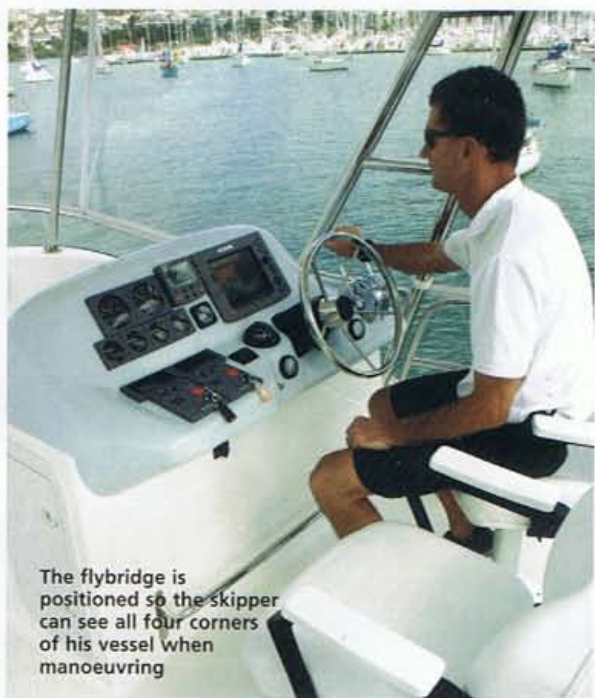


# VOYAGER

## EYES UP BAREBOAT CHARTER



The flybridge is positioned so the skipper can see all four corners of his vessel when manoeuvring

**W**e were wandering around the marina at the recent On-Water International Boat Show in Auckland when we spotted an attractive power cat that was a bit different.

This turned out to be the very stylish Voyager 1100 Discovery power cat built in Australia. She is the next-generation power cat which has been specifically developed for private cruising and the charterboat market in New Zealand.

Imported by Voyager Catamarans NZ Ltd, Company Director Richard Wardenburg said he had been searching for some time to find a suitable power vessel to fill the growing void in the New Zealand mid-range market. "We have long lost the production vessels being built in this country at an affordable price suitable for a range of family and charter work," he said.

On searching around, a chance meeting with Shane Walker of Moorings revealed that Moorings was also looking for a suitable power vessel for its fleet. Thus a working relationship was formed and the ideal vessel with some modifications was found in the Sanctuary Cove Boat Show.

The local charter fleet has for some time been looking for a replacement vessel for both the bareboat charter market and our gamefishing fleet. Our ageing Warwick 36 and Formula 32 vessels have become tired and most have been retired from the bare-



The additional headroom above the lower helmstation gives the galley a greater feeling of space

# MARKET

BY KEITH INGRAM

boat charter fleet. In the sportfishing market, many of our new-generation alloy cats and sportfishers in the 12m range are equally dropping out of favour because age is catching up with them.

Our interest was aroused. This looked to be a very big little boat for 11m, or 36ft, a serious consideration for the charterboat industry when berthage always presents a problem.

The 1100 Discovery will fit comfortably into most 12m marina berths. Her hull is basically an extension of the popular Voyager 1040 in Australia. This extra length not only adds waterline length and performance, but also gives a greater volume to the cockpit and portofino stern, including the landing platform.

She has a solid hand-rolled Fibreglass hull, moulded deck and flybridge, with foam sandwich and cored construction. Her interior is of moulded Fibreglass, with African ash cabinetry and teak flooring.

The hull design is interesting. It is not a displacement hull nor is it a planing hull. There are those in Australia who have called them "dis-planers". However, the manufacturer dislikes this description. On having a good look at the hull, I would have to say with its long and fine entry giving energy-saving movement through the water, and chine rails which add volume to the hull giving lift, that it's a bit of both.

