conditions is less windy, less scary, softer riding - and more sheltered from the wind and spray.

Backed off plane, balanced nicely, with enough throttle to push the nose up and the stern down (usually about 7-9 knots), you could take that Quinnie down to Tassy in a full gale.

But if you'd like to have another chat about it, don't hesitate to give me a call.

(- PW)

**AB**









# Question: Is Renovating A Basket Case Worth The Trouble?

## Answer: Well, Sort Of . . .

For Brooke Frecklington and her husband Denis, Fishing Vs. Renovating is a no brainer. But when the weather sucks, the fishing boat is in dire need of expensive repairs, and Brooke is hot to develop an inshore fishing rig for things like the GC Flatty Classic - the solution was clear: "Let's invest our time and energy into a Project we can renovate, sell - and then develop the special estuary platform we need.

That was the motivation, and as their report concludes, it **CAN** work; it **DOES** 'SAVE' mega \$\$\$ - but the time involved for amateur boat builders, is alarming . . . .

**What started out as an exciting project soon dwindled into a slow crawl.**

The project boat was forgotten about for several months as our lives became very busy. This refurbishment was never going to be a boat that we were going to keep. It was meant for re-sale so there was no hurry to keep on cracking and get the job done quickly.

Months past and Denis got sick of seeing the boat unfinished so he ended up getting the ball rolling again.

With a few gaps in my video and photographic work on the refurbishment we started to get the runabout on the home stretch.

### **Sanding the boat back to paint -**

We decided to take the boat off the trailer to sand it back and paint it. This was surprisingly not as difficult as you may think considering the size of the boat.

Denis set up some old tires on the ground for the boat to sit on once it was off the trailer. It was a matter of slowly releasing the winch so that the back of the hull lined up to land on the tires arranged and same with the front.

Making sure to be careful of the tipping point of the trailer as it was not connected to the car. The drawbar comes flying up in the air when the weight of the boat is shifted to the back of the trailer just

*Three photographs that really sum up the project and the work flow. On top, gutting the hull and getting back to sound GRP. Centre, replacing the cockpit floor and completing bouyancy chambers. And the lower pic - good as gold, and ready to go, fuel tank in place!*

before it comes completely off and rests on the tires.

When the boat was safely off the trailer, we removed everything that could be removed from the outside of the boat. This included the gunnel rubber, the boarding decks on the back of the boat, the hatch doors (etc) so it was ready for sanding and prepping for paint.

The hull was in pretty good condition. It had no cracks or major gouges to fix. There was some crazing in the paint work; a lot of old boats have this. Crazing is a deep pattern of cracks in a small area in the paint work. One coat of paint can't fix this type of cracking it must be sanded and filled a few times so that it doesn't come back.

After we were finished sanding and filling all areas of the boat, it was ready for spray painting.

Denis was using Juton Hi build primer for the first few coats. This is much thicker and gives you the chance to fill any imperfections, and sand back any runs.

We sprayed the under side of the boat first, chocking it up on an angle so that we could get as far under as possible. We let that dry and did the other underside as well. This was a bit of a gamble where the paint would be damaged from sitting on the tires or not, but it seemed ok.

### **Next was the sides and topside of the boat -**

The gunnel has a grip pattern on it and this is where the majority of the crazing was on the boat. It's a hard area to bog up cracks, too, as we wanted to keep the grip pattern. So I masked up the outside edges of the grip pattern leaving the grip exposed so that we could roll a coat of the hi-build





**Above:** Whilst there is no doubt there are bargains to be had on Gumtree, people without actual boat building experience often find the end result didn't justify the cost, the hassle and the time involved. Brooke and Denis have the advantage the Denis is a tradie with multiple trade friends to call up for specific work - and Brooke is a multi-skilled 'labourer' who has, with Denis, completed several reno projects like this before.

Check out Brooke's latest video on the reno project. It's very good, 'feet on ground' commentary and a BIG reality check!

primer on to it.

This way we could really push the paint down into the crack and fill it with out losing the look.

Satisfied with how much the hi-build filled the crazing cracks, I removed the masking tape so that Denis could go ahead and spray the sides, the gunnel and the inside edge of the gunnel next.

Only one coat of the hi-build primer is necessary, but because we left the boat another week, Denis decided to give the whole boat one more spray with the hi-build and then spray the boat with it's final

[Click On Pic To Start Video](#)



260



coat of white poly 2-pack to finish it off the following day.

### **Flow coating the inside -**

As the boat was flow-coated months earlier and left in the weather it was in need of a good pressure clean on the floor and on the inside of the hull to loosen off any existing old paint and dirt.

The new floor was also washed with a special cleaner (because of the waxed flow coat) instead of sanding it back. Once it was clean and dry, it was ready for flow coating.

We decided to go with a light grey flow coat on the inside of the boat. White is super reflective so the grey would just take the edge off the glare.

### **Installing the new windscreen that came with the boat -**

When we purchased the boat it came with a few extras, like a new looking windscreen that had not been installed.

At this time of the refurbishment we were still unsure how we would finish off the boat. It would have made a great centre console or side console even, but seeing as it had the windscreen ready to install, we decided to use it.

Denis ran a bead of silicon along the edge where the windscreen meets the boat to give it a seal. From there it was a matter of screwing the jigsaw together. I was at work when Denis had the time to

install it so it was a little hard by himself, but he managed to get it done.

### **Last minute purchases and installing these things -**

Denis ordered a few last things that the boat needed to make it look really finished.

He purchased gunnel rubber, anchor and nav lights, cleats, hatch elastics, 2 bungs and rod holders.

After pouring so much time and money into the refurbishment we decided to shine up the old stainless steel elements to make them new again because they are not cheap to buy.

This included the gunnel corners and tie off point on the bow.

The remainder of the boat was ready to be put back together. The duck boards and hatch lids were all screwed back on and so were the cleats and rod holders.

