



# A natural in trying CONDITIONS

Cook Strait represents a considerable challenge to anyone operating a workboat in the region. Skippers face strong currents because the tides from the Tasman Sea and the Pacific Ocean are not in phase with each other.



The diesel pit accommodation below the wheelhouse has ample space for a double and two single berths



Wave heights in Cook Strait are also affected by New Zealand's position directly athwart the roaring forties, meaning the strait funnels westerly winds and deflects them into northerlies, further aggravating wave heights.

A southern client wanted a functional workboat to carry out a range of tasks in the challenging, changeable conditions of Cook Strait, while having a good turn of speed to meet the demands of busy schedules. Coastal trips around New Zealand and expeditions to offshore islands were also part of the brief.

The result is the *Allure II*, built by Profab Engineering, the builders of Ocean Raider Boats. The client wanted the boat "au naturelle", leaving the bare aluminium alloy exterior to weather. This placed added pressure on the welders and engineers at Profab to ensure quality was to the fore, as there are few areas where one can do a cover-up.

The versatile 17m jet boat is built to Maritime New Zealand coastal survey and safe ship management standards. Her tasks include fishing and diving work to general transport and workboat duties throughout the Marlborough Sounds and Wellington's southern coast. She could be just as comfortable as a cray or charter boat.

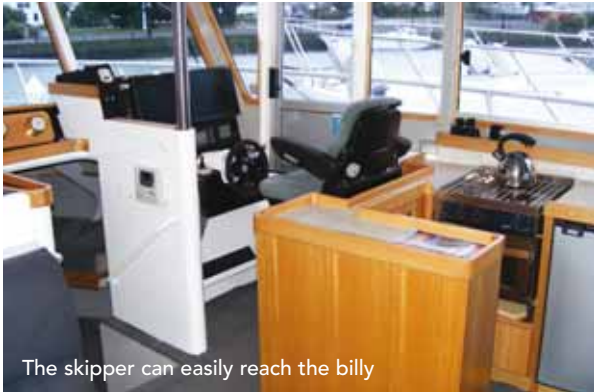
The owner, who does not want to be identified, said *Allure II* had met his requirements in every way.

Since her launching she has crossed Cook Strait dozens of times, in all manner of weather and sea conditions. "We've had her out in 4-5m seas, no problem," he said. A longer voyage, from Mana to Westport with eight people on board, was covered in a quick 8.5 hours. "She's just starting to lose her shine and get a patina."

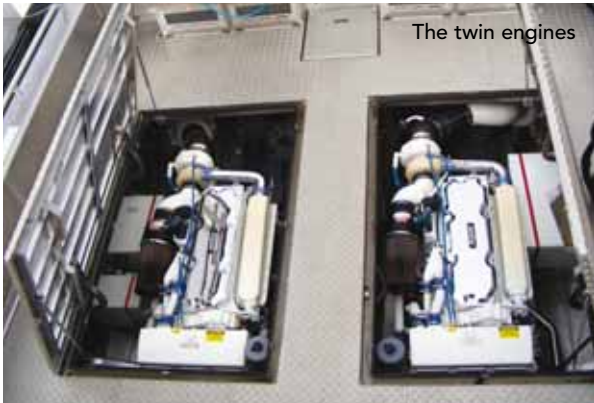
When we make a close inspection we can see no signs of shortcuts or faulty workmanship. The hull is constructed in 8mm plate, while the sides are 6mm and the cabin is 4mm.

The *Allure II* is a typical Tim Barnett design with a fine





The skipper can easily reach the billy



The twin engines

entry. The hull quickly gains volume on the shoulders as it flattens out to a stable, load-capable and efficient high-speed planing hull.

Once the contract was signed, the drawings were sent off to the plate cutters, who cut every piece from computer drawings to ensure minimal waste. Her construction from the time the cut plate arrived and the finished vessel departed out the main doors was four months.

The hull is reasonably high-sided, with the deck a metre above the waterline. Only the underwater surfaces are painted, in Altex Coatings' Vivid antifouling. A bulwark with a wide coaming and top handrail gives sea protection and safety to the working deck.

The large deckhouse is well proportioned, starting with its reverse sheer front windows, complete with a moulded eyebrow. This eliminates problems associated with glare and rain and adds to her "classic workboat, don't mess with me" look.

