

## Newsletter Spring 2009

### Sea Jay's New 6.8m Plate Boat Released

Sea Jay's entry into the plate boat market continues with the new 6.8M Pursuit model following on from the 5.3 and 5.8M. Pre-da King models.



Construction specifications once again prove that this manufacturer knows how to build a boat for North Queensland conditions. 5MM bottom material with 5MM structural longitudinals and 4MM bulkheads and a 5MM solid keel will ensure the structural integrity of this hull.

The dimensional specifications are overall length incl. Bowsprit 7.1M (23 ft) with a maximum beam of 2.49M and a hull weight of 1290 Kgs. With a fuel tank capacity of 360 litres and a maximum horsepower of 230 the Pursuit has been designed and built with North Queensland in mind.

The list of standard inclusions is extensive and includes a bait tank cavity, dual roller bowsprit, fully welded self draining deck with scuppers, hard top with overhead radio box, hood linings in the cabin and the hard top, 6 x rod holders, twin battery wiring with isolators, bilge pump, LED lighting, bow rails, hard top and stern rails, boarding ladder and hydraulic steering. The Glass family's twenty years of boat building experience shows through in their range of plate boats, a quality boat by an experienced builder.

### DR. H – WHAT IS IT?

Dr. H is Honda's computerized diagnostic program that provides service technicians with vital information on the health and performance of current fuel injected Honda outboards. Besides providing help in fault diagnosis by registering malfunction codes it also tells us the number of hours that the engine has run (as against how long the key has been left on), it registers overheat alerts, oil pressure alerts, provides RPM.

Usage profiles, operating time profiles at pre determined RPM settings as well as a host of information on your Honda outboard and its fuel and electrical systems. Dr. H is standard on all current model fuel injected Honda outboards from 40 to 225 HP.

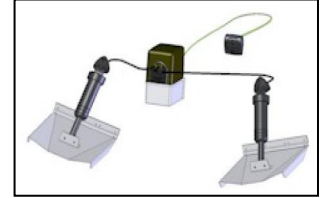
### Trim Tab, Hydrofoils and Stabilizers

Getting boats on the plane and holding them there at comfortable and safe speeds has been a point of discussion with boaters and the industry for longer than I care to remember. Once you are happy with weight distribution and set up there are products available that can help in getting the boat to plane at lower speeds, holding the bow down and in some cases improve fuel economy.

#### TRIM TABS:

Trim tabs have been around for decades and perform well in two areas of boat control. The design consists of two adjustable plates attached to the back of the boat that are either electrically or

hydraulically controlled by the operator. With the tabs in the fully down position they exert a downward thrust that helps get the boat on the plane quicker and hold it there. One of the distinct advantages of trim tabs is that they can be operated independently allowing the operator to counteract uneven loading issues or sea/wind conditions. The hydraulically operated tabs consist of the two trim tab plates with hydraulic rams, a hydraulic pump unit that is mounted in the boat and the control switching that is installed near the helm position. Some tabs are now electrically operated and consist of an electric motor and worm drive that is installed in the ram and the switch gear and control module that can be located near the helm position.



#### HYDROFOILS:

The most basic piece of equipment to alter the running attitude of a boat is the hydrofoil that is bolted to the cavitation plate of an outboard or stern drive. They lift the stern and force the bow down by creating higher water pressure on the underside of the hydrofoil. There are various shapes which achieve different results to talk to us about what running issue you are trying to correct and we can advise.



#### SMART TABS:

Smart tabs are a fully automatic system. They provide a predetermined downward load on the trim tab that pushes the front of the boat down. When the predetermined pressure is applied to the tab the tab then moves up. These tabs do not give the level of adjustment that you can get from electric or hydraulic tabs but they are usually less expensive.



### BLUE FIN RELEASE NEW DEDICATED SPORT FISHER.



Blue fin's new Hell Cat 495 is a dedicated Bass Boat style fishing machine. Built out of plate aluminium this solid boat is rated to 90 horsepower

in standard configuration or 115 if supplied with the 4mm bottom upgrade. The new rig features a long fore deck casting platform with a cavernous storage area underneath as well a 140 litre plumbed live well with an inbuilt divider. Behind the side console are two very comfortable fully upholstered bucket seats with a rear casting platform immediately behind. A big under floor fuel tank with deck fill, fully carpeted floors and hydraulic steering make this a serious contender for the keen river and estuary fishing enthusiast.

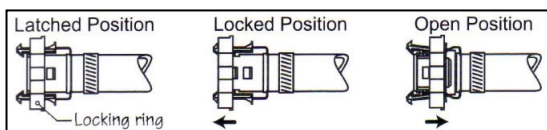


## SERVICE TIPS.

We have had it all happen – fishing line tangled around the prop. Usually its not a problem, especially with the newer outboards that have some form of seal protection on the thrust washer. Still if you have line around the prop it is recommended pulling the prop off, removing the line and then check to make sure that the prop shaft seals are not damaged. It is advisable to undo the bottom gearbox bung and let just a couple of drops of oil out, and no more, and if there is any evidence of water in the gearbox oil, get it seen to as gearbox repairs can be expensive.