Denis used stainless steel screws to resecure the deck to the hull as some of the original staples were missing and loose. After trimming the screws to a shorter length the gunnel rubber was ready to be installed.

Three individual pieces were required. Two short pieces at the back of the boat and one that wraps the rest of the way around the boat.

After measuring and cutting the

*Continued Over*



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**Top Left:** This runabout is going to make a terrific fishing platform - cockpit is huge! **Centre Left:** More than 'as new' - this floor is now brand new, as the entire cockpit sole has been replaced.

**Left Below:** Looking pretty damn good, hey! It just goes to show that a 'golden oldie' CAN be restored to better than new condition with dedication, huge amounts of elbow grease - and enough cash for the materials.

lengths we needed, Denis ran a bead of sikaflex on the top, bottom and front edge of the sandwiched hull where the gunnel rubber is pushed into place.

The rubber is designed as such a tight fit there is no need to screw it into place, just give it a tap with a rubber mallet or plastic hammer.

The original gunnel corners were screwed back on to cover up the joins of the gunnel rubber where the hull meets a right angled corner and where it stops.

### **The dash -**

The original dash had holes from where things were installed and no longer in place. It was not an appealing look, so we had to do something about it.

Denis suggested some vinyl flooring in timber pattern to cover up the holes and give the boat a 'new dash' look.

We cut the laminate to size and shape and sikaflexed it into place so that it at least looks finished off.

I'm still a little unsure about the look of the new dash, but it's certainly better than the way it was. If the next owner doesn't like the look, at least it's not a hard thing to change to suit their taste.

### **Things we didn't do -**

We didn't install the seats that came with the boat because they were not exactly brand new and fashionable looking for today's market.

Our decision to leave the boat as an open runabout is safer than turning it into a centre console and potentially having unnecessary holes in the new flooring.

The trailer that the boat came on needs a lot of work to get it up to a good standard and we simply don't have the funds to fix this trailer or to buy a new one for it.

We opted not to install any marine carpet or fit any of the electronics the boat needs. Nor did we want to put some cheap outboard motor on this freshly refurbished boat.

The boat deserves a new motor, a new trailer and to be fitted out to its new owner's taste.

### **Why we decided to leave the boat in this unfinished state -**

I would happily finish the boat if everyone who came to look at it said "This is exactly how I wanted the boat to look, or be fitted out." Sadly, not every one has the same taste and ideas, so it is easier to display the boat how we finished it and say, "At your cost, we can help fit the boat out to your specifications."

### **End thoughts on tackling our boat refurbishment-**

Although Denis and I have done some touch ups and repairs on other boats we have worked on before, this was the first full refurbishment we've tackled.

Do we regret taking on a massive job like this? I'm going to say "No."

Sure, it took a lot longer and more money to finish the project than we expected, but we have just saved a golden oldie from the scrap heap and given it another 20 years of life. And built a strong, safe GRP fishing boat many young families WILL be able to afford.

This project boat honed our boat building skills and experience for more projects to come. Let's face it, not too many families can afford to rush out and buy a new boat. At this point in our lives, between juggling our jobs, the mortgage and the bank balance, we can't. But we are slowly getting there, and refurbishing boats like this, is one of the few ways Denis and I can work up to acquiring a new boat for ourselves down the track.

If you want to take on a full boat refurbishment like this one, I recommend you pick a boat you plan on keeping, because you will almost certainly spend more time and money than you initially figured, on the project.

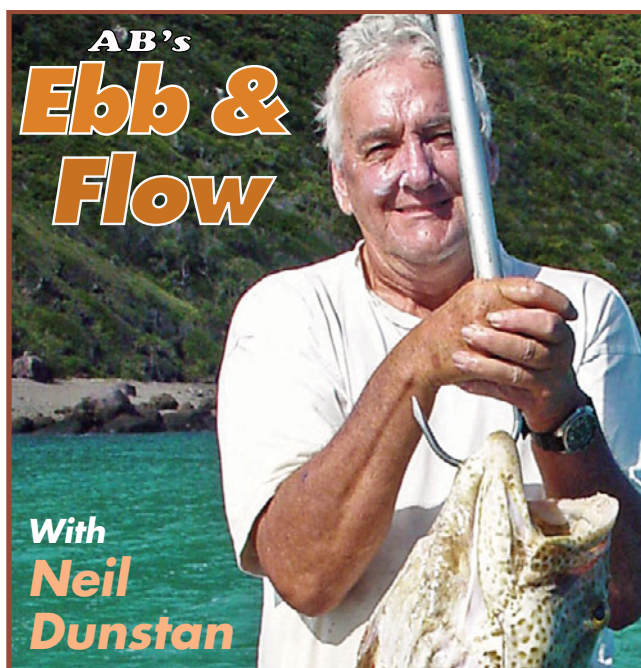
If we costed our time and labour into this project, there's no way Denis and I will get back what we poured into this project, but we've learned a great deal, and it will be very satisfying to see it go to a good family who'll get years and years of great fun and fishing out of it.

Since completing this project we have already acquired another fibreglass hull for a complete refurbishment that is even more in-depth than this one.

However, it is different in one vital area - this time we're re-building the boat as a 'state-of-play' estuary and dam fishing platform.

I have wanted my own estuary boat for a long time, so whilst we might not have the cash to buy a new Quinnie, we're certainly keen enough to open another can of enthusiasm, and determined enough to roll up our sleeves and get stuck into Reno #2 . . .





## Crab Pot Thieves Spoil It For Everybody

**A couple of weeks ago I went on a trip to Cape Palmerston, about fourteen n. miles south of Sarina Beach where I live.**

I do this trip regularly during the cold weather, as I normally stay for a week or so and camp in my 6.4 metre Trojan which is set up for camping. During the cooler weather, it is much more pleasant than in the wet season, as I get a good night's sleep when it is cool and the mosquitos and sand flies are much less of a problem, especially at night. There are also more winter species of fish such as bream, flathead, blue salmon, etc, but the barra are a bit more lethargic and more difficult to catch.

