

Winter 2017

MARINE 'TORQUE TALK'

*What's happening on
the water from ...*

**VOLVO
PENTA**

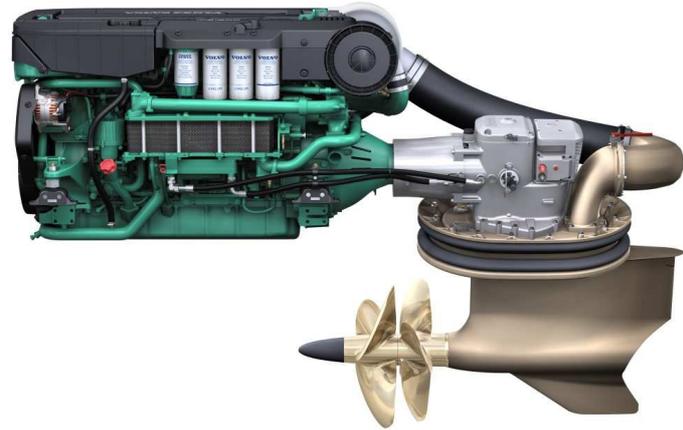
NEW D13-IPS1350 AND D13-1000INB

- High performance when needed
- World class manouvrability and driveability
- Increased durability for yachts
- Low Emissions with world class fuel economy
- Great power to weight ratio



NEW D13-IPS1350 AND D13-1000INB

NOW AVAILABLE



6-cylinder (In-line)	24 Volt electrical system
4-stroke	Two stage turbo charged
12.78 litres (~2.1 litres/cylinder)	Compression Ratio: 17:1
Stroke: 158 mm	Bore: 131 mm
Unit injector Fuel Injection System	



- Extend Volvo Penta's yacht offer.
- A new option for marine leisure yachts in the size of 60-120 feet.
- Increase power & durability for yachts.
- Type approval for yachts >24m.
- An updated IPS 30 to match the higher output of the D13 engine with speed range of 25-42 knots.
- Same Compact design as the current D13-900 a natural choice for demanding yacht builders.

A SERIOUS FISHER



New Zealand fishing is some of the best in the world. And if you're looking for the best of the best, you don't need to look much further than the Coromandel Peninsula – an easy two-and-a-half-hour drive from Auckland.

Charter skipper Wade Adams is local born and bred. Coming from Whangapoua, on the eastern coast, south of Kennedy Bay, he was struck with the fishing bug at a very early age after following his two brothers. Wade grew up and worked in the commercial boat building and painting industry, working until the fumes got to him and his health took a turn for the worse. After rehab, he had to find a healthier environment to work in. So he turned to sport fishing and chasing the fishing contests. With this solid background and the love of the sea, it was not long before he wanted to share his experiences with the many overseas and New Zealand visitors.

Plentiful record-breaking marlin, tuna, kingfish and snapper are caught in and around home area of Whangapoua, as well as Mercury Bay and the many islands off the east coast of the Coromandel Peninsula – which is why so many visit for fishing trips.

Wade's old 7.5m McLay boat had served him well. He had studied and got his skippers ticket, however the McLay was proving to be a bit restrictive. He wanted a versatile charter boat, one that offered mobility, which could fish all around the country while maintaining its home base on the Coromandel coast.

His new boat was built with a goal to be the ultimate fishing weapon. *Smadas Revenge* at 9.3m is a large trailer-able vessel. She was designed by New Zealand Naval Architect Scott Robson who specified a deep Vee to maximise on-water performance.

Smadas Revenge was built by Pinnacle Boats in Whitianga as such a vessel. Designer and boatbuilder are confident they've delivered the softest riding aluminium charter vessel on the market.

DESIGN

The Monohedron hull also has a deeper keel 20 degrees at the transom for better handling in all conditions – especially downwind where many powerboats are challenged.

A key objective was to achieve the best possible fuel efficiency. That's why the builder prefers inboard diesels for propulsion.

Very few trailer boats offer this option but if you're a fisherman who likes to cover a bit of territory, there's nothing more frugal. Inboards also enhance weight distribution and, combined with the efficient hull design, can troll all day on the smell of an oily rag.

That doesn't mean there's been a compromise on creature comforts. Pinnacle has provided every amenity you need to fish, eat, sleep and then fish again – whether you're on a day trip or going on an extended charter.

CONSTRUCTION

On approaching the vessel for the first time on its purpose-built Hosking triple axle road trailer, it is certainly a big rig.

Surveyed for eight plus skipper as a day boat, the monohull design approval meets both maritime rules (40A & C) and is constructed in 5083 marine grade alloy plate, with 8mm hull, 6mm from the chines up. The topsides are in 5mm and the cabin and decks are 4mm. This is one tough boat.

FINISH

One of the most striking features of the boat is the overall paint job and graphics – which are amazing. This standard of presentation carries through inside as well. When on extended fishing charters the vessel can accommodate five. There is a freshwater shower and a built-in head making it suitable for overnight trips.