The interior is finished to robust workboat standards to take the odd knock or two. On both sides of the deckhouse are large windows with the addition of a sliding access door beside the starboard helm station.

Aft to starboard of the saloon door, a ladder gives access above the deckhouse to a well-designed open flybridge, although the owner has not fitted operating controls. Instead, the flybridge is an observation space with a centrally mounted bench seat. There is room to stow the liferaft, safety boat, lifejackets and other gear.

The radar arch adds to her good looks while providing a functional area to mount the radar, communications and GPS aerials.

The roof line is extended some 3m beyond the aft bulkhead to the saloon, giving excellent shelter to this external area. To starboard, past the ladder, is the external control or berthing station and immediately behind ►

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Tank space



Engineroom



The deck crane

this is the Samson post and foldaway derrick fitted with a hydraulic pot or line hauler. To port is the ablution area with a head, shower, handbasin and a wet area to hang gear to dry.

There is easy access for'ard via the side decks, which are fully protected by safety rails. The foredeck is home to the Lewmar Concept V3 hydraulic anchor winch and chain lockers.

Moving inside through the aft door, the U-shaped galley to starboard includes a three-burner gas hob, an oven a refrigerator and a smaller, 40 litre freezer. There is another 150 litre freezer down in the hold. The sink has hot and cold water and there is space for a microwave, an electric jug, pots and utensils, cupboards and drawers. Some opening windows to starboard above the galley bench allow cooking fumes to escape.

The *Allure II's* 240 volt power system includes a Studer 3.5kW pure sine wave inverter and combination charger. It operates as a charger when the boat is drawing on-shore power and 240 volt support when away from the jetty. There is no genset as such on board.

The joiner has made good use of pale oak in the cabinetry, timber trim and table. To port is a very practical U-shaped dinette with comfortable seating for six, plus space for two more on stools on the inboard side.

Immediately for'ard of the galley is the helmstation, with a further two seats to port for passengers or crew. The skipper has a full range of electronics to help navigate and operate the vessel. The main navigation support is a Simrad GB40 navigation system, including broadband radar and New Zealand Max Pro Charting. This is displayed on a 15in high-resolution LCD display.

As the *Allure II* operates in Cook Strait, a good fishfinder or sounder was important. A Simrad Commercial EQ60 was selected, again displayed on a 15in high-resolution LCD display.

There is a Simrad AP28 autopilot, a Simrad IS15 wind gauge and a Cobra MRF 80B VHF radio. All the aids and controls, including the comprehensive switch panel, are close at hand, making the conning position easy to use.

The deck-head is insulated and lined with vinyl-over-foam on plywood panels for easy cleaning. Nicely placed grab rails give the crew plenty to hang onto in rough weather.

Moving for'ard, a small companionway leads to the sleeping area. While the *Allure II* can sleep eight, one is a double bed. The accommodation is functional although

a bit communal. The fo'c'sle cabin has the standard four berths in a v-configuration. Stowage for coats and soft kit bags is provided.

Moving aft into the diesel pit, or the space beneath the saloon sole, is a large cabin with a double bed to starboard and two stepped single bunks to port, with ample stowage for coats and bags.

This area has low headroom but makes maximum use of space. The deckhead is lined with acoustic insulation and panels, while the for'ard deckhead and the walls are lined in Styrofoam and Fronrunner-style fabric. A 4kW Webasto ducted heating system situated in the hold has outlets in each cabin area, the saloon and the head.

Moving aft, there is internal access aft through the tank space to the engineroom through a watertight bulkhead door. This provides safe access to the machinery space for safety and service checks, without having to break the watertight integrity of the deck.

The *Allure II* is powered by twin Series 60 MTU inline six-cylinder, 14 litre marine diesels producing 615kW at 2300rpm driving twin Hamilton HJ403 waterjets. These engines have power to burn.

She has a top speed of 38 knots and a service speed of 28 knots, burning 210 litres per hour. While that is perhaps not as economical as other power options, the owner says he is still satisfied with her fuel consumption.

She carries 4800 litres of diesel in four 1200 litre alloy tanks positioned under the main deck in the tank space. These tanks can all transfer fuel between them or it can be pumped to another vessel. Potable water is carried in 500 litre white polypropylene custom-made water tanks. Battery boxes accommodate the extensive reserve power storage batteries.

Back on the expansive main deck, the main access hatch to the hold is in the centre, sheltered by the overhanging roof line. The hold has plenty of space for stowing ship and crew gear, including diving gear.