I planned to stay for five days as the weather forecast was perfect and the tides were just right, so I loaded all the ice, bait, food and drinks to last a week or more, plus some extra blankets. I usually get going about half tide in, which was a convenient 10.00 am in the morning.

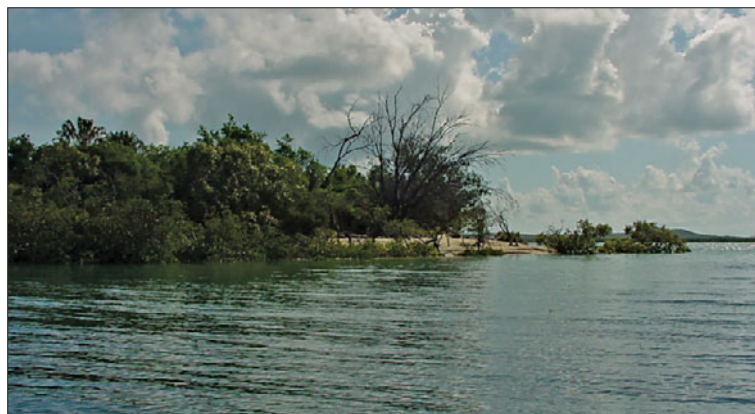
This allows me to arrive at the Cape near the top of the tide, which makes it easy to travel over the numerous sand banks on the way in. And with plenty of water in the creeks, I can go straight up the creeks, set my crab pots, before I anchor up for lunch. This well established routine is followed by a bit of a tidy up, and I then have my afternoon nap - *it is not a hard life!*

By later in the afternoon, the tide has gone out enough to move over to a sand bank and throw the cast net for some live herring and small mullet which I keep in a twenty litre lidded bucket with holes in it, over the side. By this time it is time to prepare my evening meal, ring my wife to let her know everything is all right, and run a few livies out for the incoming tide just before dark. This night I decided on bacon and eggs with onions, potatoes and tinned green peas with some canned peaches and tinned cream - followed by coffee and fruit cake. Let's face it - I live pretty well when I am *roughing it!*

As I mostly do all these trips on my own, I can go to bed when I feel like it, stay in bed in the morning if it is a bit cool and eat whatever takes my fancy. The only things that make me do stuff at a certain time, are the tides. Since the rugby league games are broadcast on Thursday to Sunday on the ABC, I have plenty of entertainment in the evenings.

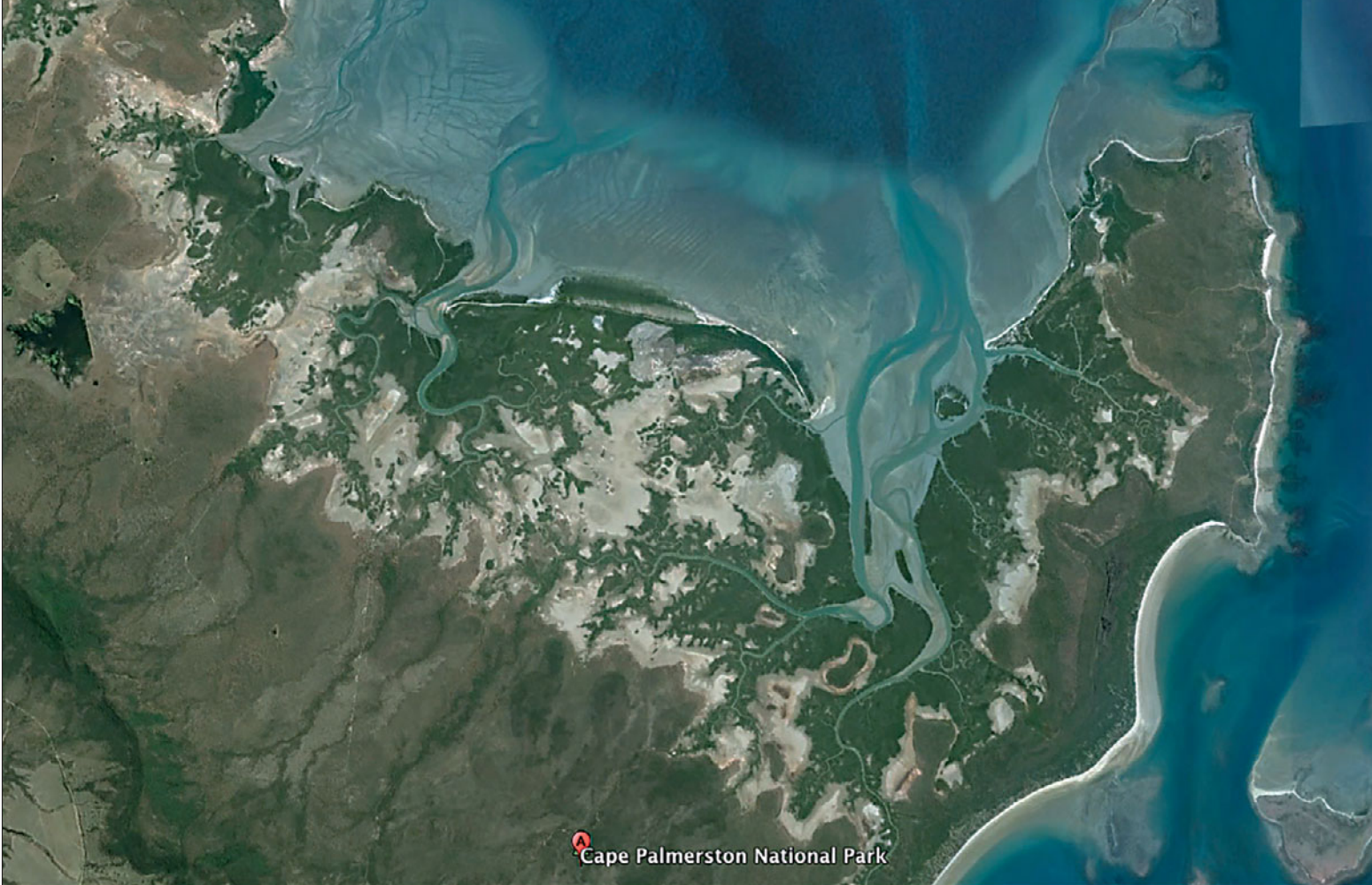
With high tide at midday and midnight this is perfect, as the crabs feed better at night, and this means that the pots are in water all night, not like a low at night when the large tides we get around here can often leave the pots dry for a long time during the night. Also with a midday high, it is a perfect time to check and rebait the pots without having to go early in the morning or late in the day.