For a vessel of this size we were surprised to hear that she also carried 250 litres of fresh water under the floor, to ensure ample water for showers and clean up.

The fully lockable cabin is a must for these type of charter boats not only for security of the boat's gear but also the fishing clients' when parked in a club's tournament carpark or at the motel.

The boat can sleep five overnight at sea in a snug arrangement, when required to do an overnight fishing away, or when doing a night fish over the broadbill trenches.

There is a fridge on board for tucker and refreshments and the ability to boil the billy. For overnight trips, a BBQ is available to cook a feed.

The interior is lined in grey 'Frontrunner' type fabric, black anti-glare paint surfaces and dark leatherette upholstery, supplemented by light grey padded ceiling panels overhead. The forward cabin squabs are in a grey serviceable fabric and the interior decks are covered in grey marine carpet.

CONN AND COCKPIT

At the main conning position alongside the Volvo Penta digital throttle controls and the engine's four inch colour display, is the important E-Key keyless ignition to start the engine.

In central position built into the dash there is the latest in Furuno Navnet 15 inch TZ touch 2 multi-screen display unit coupled to a 1kw TM260 transducer, plotter, and Furuno 25w radar onboard. VHF radio communications is on the side by the companionway into the cabin and there is an onboard entertainment radio and music sound system to wake up the neighbours.

Outside in the cockpit the boat was built with the Ultimate Charter boat in mind, two massive live-bait tanks, four tuna tubes, two deck wash hoses, plus a fully caged walk-around duck board.

There is a central bait/work station on the transom with a very solid fold-down gate/ladder on the starboard quarter for easy access for divers and swimmers.

Up top *Smadas Revenge* is running Douglas outriggers, with 17rod holders making up the oversized rocket launcher across the roof; with a total of 30 rod holders on board. Also, when fishing at night there is a vast array of lights available to light up the vessel and its surrounds, including six underwater lights.

POWER BELOW

Supplied and installed by the team at Pacific Coast Marine & Diesel Ltd, the massive 5.5 litre D6 Volvo Penta (370HP @ 3500rpm) turbo and supercharged marine diesel engine sits snugly in the engine compartment. This is connected to a Volvo Penta DP-H 1.63: ratio duo-prop stern drive.

To fuel the beast, 600 litres can be held in two underfloor tanks positioned amidships with linked changeover valves and twin Racor 500 primary filtration.

Once underway with the G4 props fitted, full fuel tanks and three POB the boat developed a cruise speed of 25 knots burning 40 litres per hour at 800rpm, with a maximum speed of 35 knots burning 79 litres per hour at 3,550rpm at 100 percent loading.

However, as the vessel is in survey for eight plus crew, once the props were dropped one size to G3 props (to allow the vessel some power redundancy when fully-loaded working the bar) the cruise speed offered 25 knots burning 41.5 litres per hour at 2,950rpm, with a maximum speed of 32 knots burning 76 litres per hr at 3,650rpm at 95 percent loading.

In summary, owner/skipper Wade Adams said *Smadas Revenge* is an awesome sport fishing machine. The boat has been built by sport fishermen for sport fishermen. In his words: he is not a meat hunter.

He is out to give anglers the ultimate experience in fishing and his anglers take only what they need. Being trailerable and having the ability to be towed to within striking distance of some of New Zealand's best sport fishing grounds, we are sure *Smadas Revenge* in the hands of one of our experienced skippers will impress.

Specifications

LOA	9.3m
Beam	2.75m
Draft	600mm
Weight	3.7 tonnes laden
Power	5.5 litre D6 Volvo Penta engine 370HP @ 3500rpm
Stern Drive	Volvo Penta DP-H 1.63 G3 Props
Service speed	25 knots
Fuel	600 litres Diesel
Builder	Pinnacle Marine Ltd
Designer	Scott Robson



Article courtesy of Keith Ingram, Professional Skipper Magazine
Photos courtesy of Matthew Jones of Aqua Media

Y-KNOT



Y-Not, is a 25ft Bayliner 2556 Flybridge situated in Wellington and Waikawa Marina.

The vessel was initially set up with a Volvo Penta 5.7ltr V8 petrol engine. The decision was made to repower the vessel as the owner wanted improved reliability.

Gavin Jamieson, from Seatech Marine, was consulted over the repower. He recommended the Volvo Penta D3-220 engine.

The top speed is 32 knots, with a cruise speed of around 25 knots.

Fuel consumption has been drastically reduced, and the owner has halved his fuel bill.

This repower has increased cruise speed, reduced fuel consumption, and raised reliability confidence levels.

The owner is very pleased with the new engine – “Thanks Seatech for all the work you have done in getting Y-Not back together – It was great to have her back in the water to sea-trial her – the new engine is fantastic.”

