



EXCITOR III COULD BE AN **UNDERSTATEMENT**

BY KEITH INGRAM

Regarded as the birthplace of New Zealand, Northland is rich in both culture and early Maori and European history – from Kupe, believed to be the very first Maori voyager to arrive in New Zealand over 1000 years ago, to the signing of the Treaty of Waitangi between Maori and the Crown.

The Bay of Islands is a stunning region consisting of 144 islands, abundant in natural wonder and marine life. Tourism is widely recognised as being the backbone of the local economy. From game fishing to sightseeing, watching dolphins or the thrillseeking high-speed race to the Hole in the Rock and back, the bay has it all.

To experience it to the full there is a wide range of tourism activities to meet the needs of all age groups, including

adrenalin junkies seeking a high-speed rush.

When one of our leading tourism operators, Fullers Great Sights of the Bay of Islands, were looking at their options of what to do with their *Excitor II*, which was nearing the end of her economical service life, they considered a number of options.

A serious half-life refit and repower had its pluses and minuses. The 18m *Excitor II*, capable of carrying 45 passengers, was a proven vessel. But the toll of consistent high-speed work was starting to show and any major upgrade would carry a substantial cost.

Another option was a new, purpose-built vessel that would be ideally suited to the ever-changing needs of the tourism industry.

The high-speed thrillseeking vessel market is very limited and the company was not keen on venturing down the research and design phase into the unknown, just to reinvent the wheel.

Internationally, military applications on these vessels as fast, covert assault craft had already demonstrated their ability to shift a number of fully equipped personnel quickly in or out of a combat scene safely. We have also seen a growing number in civilian applications. So the company started looking at a number of proven examples with a good safety record from around the world.

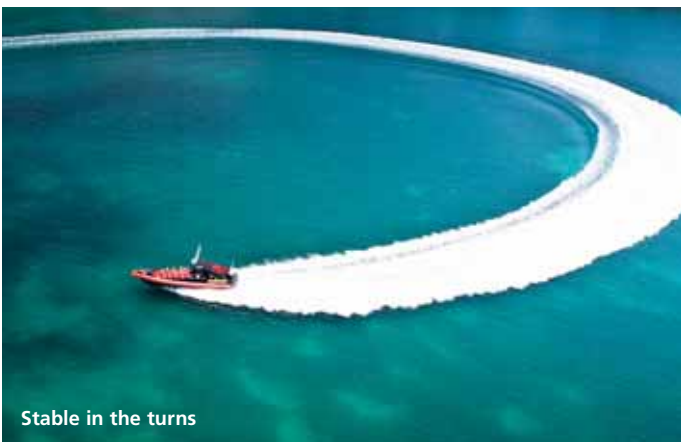
Across the Tasman Sea in Australia, the New Zealand design company Naiad had just over 30 of their high-speed hulls working off the coast of Western Australia in a wide range of applications, including high-speed tourism and marine mammal watching.



A comprehensive conning position



Fully loaded only adds good weight up front



Stable in the turns

Clearly the Naiad design was already proven, as many of these vessels were ageing and yet were still giving good service. Only one was inboard-powered, with the rest operating two, three or more recently four outboard motors. Petrol power is now able to deliver amazing power-to-weight ratio performance unheard of 20 years ago. Development of military style vessels and America's Cup tenders changed all that and today more and larger craft are opting for outboard power.

And don't forget the key advantage if one engine is to suckimoto! It is a relatively simple task to change power units and return the vessel to operational duties while the engine is being repaired or rebuilt.

The company settled on the Naiad design and sent some of its senior management team to Sydney and Tasmania, where they trialed a couple of variations of the vessel.

After evaluating the power options, there were compelling arguments to go with petrol outboard power units over inboards, as most tourism operators had found there were significant savings to be made over the course of its life, including the price difference in fuel.

Built by Circa Engineering in Whangarei in marine alloy with Hypalon D tubes, the design of the hull incorporates two spaced 60mm steps abaft the amidships area built into the hull below the chine. This reduces hull friction and drag on the planing surface at speeds above 30 knots. The lines of the hull and superstructure have been designed to give the passengers on board the perception of speed, even when travelling at 35 knots.

The *Excitor III* is the first one of her type in New Zealand for Naiad. The D tubes have six air-tight compartments and even in the unlikely event of a catastrophic blowout of both tubes, the hull will remain totally seaworthy at service speed for the ▶



MARINE & INDUSTRIAL



Specialists in all aluminium boats, pleasure, commercial, charter from 3m-30m

CIRCA MARINE & INDUSTRIAL LTD

245 Lower Port Road, Whangarei
Phone 09 438 9522 or 027 516 1470
email peter@circamarine.co.nz



NAIAD

4WD OF THE SEA

The ultimate hard-working RIBs recognised and respected by rescue services and commercial operators around the world.

Whatever the conditions, you can rely on Naiad's supreme ride & strength to get you home safely.

- PATROL
- MILITARY
- RESCUE
- TOURISM
- PILOT BOATS
- RECREATIONAL
- SUPERYACHT TENDERS

Naiad Inflatables (NZ) Ltd

Ph: +64 3 573-7246

www.naiad.co.nz

We build worldwide with licensed builders in:

- New Zealand
- Australia
- United States
- China

STATE OF THE ART V8's



Proven Performance

THE MOST POWERFUL OUTBOARD EVER.

The time proven configuration of the V8 is Yamaha's choice to deliver outstanding acceleration, torque and remarkable fuel economy. Yamaha wanted reliable yet massive thrust for the boat owner who is looking for offshore performance with all the advantages unique to the outboard motor. Its quiet throaty acoustic quality sets the Yamaha V8 apart from the rest. Invest in Yamaha's award winning Innovation and proven technology.