***Next day when I checked the pots I discovered that they had all been robbed*** as some were thrown back in upside down and others were left with the doors open. To add insult to injury all the pots had three or four crabs in them but they were all large jennies or undersize bucks with any legal crabs removed. Most of the jennies had one or two claws removed which I think is really poor form as this means that the crabs will find it very hard to feed and survive.



I baited up again and reset them but as I was crabbing in a 6.4 metre boat I could not get away from the main part of the creek to hide my pots better. The rest of the day I fished a bit and only caught a few bream, cod and flathead, so the ice box was a bit lean by the end of the day.





 Cape Palmerston National Park

***Sadly, Cape Palmerstone's remoteness - and myriad creeks and inlets through this big natural estuary system - is too far away for the authorities to police - and the bad guys know it.***

I ran into one of the pro crabbers who has been working this area for twenty years or more and I know him very well as a fair dinkum bloke and he said that forty of his pots were also done over, so he was pulling them all up and going home until the group of holiday makers had gone home.

I got to talk to some of the campers (a group of club fishermen in five boats from Rockhampton who were staying for five days as I was) and they all seemed like a decent group of blokes, so I reckon it was not them who were the pot raiders. This left one camp of two young blokes who didn't seem to do any fishing or crabbing but just tore around the place in their tinnie with stubbie in hand, getting drunk.

The next night I was woken up around midnight by a tinnie roaring past my boat, nearly tipping me out of my bunk and I could tell that it was the same two blokes as they were running one of the only two stroke motors around the Cape at this time, and I could tell that's what it was. Eventually, they came roaring back to camp a couple of hours later and went to bed.

The next day on checking my pots it was the same situation: no legal crabs in a spot which I know

intimately and where I always catch crabs.

I was so disgusted that I pulled my pots out, folded them up and lashed them to the top of the hardtop then went back to my normal fishing spot to run out a couple of live baits and lay on the bunk to read a book while I waited for a fish to catch itself.

For the next three days this was how I filled in the time and enjoyed my stay catching a reasonable amount of fish apart from still being a bit crapped off with the attitude of some rats that ruin it for everyone else which they continued to do for the rest of the week.

Even though the tides were just right, the weather was perfect and a full moon all night meant that it was easy to keep an eye on the boat's safety, I still decided that since the four wheel drivers had discovered this spot, there was no longer any point spending the time and money on these trips any more, so I will just stick to going out to the offshore islands from Sarina Beach where I know all the good anchorages and fishing spots - and the effort to get the big boat ready and provisioned is much more justifiable, than going to the Cape to be fleeced by crooks.

*Neil Dunstan.  
Sarina Beach.*

**AB**



# Holden's Xtreme Colorado To Land In October

August 9 2018

## The Holden Colorado Z71 Xtreme – New Colorado 'Hero' Brought To Life

- New Colorado Z71 Xtreme inspired by concept car
- Colorado Z71 Xtreme equipped with exceptional Winch system for greater safety
- Australian designed and engineered genuine accessories
- Limited edition Colorado available from 1 October

Holden's dream ute just became a reality. Enter the Colorado Z71 Xtreme, Holden Colorado's newest edition, based on the celebrated Colorado Xtreme concept vehicle, first unveiled at the Bangkok International Motor Show in 2016.

Designed and built by Holden's talented Port Melbourne-based design team, the Colorado Xtreme showcased a wide range of concept accessories that captured customers' imagination; accessories that have now inspired the new vehicle.

Holden's Colorado Z71 Xtreme's tough exterior loaded with accessories is matched by its off-road capability, ready to take on any terrain or driving conditions.

To help tackle all types of activity, the Colorado Z71 Xtreme, based on the top of the range Colorado Z71, adds a best-in-class winch system equipped with a heavy-duty bash plate, as well as 10,000 lb load capacity and a 30m synthetic line.

Colorado Z71 Xtreme's high visibility LED light bar, combined with a winch bar, upgraded front suspension, all terrain tyres and vehicle recovery kit, add to its go anywhere capability, day or night.

Holden's tough, limited-edition ute also boasts a long list of concept vehicle inspired genuine accessories, designed and developed in Australia.

"The top end of LCV market continues to develop, and we're seeing a growing number of customers demanding greater off-road capability," said Holden's Product Marketing Manager, Andre Scott.

"The Colorado Xtreme was a concept car that resonated with our customers, and to not only put it into production, but elevate it, is very exciting," said Holden's Product Marketing Manager, Andre Scott.

"As a base vehicle, Colorado Z71 is already very capable, so we've expanded our Genuine Accessories range for additional off-road capability. Cue the Holden Winch system, the Xtreme's hero accessory, which is a game-changer."

"Backed up with a long list of accessories, customers can have confidence that their ute will not only look rugged but will be able to perform in the harshest of environments," he said.