Specifications

LOA	25 ft
Power	1 x Volvo Penta D3-220
Top speed	32 knots
Cruising speed	25 knots

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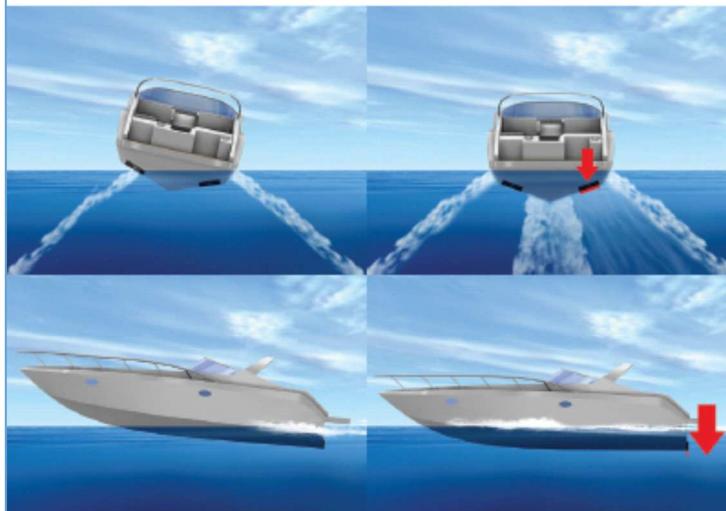
D3-220

Photo is courtesy of Bob Rowell

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CAMELLIA



The vessel, Camellia, has been in the family for a number of years and has been used by three generations.

Camellia has circumnavigated NZ and has also been to Fiji and back more than 10 times.

The vessel was initially set up with a Kubota unit angle mounted. The decision was made to repower the vessel as the owner was going to use the boat more and wanted improved reliability.

Lachlan Trembath, from Ovlov Marine, was consulted over the repower. He recommended the Volvo Penta 4 cylinder D2-40 and transmission. Ovlov also installed a Volvo Penta three blade folding prop and put in new stainless steel controls.

The owner is very happy with Eric's, an Ovlov Marine technician, workmanship and is excited to use the boat again with its new lease of life, improved economy, smoothness and high output alternator.



D2-40



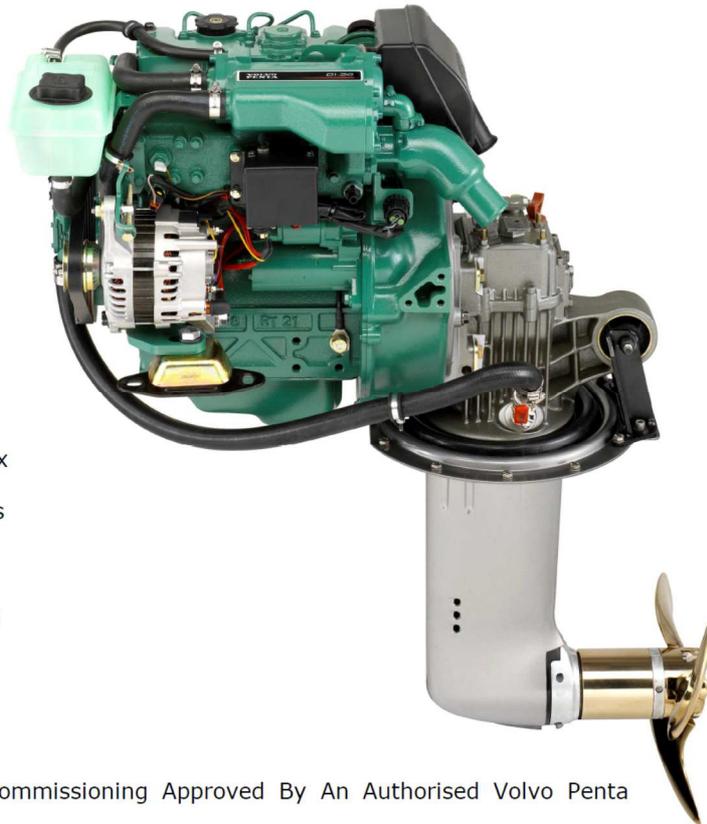
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WELCOME TO GARTH BROGAN



Garth Brogan, who started with Volpower on 6th June, is the new National Parts and Inventory Co-ordinator.

Garth is Kiwi born but grew up in California. He has been living back in NZ for 17 years and has been in the Parts Game for about 15 years.

He is married with two daughters.

In his spare time he enjoys working on cars, trail riding and mountain biking.

FIJI/NZ MARINE TRADE DAY



Wayne Patten, Managing Director of Volpower NZ Limited, recently attended the Fiji/NZ Marine Trade Day which was held at the Port Denarau Yacht Club & Marina in Fiji.

The object of the Fiji/NZ Marine Trade Day is to give Super Yacht owners and Yacht Agents an opportunity to learn more about Fijian and NZ marine business companies. There are also presentations/seminars that are informative for yachts visiting New Zealand including customs clearance, Immigration, Biosecurity and ports/marinas for berthing.

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