One important feature is the hull volume is carried right ▶

# VOYAGER

CATAMARANS

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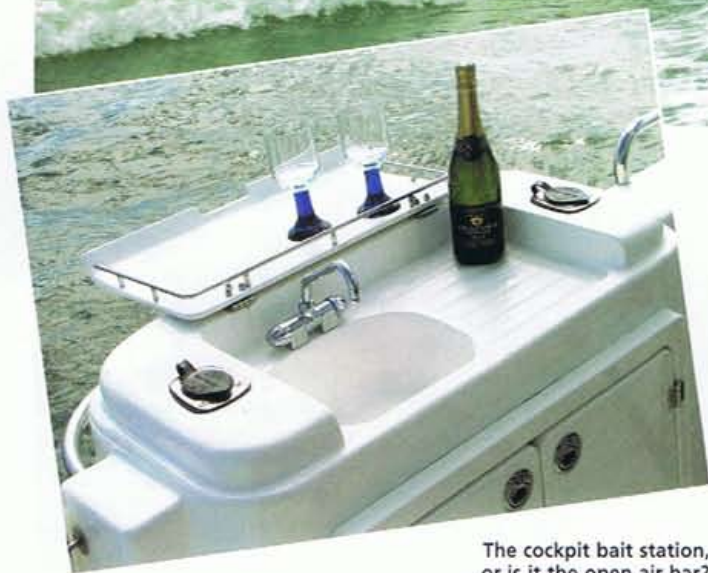
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VIP 551



The cockpit bait station, or is it the open air bar?

through to the propellers. In fact, the propellers are raised much in the manner you would see with a displacement cat. The entire rudder-propeller configuration is such that the cat can be beached without fear of fouling either the propellers or rudders. This is an important feature for those who are cruising in shallow waterways or are frequent visitors to lagoons and sandy beaches.

This semi-displacement arrangement also adds to the seakeeping ability of the vessel, as she sits solid in the water but slips through the aqua medium easily.

One would have to say that the Australian designers, Paul Stanyon and boatbuilder Derek Appleton, might have just about got this one right. Regarding her performance, she gets along nicely and the added waterline length eliminates the squatting common in the 10m version.

Everything about this boat appears to be roomy and accommodating. On going forward, through the saloon, one drops down either side into the hulls and the main accommodation. To port

are two double cabins. To starboard is one double cabin plus a large head and shower.

The décor is attractive and there is ample natural light, making these cabins a restful place to be. Back into the saloon, the lower helmstation is to starboard, with all the electronic aids, controls, main switches and the like close to hand. Behind the helmstation is a functional galley complete with a twin-tub sink, a two-burner gas hob and a large oven. There is a refrigerator and plenty of storage under the sink.

Additional space when setting plates out for dishing food is provided by tilting the helm seat forward when not in use. The galley is a large U-shape where even the most overworked galley slave can still enjoy the surrounds while preparing the important meals.

Opposite, and of similar dimensions is a large, U-shaped dinette where the table may be dropped to form an additional crew berth if required. A Majestic combination television and stereo system provides the entertainment.

This vessel, the first to arrive in New Zealand, has been fitted to a medium specification, primarily as a demonstrator. Her potential owner could trim a bit off the budget or go for more luxury items, including airconditioning and leather upholstery, teak trim, more electronics, an icemaker and whatever else takes their fancy.

The cockpit area features a freezer, a barbecue, a separate wash sink with hot and cold water and ample storage for ropes, wash-down hoses and other deck gear. Access to the engine room is via two cockpit hatches.

As we drop down through the hatch we land in the protected stern gland region, and looking for and fitting snugly under the cockpit sole, is a 150hp Yanmar shaft-drive turbocharged diesel driving a ZF Hurth-ratio 2.43 gearbox. This is coupled to a



The spacious dinette will seat six comfortably

stainless steel shaft swinging a 19 x 20.5 four-bladed propeller.

The engineering layout is duplicated in the other hull with the only difference being that the propellers are counter-rotating. I was pleasantly surprised to see how much room there was around the engines in the hulls. There is ample space and head height to get around or over the engines for servicing.

When underway, any engine noise was at a very acceptable rumble from below. She gets up to cruising speed quickly and maintains a relatively flat angle cruising at 18 knots with a top speed of 23.

We were impressed to learn that this boat will cruise all day at 18.5 knots over ground for just 24 litres of fuel per hour. This is absolutely an amazing and unbeatable figure when looking at commercial applications in this day of high fuel costs.

But we note that her fuel tankage is only 600 litres, and this would need to be increased to at least 1000 litres or even 600 litres a side when sportfishing around our coastal waters.

An external staircase leads up to the flybridge, which is protected by a hardtop and clear plastic screens. The helmstation console is positioned to starboard and aft of this spacious area. Passenger seating is provided in front of the console and in a U-shaped wraparound across the front of the for'ard area of the flybridge. To port is a small hospitality area, complete with a sink and a space for a refrigerator below.