**Equipped with a big 2.8 litre Duramax Turbo Diesel engine, 500Nm of torque\* and a 3.5 tonne towing capacity**, the Colorado Z71 Xtreme boasts the same impressive credentials of the Colorado Z71, with a new-look tough exterior and upgraded off road capability to match.

Colorado Z71 Xtreme comes loaded with value, priced at \$69,990 driveaway, which includes over \$19,000 of Genuine Holden Accessories. The Colorado Xtreme Z71 will be available at Holden dealers from 1 October 2018. Vehicles are exceptionally limited, so customers are encouraged to contact or visit their local dealer to register their interest to avoid disappointment.

**AB**









### AWD Mazda CX-8 Diesel With 450nm Torque For Towing Ease

Mazda has officially welcomed the Brand-New Mazda CX-8 Diesel into its now nine-strong family of award-winning vehicles, with the SUV on sale from July 1 2018.

Sitting between the Mazda CX-5 and the Mazda CX-9 on the sizing scale, the middle kid is a value-packed seven-seat option, ideal for growing families looking to pair their need for fuel efficiency, space and safety, with their desire for style and quality.

Equipped with the advanced 2.2L SKYACTIV-D twin-turbo diesel engine, the Brand-New Mazda CX-8 Diesel gives a maximum of 140kW of power at 4,500rpm and a huge 450Nm of torque at 2,000rpm.

Incorporating the latest SKYACTIV technologies, the diesel-only SUV has an impressively high combustion ratio of 14.5:1, achieved thanks to a new variable geometry turbocharger, ultra-high response Piezo injectors and a stepped egg-profile combustion chamber.

The many SKYACTIV technologies at play help Brand-New Mazda CX-8 Diesel to achieve best-in-class combined fuel consumption of 5.7L/100km for the Sport FWD variant, and 6.0L/100km for the Sport and Asaki AWD variants.

With a smaller stature than the traditional seven-seat SUV, Brand-New Mazda CX-8 Diesel offers nimble handling and manoeuvrability, without compromising on cabin space or comfort for occupants in all three rows.

The easy-to-handle body is shorter and narrower than the Mazda CX-9, with which it shares its wheelbase, and is the same width as Australia's favourite SUV, the Mazda CX-5.

Brand new Mazda CX-8 Diesel is available in two model grades, Sport and Asaki, across two drivetrains, FWD and AWD.

The Mazda CX-8 Diesel is offered in seven contemporary colours, including Soul Red Jet Black Mica, Snowflake White Pearl and Machine Grey Metallic.

The value-packed SUV starts from \$42,490\* for the entry level Sport FWD. The Sport AWD variant will retail from \$46,490\*, while the Asaki will start at \$61,490\*.

Managing Director of Mazda Australia, Vinesh Bhindi, said the Brand-New Mazda CX-8 Diesel is a compelling proposition for families needing space and economy, but wanting style and quality.

**AB**











July 27, 2018

## Second Australian Warship Accepted By Defence

by Andrew Spence

**Australia's second Next Generation Warship NUSHIP 'Brisbane' has been accepted by the Government and will soon make her way to Sydney to be commissioned by the Royal Australian Navy.**

Built at the Osborne Naval Shipyard in South Australia, NUSHIP *Brisbane* is the second of three destroyers being built and integrated by the AWD Alliance, comprised of the Department of Defence, Raytheon Australia and ASC Shipbuilding with support from Navantia Australia.

"The AWD program has proven that Australia is





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

able to build and integrate ships from the ground up – evolving our understanding as we go, and generating further improvements along the way,” said AWD Alliance General Manager, Paul Evans.

“We have implemented learnings from ship to ship in order to deliver better outcomes, faster outcomes, create more skills, more efficiency and ultimately deliver a better capability.”

The third and final Air Warfare Destroyer, *Sydney*, was launched at the Osborne Naval Shipyard near Port Adelaide, South Australia, in May and will likely undergo sea trials towards the end of the year before being commissioned in 2019.

## Snug Cove Finally Underway

**The Snug Cove Safe Harbour/Marina project in the Port of Eden is underway with wave attenuator design and alignment finalised and preliminary works commenced. A drilling barge has arrived and is getting ready for work.**

Snug Cove, Eden is close to Bass Strait and is the only deepwater port between Sydney and Melbourne.

The aim of the project is to provide an economic benefit for Eden and to improve the amenity and

safety of boating in southern NSW. Now that the attenuator construction is a reality, it is time to develop a specific strategy for the marina so that it closely follows the completion of the attenuator.