## QWIK LOK SKIN FITTINGS

Most bilge pump skin fittings seem to be located high under a gunwale where it is hard to get to, especially with a hose clamp and screw driver. Enter the Qwik Lok skin fitting. It looks very much like any other skin fitting except for the end that the hose fits on which has a locking ridge instead of the normal serrated grip.



After installing the fitting through the hull, slide the locking clamp over the hose and push it onto the tail of the through hull fitting - that's it once pushed on firmly the hose is held securely. Quick Lok skin fittings are available in different sizes and in either straight or 90 degree configurations.

## SEALANTS.

When installing fittings on your boat there are many different types of sealants on the market and the selection of the right one for the job can be very confusing. The most common types available are silicone based products, some of which are labelled acetic cure and some non acetic. Non acetic cure silicones are normally used on aluminium boats.

Some sealants are better than others at specific tasks. Make sure that the one you have selected is right for your application i.e above or below the waterline. If your job needs an adhesive sealant they are also widely available. One of the issues with adhesive sealants is that if the fitting has to be removed at some time in the future these products really hang on and there is a chance that the fitting may be damaged during removal.



When attaching hinges and above water fittings to your boat a product that may be worth considering is a butyl rubber sealing tape. While this will never make silicone type products obsolete this product does seal immediately and is a lot less messy. Butyl rubber tape can also be formed into specific shapes to follow the contours of the fitting. After placing the tape under the fitting and fastening it is a relatively simple process to trim the excess tape away with a sharp knife and the job is done.

## TRAILER WINCH SELECTION.

Trailer winches are one of those items that do wear out after a while. They work in a harsh environment with big loads on them and are quite often wet with salt water from winch straps that have been allowed to droop into the water. If your trailer or winch is new, keep it well lubricated especially around the shaft bushes that run through the body of the winch, the gears and the locking pawl mechanism. Rusty winch wires or damaged winch straps

should be replaced, there are few things more frustrating than a broken winch cable when the boat is halfway up the trailer. Have a good look at the winch pawl and the spring. The pawl stops the winch from free wheeling when you are winching the boat on and is the part that makes that clicking sound. Check to ensure that the pawl is not bent and that the spring has enough tension to hold the ratchet in place. We sometimes see winches with bent pawls that do not mesh properly, usually the result of the winch being wound the wrong way with a bit of enthusiasm. If you need to replace the winch have a look at the loads that you are pulling and decide on the gear ratio that will best suit your requirements.

Winches come in various gear ratios depending on the load and application. Some winches are of a two or three ratio design to allow you to start the retrieve process quickly and then move the handle to different ratios to allow you to pull the load as it gets heavier. We can offer you advice on the best winch for your application.

## CORAL SEA HERITAGE PARK DECLARATION BLOCKED.

Senator Ron Boswell has recently moved in the Senate to block a proclamation that would see almost one million square kilometres of the Coral Sea declared a conservation zone. The Minister for the Environment, Heritage and Arts, The Hon. Peter Garrett proclaimed the area a conservation zone on the 14th May, a move that could impact on employment within the tourism, charter boat and commercial fishing industries as well as impact on supporting land based industry. The proclamation, while not immediately inflicting restrictions in the area required charter operators to have an additional permit to operate in the area. This permit contained clauses that would put additional burdens on the industry with little if any advantage to the environment. Recreational fishers and many others see this proclamation as the thin edge of the wedge which will lead to additional zonings and restrictions when the east coast bioregional plan is completed at the end of next year. Almost sixty percent of the hard reef area in the proposed zone is already zoned and protected.

## VINTAGE BOATS ON DISPLAY AT SYDNEY BOAT SHOW.



This year's Sydney boat show saw some old trailer boats on display as well as some famous high performance race boats from the 60s and 70's. The old girl in the photographs dates back to the 30's and apparently has been sitting in someone's shed for decades. It is powered by a four cylinder automotive engine and is one of the earliest examples of a trailer boat that I have seen. We tend to think of trailer boating as a relatively new past time but obviously it has been in existence for at least the last 7 decades.



## Iconic Australian Boat Builder John Haines Snr. Dies:

The Australian Marine Industry has lost a stalwart member with the recent death of John Haines Senior. Mr Haines was the founder of Haines Hunter and of the Haines Signature brand of fibreglass boats that have been major players in the Australian boating industry since its infancy. Besides being a well respected and successful boat builder John Haines' reputation in powerboat racing will form a part of his legacy. R.I.P.