The deck is set up for a wide range of tasks. To port is a Palfinger PC2300M knuckle boom folding crane, which is also used to lift the safety boat up to the flybridge.

In the centre of the deck is a large Dolab commercial icebox with a barbecue on top for crew fry-ups.

A high-pressure wash down or fire hose is mounted on the port side just for'ard of the side scuppers. There is another scupper opposite and two more in the stern quarters. Deck water can also escape through railings in the transom gate.





The head



Fo'c'sle accommodation

A step-down portofino-style fenced transom boarding or landing platform fully protects the jet units on the transom. A large live bait tank is built into the deck between the waterjets. This area is also semi-fenced to protect fishers or helpers when recovering divers or just working aft.

Two large, soft-top hatches provide access to the engines and jet units. These hatches, while dogged down at sea, may be released and the hatches lifted on hydraulic struts during general maintenance and servicing when alongside.

The Hamilton waterjets coupled to the Hamilton Blue Arrow control system have been impressive, although the skipper has to slow down in a head sea when she takes it on the nose, to ease the potential to pound and give her crew some relief.

But shift the weather to the shoulder or anywhere abaft the beam and she can maintain her service speed across the tops with relative ease.

The *Allure II* is a prime example of a modern, versatile workboat. She is sure to find favour among crayfishers and charter boat operators. ■

specifications		
Length		17m
Hull length		15.3m
Beam		5m
Draft		800mm
Displacement		17 tonnes approx
Engines		2 x Series 60 MTU
Power		825hp at 2300rpm
Propulsion	2 x Hamilton HJ403 0 degree waterjets	
Top speed		38 knots
Service speed		28 knots
Fuel		4800 litres
Designer		Tim Barnett
Builder		Profab Engineering

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Blair, Craig, Trevor and Brett Geldard

## Electronics family committed to maritime industry

**A**dvanice Trident Limited was formed in 1994 with the merger of two strong marine electronics companies, Advance Marine and Trident Communications.

For the past 16 years Advance Trident has been owned and managed by the Geldard family. The founder, Trevor Geldard, an industry stalwart, is a well-known identity in the marine industry. He was the managing director of the Healing Industries Group and his contribution to New Zealand yachting and his yachting sponsorships earned him many accolades, including New Zealand Yachtsman of the Year in 2004.

Trevor remains chairman of the board of directors, where he maintains a firm, stabilising hand on company policy, development and commitment to customers, ensuring the old value of trust is not lost. His three sons, Craig, Brett and Blair, now own ATL and collectively manage the business on a day-to-day basis, each looking after their own special field.

This combination of skills and a recognition of the trusted values of yesteryear in the ever-changing new world of electronics and internet has enabled ATL to remain at the forefront of its field.

Advance Trident is recognised as being a leading supplier of marine electronics to the recreational and commercial markets in New Zealand and the South Pacific. It represents many leading manufacturers in the industry, including brands like Simrad, B&G, Eagle, Cobra, JRC, Simrad Kongsberg, Sidepower, Intellian, Nobeltec and FLIR.

Based in the Auckland suburb of Kingsland, ATL's modern showroom has most product brands on display

and hooked up in simulator mode so potential clients can evaluate the product to ensure it meets their needs. The site also includes a large storeroom and a fully equipped electronics workshop where trained technicians have all the diagnostic and whizz-bang gear to quickly assess products, identify faults and service trusted but ageing equipment, as well as set up and programme new electronics.

As part of its support of the maritime industry, local "dealers", skippers and fishermen, ATL is committed to having sales representatives on the road, making regular calls.

A number of staff have been with ATL since its inception. Craig McMillan is one of those people, with his role heading up Brookes & Gatehouse sales. For the fishery market, Bart Meltzer is in the South Island and Mike Wilson covers the North Island.

Clearly it has been a company policy, as ATL continues to focus its activities on offering the complete package from smaller runabouts up to the white boat market and superyachts. Sitting in the middle is the commercial marine industry, a tough and discerning sector of workboats of all sizes that remains an important part of ATL's core business.

A staff of 14 services sales and marketing and provides product back-up and support. As part of this commitment, ATL employs a full service team in the workshop.

It is led by service manager and senior technician Haydon Webster and supported by Tony Yu and Scott Bailey, all of whom have many years of client experience under their belts.