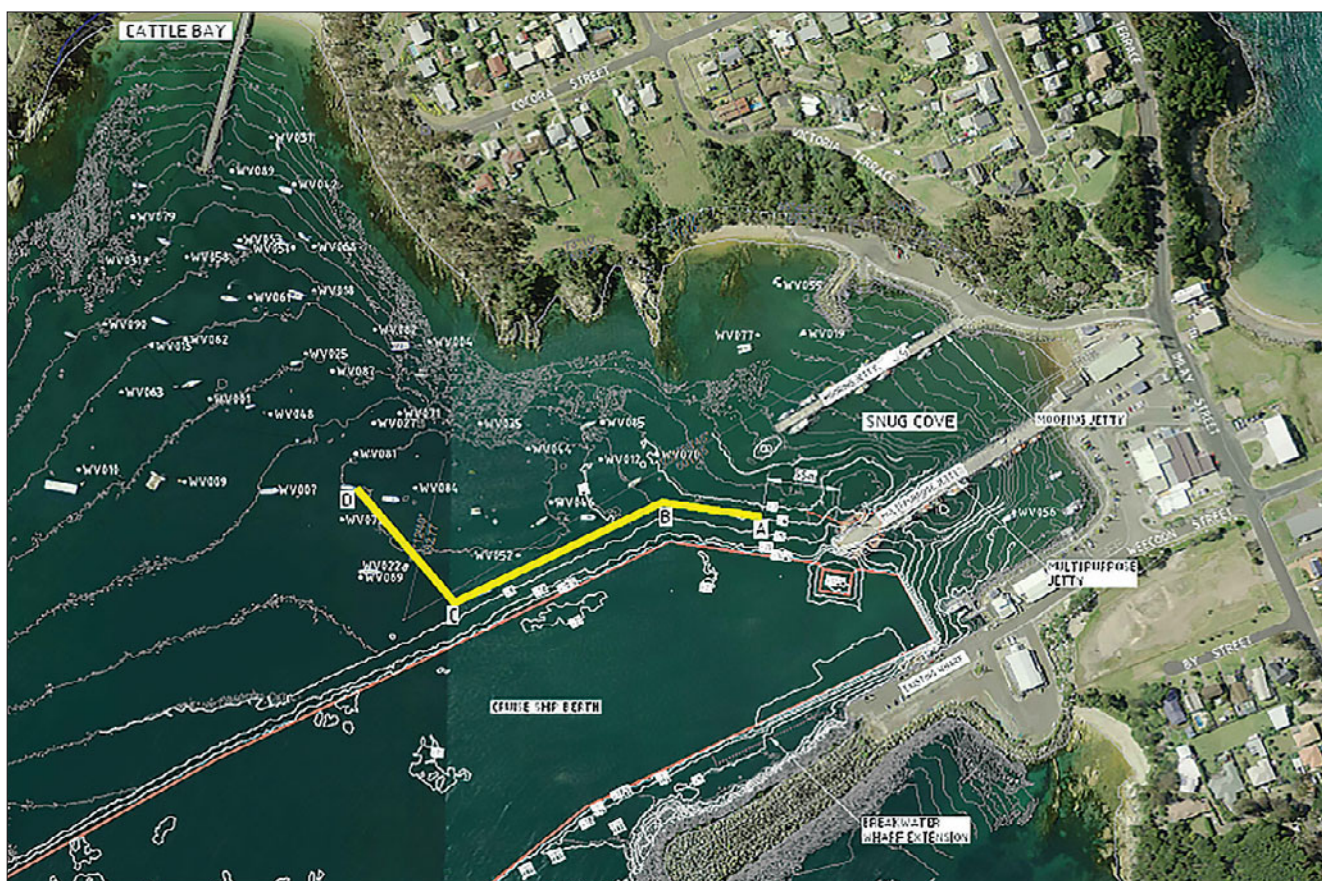
International Marina Consultants (John Leman), engaged by POEM, have developed a number of marina concepts and have worked closely with the Government Attenuator Project Team on the attenuator design and location.

Construction of the 366m fixed panel attenuator is scheduled to begin in January 2019 and be completed by February 2020. This will create a large protected area in Snug Cove which will accommodate a marina with about 170 berths (see diagram).

The attenuator is being funded and supervised by the NSW Government departments of Industry and Transport and is expected to cost \$19 million.

A Sydney firm, Waterway Constructions has been engaged for early contractor activities for the attenuator project. This firm is currently constructing the Breakwater Wharf Extension for the Eden Cruise Ship terminal in Snug Cove and should move more or less seamlessly on to the attenuator early in 2019.

Finally, a our sincere thanks to our local State MP,







Andrew Constance, who has organised the funding to make this project possible, to the Bega Valley Shire Council for funding the marina economic feasibility study that is the basis of the project and to the dedicated POEM members who have funded the association without seeing many results for about 8 years. We are confident that these sentiments will be echoed by the Eden community as the project takes shape over the next year or so.

For more information see [www.portofedenmarina.org.au](http://www.portofedenmarina.org.au) and [www.industry.nsw.gov.au/lands/major-projects/infrastructure/eden](http://www.industry.nsw.gov.au/lands/major-projects/infrastructure/eden)

*Robert Bain, Secretary, POEM 0418 622791*

*\*The Snug Cove project has no connection with the marina project that has been proposed for Cattle Bay in the Port of Eden*

## boot Düsseldorf anniversary in 2019



**- 50 years old but as young, fit and dynamic as ever!**

Although it is still almost 200 days until boot 2019 (19. to 27. January), preparations for the biggest trade fair in the world that covers all aspects of water sports are already in full swing at its location in Düsseldorf.

The boot team has received numerous applications in the meantime. The deadline for applications was 30. June and the team is now working on meeting the requests made by exhibitors. Demand for the anniversary boot is stronger than at any other time in the 49 previous years.

Further boot Düsseldorf press material and historical photos can be found at our Press Service here.

For further information, please contact:

**Tania Vellen**

Tel: +49 (0)211-4560 518

Fax: +49 (0)211-4560 87518

E-Mail: [VellenT@messe-duesseldorf.de](mailto:VellenT@messe-duesseldorf.de)

## Birkenhead Point To Unveil New Luxury Marina Member Facilities

**The Sydney Harbour boating scene is about to get a super new luxury onshore asset as Birkenhead Point Marina unveils this month it's lavish new member facilities, boasting five star family suites, club lounge and integrated kitchen adjacent to Sydney's premium brand outlet centre.**

Mirvac's investment in the new world-class facilities matches the standard they have set for one of Sydney's favourite shopping destinations, where just last year a \$19 million redevelopment in the precinct attracted top class global brands like Coach, Bally, Harrolds and Michael Kors to the offer.

The 201-berth Birkenhead Point Marina will now be the only full serviced marina on the east coast of NSW. Marina tenants and casual overnight visitors will have access to premium bathrooms, family suites, and a luxury tenants' Club Lounge with equipped kitchen for hosting guests.