At the helm console are two comfortable skipper's seats for the skipper and navigator. Instrumentation and electronic aids are at hand and easy to see. When manoeuvring, the skipper has the added advantage of being able to see all four corners of the vessel. This is an excellent feature when berthing in tight confines, cruising or sportfishing.

Across the back of the flybridge is the stainless steel rail which houses both life rings and provides a rocket-launcher for stowing fishing rods when they are not in use.

Looking at the aesthetics of the superstructure of the 1100 Discovery, the use of an eyebrow above the saloon and main for'ard windows gives an important degree of protection from the sun and glare when operating from the lower helmstation. The for'ard facing windscreen around the flybridge deflects much of the breeze from those sitting in the for'ard position. The use of clears provides shelter in inclement weather, and the

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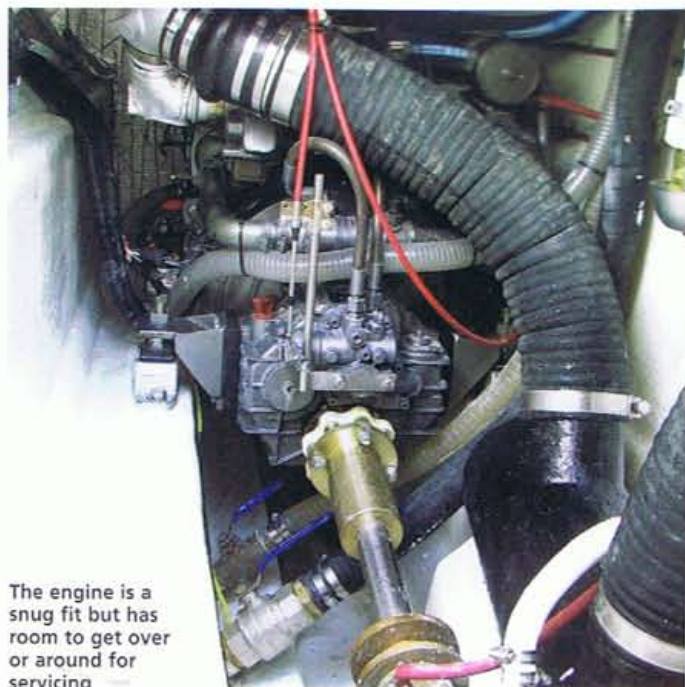
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The engine is a snug fit but has room to get over or around for servicing

all-important hardtop provides shade to the helmstation on those hot, balmy days.

Moving forward, access to the foredeck on either side of the superstructure is easy with good, comfortable height safety rails. Once again when forward, the amount of space for this size of vessel is just amazing. As well as the skylights to the cabins there are two deck hatches to the anchor wells, and inside there are two large shelves for stowing fenders, spare ropes and other gear.

A Muir anchor winch is located on the foredeck and a CQR plough anchor is housed in the spare man. It would be possible to store a liferaft or a small tender on the foredeck if the need ever arises.

The Voyager 1100 Discovery is one of the most interesting craft we have reviewed for a number of years. She is built to a level to cater to the luxury market, while still being practicable enough to service the bareboat charter market and functional enough for a discerning owner/operator working in the sportfishing market.

We would have to say that she is one big little vessel that not only comfortably sleeps six adults, but has the volume within her saloon and cockpit areas to give those on board the freedom to move without the sense of tripping over each other.

She performs well, has all the creature comforts, and if the New Zealand dollar holds she could well prove to be a suitable replacement for the bareboat and sportfishing charter fleet, where capital costs are an all-important feature of the viability of these charter activities.

## SPECIFICATIONS

Designer	Derek Appleton
Architect	Stanyon Marine
Builder	Voyager Catamarans
Length overall	11m
Beam	4.25m
Draft	750mm
Headroom	1.95m
Displacement (light ship)	6.5 tonnes
Fuel	600 litres
Water	650 litres
Engines	Kammar diesels
Power	2 x 150hp
Gearboxes	2 x ZF Hurth 2.43:1
Propellers	19 x 20.5 four-blade
Steering	Hydraulic, with rudder tie bar
Electronics	Raymarine
Price	404,000 or 425,000 to 595,000 landed

(depending on spec)