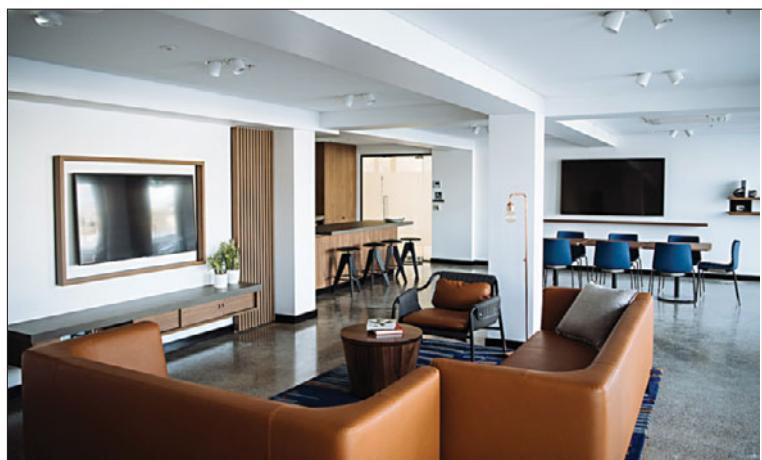
The new marina facilities will also feature a purpose built Sunseeker East Coast office as well as a radio base and office for Marine Rescue New South Wales.

The marina directly connects to the Birkenhead Point retail precinct providing access to top quality fresh food and restaurants as well as services such as a medical centre and supermarkets, plus all the fashion and lifestyle brands at outlet pricing.

Mirvac Portfolio Manager, Michelle Higgins, said "With its unrivalled location on Sydney Harbour and just minutes from the CBD by water or land, Birkenhead Point appeals to not only the local community and wider Sydney, but to international tourists and now an expanded clientele of boat owners."

**For more information visit [www.birkenheadpoint-marina.com.au](http://www.birkenheadpoint-marina.com.au)**

**AB**







# AB's Appendix





# Downloading 'Australian Boating' PDF Edition

After you've downloaded the PDF edition of **Australian Boating** onto your computer, tablet or smartphone (or any device) you can then read it anytime or anywhere without the internet. Furthermore, you can keep it on a virtual 'bookshelf', or build up your own AB library in a convenient folder on your desktop, easily print out pages, reports (or the whole magazine in minutes) and/or transfer the issue to your iPad or smart phone with your Subscription number. And it is now so much easier to do . . .

## It's As Simple As Step 1,2,3 . . .

### Step 1

Turn on the computer or tablet, and tap in

[www.australianboatmags.com.au](http://www.australianboatmags.com.au)

into the browser's address panel at the top, and our home page (just like this) will appear on screen almost instantly . . .

### Step 2

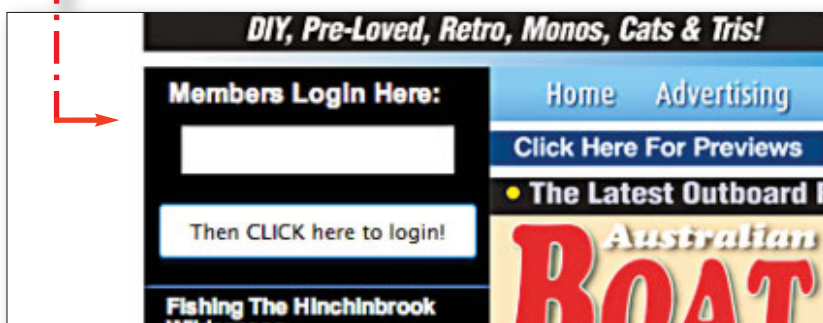
With your Subscription Number in hand, (or Tax Invoice Number if you've purchased a single copy) carefully tap in your personal Subscription **NUMBER** - *not your name*. Check them carefully (there are 16 in total) and press the LOG IN button next to the numbers, and

### Step 3

. . . the "G'day!" or Welcome page appears with seven coloured bars next to the current **Australian Boat Mag's** cover, to take you straight to wherever you want to go, instantly.

### Step 4

Having clicked on the navy blue bar for "The Latest Edition of Australian Boat Mag" here's where we see the magazine. As you **CLICK** on the **Latest Edition Bar**, 30-40 seconds later, the magazine pops up on screen, ready to enjoy. But remember, whilst it is on your screen - **it is NOT yet saved into your computer**, and we need to do that, now.



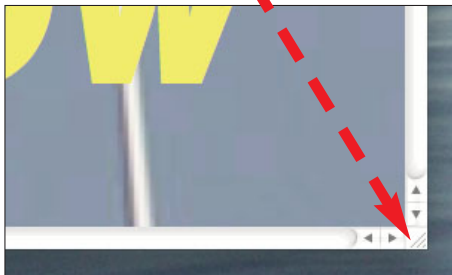


## Step 5

By the way, the first stage that loads is often far too big . . . but before you adjust the actual IMAGE, make sure its window is a good size to view - not like this one, which is hopeless. The window is too small for this size image, — — — — — → so we need to make a couple of adjustments . . .

## Step 6

So firstly, adjust the size of the magazine WINDOW for good reading on screen with the **bottom right corner tab** . . . .



## Step 7

Next, we need to get **the magazine** down to a convenient size in that window, right? To do that, gently moving your mouse arrow (or 'hand') across the bottom of the image window will raise a control bar like this - or possibly one that's wider with even more controls. As you can see, the two 'magnifying glass' symbols INCREASE or DECREASE the image . . . Many computer systems have these controls on the top 'TOOLS' bar - so if this control panel doesn't appear at the bottom - don't worry - you'll find all the PDF controls on the top as well. They will look like this grey bar:



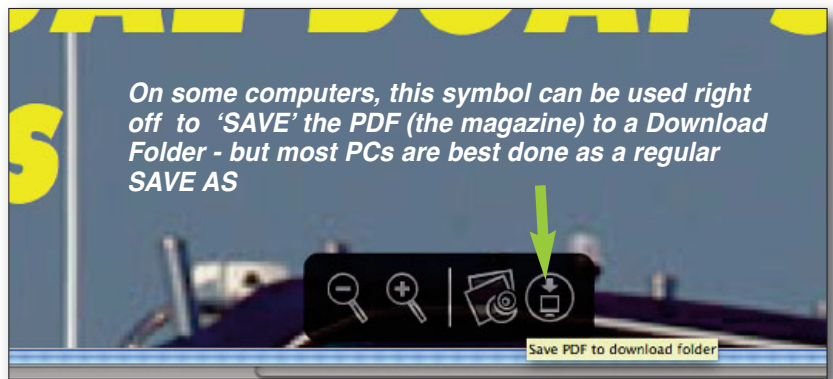
## Step 8

Now all we have to do is **SAVE this magazine PDF file** where you can easily access it in the future.

There are several ways to do this - but we find the easiest method is to do a normal "Save As" in your internet software program such as Explorer (in PC's) or Safari (Apple/Mac devices) - and whilst there are countless programs that people use, every single browser program has a "Save As" facility.

Most people have an *Australian Boat Mags* folder on the desktop; many readers with Windows PC's put them in a folder in "My Documents".

It doesn't really matter where the magazines are kept, as long as they are safely **saved for the future**, and where you can access them in seconds, 24/7.





# Peter's Tips For Faster & More Enjoyable AB Magazine Reading

Learn to use the PDF system - it is so easy and quick.

■ In Acrobat (the program for reading PDF files like AB) go to **VIEW** in the very top tool bar. The drop down Menu will list PAGE DISPLAY which will give you 4 ways of viewing the mag - but Single Page or Two-Up are best. Two-Up is by far the best way of browsing through the magazine usually, before going back to SINGLE Page to read something intently.

**Trick:** When you tick 'Two Pages To View' . . . also tick 'Show Cover Page In Two Page View' so the magazine is displayed just like a printed magazine in sequenced double page spreads.

■ Browse thru the magazine with

- (1) The scroll slider on the side of your screen
- (2) The 'Page Down' keys on the keyboard or
- (3) Use the page arrows on the tool bar, or



(4) Use the page arrows (shown above) in the tool bar - *whatever is easiest for you.*

Or, if you know the page number you want, just type the page number into this box (it's on every tool bar) and press ENTER. It's a very handy way of getting around the magazine.

■ "93" shown here in the tool bar, is the number of pages in this particular issue - simple, hey! Go to contents (always P.2, P.3) first, check the page you need, and tap that page number into this box on the tool bar - and bingo, you are there in milliseconds.

■ Use the up down ( + ) or ( - ) symbols to resize the pages and type for a comfortable reading size.

## Printing

■ Printing out stuff (or the whole darn magazine) is a piece of cake. Just click on the "Printer" symbol, put in the pages you want printed - and grab your stapler!

## Trouble Shooting

■ "AAaarrggghh! My subs number doesn't seem to work . . ." Probably because it's run out! It's easy to check - if your number was (say)

**0784 8207 0216 4216**

the '**0216**' translates to February, 2016 . . so it's time to renew!

■ Subs are now only \$69x 12, \$39x 6, \$21x 3 and \$11.95 for single copies, and can be booked online by 'phone direct to Mary Webster, AB's Subscription Manager.



## Loading, Transferring or Storing AB or ABM's PDF Books On Your Tablet (or Smart Phone)

There are nearly as many ways of doing this as there are different tablets, laptops and 'smart' phones.

Some general rules apply to them all, though, and in our experience now, we know that once the process is done the first time - from then on, it is simplicity itself. ***It's mainly the first time that the process is all decidedly mysterious!***

Firstly, all devices have a "search engine" which allows you to type in the name of our web site **[www.ausboatmags.com.au](http://www.ausboatmags.com.au)** then 'log-in' with your Membership Number; this takes you to the 'G'day' or 'Welcome' page' on our web site. Click on the dark blue bar marked **Australian Boating** - and the magazine will start downloading instantly.

When it's downloaded, SAVE it to a desktop folder, iBooks, or wherever your system will display the covers.

For Apple users, iTunes is a very common place to load and file the magazine - they even have a section for PDF publications. And you can then use the iTunes sync system to share the magazines between devices - just like your favourite music albums.

Increasingly, readers are using Cloud storage synced to their various devices. Many believe this will be the way of the future.



# What the. . !

Times are changing so fast it's hard to keep up, but out there, on the water, they haven't changed one damn bit.



The fish are still biting, the salt smells the same, and the warm nor'east wind in your face makes you feel good. Again.

Get back into your favourite world. On the water. River to the sea, creek to the impoundment. Big boat, small boat, ally or 'glass. Power or sail. AB does it all, without fear or bs. If you have a mate or relative who used to get the old printed AB, or F&B, tell 'em we're still here and going harder than ever, every month of the year.

Tell them we'll do 6 beaut issues for \$39 so they can read AB on a tablet, laptop, PC or one of the new 'smart' phones - and except for the videos, you can read all the good stuff (without even wi-fi) during smoko, down the back paddock, in the 'van, or on the boat. Even when you are heading off o/s, you can take a whole bunch of your favorite ABs with you, on your tablet or 'phone - how good is that?

How? Easy - just phone Mary on **(07) 5502 8233** or email her your details on **[subs@ausboatmags.com.au](mailto:subs@ausboatmags.com.au)** and she'll do the rest, starting the very next issue.



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**\*\* Can be busy sometimes - but don't worry, just leave your name and number and she'll call back asap.**



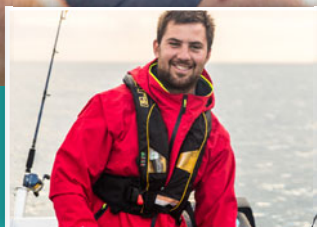


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