Talk to your Yamaha outboard dealer today.



www.yamaha-motor.co.nz



The centre of the front tube is actually alloy and is hinged so it can be folded out and down, revealing a set of steps for beach loading

return home. The centre of the front tube is actually alloy and is hinged so it can be folded out and down, revealing a set of steps for beach loading. The foredeck weather shield then opens up to give full passenger access.

Seating is in two areas, with the forward part of the vessel containing 22 jockey-style or straddle seats with a sturdy handrail for passengers to hold on to. These seats are fitted with lap belts just in case the jockey decides to desert the ship when airborne.

The centre console control is positioned just under the radar arch two-thirds back, behind which are another 13 seats in a raised theatre-style with the back row positioned over the motors. This area provides passengers with a greater degree of comfort while still experiencing the thrill of the speed, as the last quarter of the hull generally remains in contact with the ocean even when getting aerial.

Noise from the four large outboards directly behind and below is not a problem, as these large, modern engines are designed to be as quiet as a mouse. In fact you hear more noise as she goes past than you do on board.

The master of the *Excitor III* has excellent vision from the command position with all instrumentation laid out to provide the helmsman with all the vital information at a glance. With the twin throttles to starboard and a main helm wheel, manoeuvring and controlling the *Excitor III* is easy, considering the power and four propellers down aft. There are two radios to port with the main switch panel up within easy reach and view. The Simrad NX45 incorporating the Simrad BR24 broadband radar and plotter are centrally located. A Cobra MRF80 VHF radio is for communications and a Simrad MAIS300 AIS is for tracking and identification at sea.

Within the centre console is a small but functional head and

The hinged front steps
for beach loading



handbasin for passengers who are caught out or can't contain themselves in all the excitement. A saltwater system flushes into a 100 litre black water tank, while the basin is supplied from a 50 litre freshwater tank.

The middle two of the *Excitor III*'s four F300 Yamaha V8 four-stroke outboard marine engines have a 760mm shaft, while the outer engines have 635mm shafts. At wide-open throttle they provide a top speed of 55 knots. An interesting feature is that both the port and starboard engines are coupled together in sync and are operated with twin single-lever throttle and gear controls.

The F300 has been introduced to suit larger offshore boats demanding a maximum power limit of 300hp. It offers the latest technology and sophisticated electronic control systems of this impressive, advanced new V8-engined series from Yamaha.

The command and control systems of the F300 motors are very sophisticated, with Yamaha's digital electronic control system masterminding everything from the smooth, easy "fly-by-wire" electronic throttle and shift controls to automatic multi-engine synchronisation and the leading-edge package of driver information provided by Yamaha's new digital network gauges.

Durability is improved by a protection package we are told has no equal in outboard history. The new enhanced ultimate corrosion protection system of the F300 includes additional sacrificial anodes, new materials for the head gaskets and an innovative internal paint process. Then there is the multi-coating external paint treatment that is renowned for keeping Yamaha engines looking clean and smart throughout their service life.

Lusty and Blundell, at the request of Yamaha New Zealand, were asked to provide a solution to steering a multi-rig V8 outboard-powered boat, this being the first quad-V8 installation in New Zealand.

Their extensive knowledge in steering solutions worked on using the French Lecomble and Schmitt steering system for this unique installation. A pair of VHM350 V8 cylinders was supplied. These are a large-volume cylinder with an extremely robust pivot plate to handle the torque of these high-powered outboards.

Three tie bars were used to link the outboards mechanically to give a solid connection between these impressive engines. ▶



Simrad NSE
Best in class. In every class.

Chart. Radar. Echo. **Autopilot.**

Simrad NSE Software Update:

Integrate and Control with the all-new software features for Simrad NSE. Full **autopilot control**, **StructureScan™** underwater imaging and **digital switching** at your fingertips through one easy to use, high definition NSE screen.



Simrad NSE - Pushing all the right buttons...

- ▶ **Lightning Fast**, Fully Loaded Chartplotter
- ▶ **Award Winning** Echosounder and Radar Technology
- ▶ **All New** Simrad Control Interface for Easy Operation
- ▶ **Simple** and Flexible Masterless Network
- ▶ **Brilliant**, Low Power LED Display Technology

SIMRAD

www.simrad-yachting.com



ATL - BUY WITH CONFIDENCE

- Exclusive sales and service agents for NZ
- Factory trained technicians
- Nationwide dealer network

ATL | Tel: 09 845 5347 | Fax: 09 845 5348 | Email: sales@advancetrident.com

www.advancetrident.com

VIP.S75



The iconic Hole in the Rock

Save Money And Fuel!

*We Supply Everyone From Trucking Fleets
To Ships In The Ice, Agricultural, Automotive
Engineers, Generation, Suppliers.
And Now We Are Making It Available To You!*

**CHORNCO'S PROPRIETARY RANGE OF PRODUCTS,
PRODUCE COST SAVING BENEFITS THAT:**

- Reduce noxious emissions
- Reduce fuel consumption
- Replace fuel lubricity
- Improves equipment performance
- Sustain equipment efficiency
- Lower maintenance related costs
- Eliminate Diesel Bug
- Extend related equipment longevity



CONTACT US TODAY:

RALPH STARK 021-586-877
Office 03-329-7834, Fax 03-329-7808
Email: Ralph@newfueltech.com
Web: www.newfueltech.com

VP/S68

With the system connected to a power-assisted DC power pack and Orbitrol helm, the helmsman has unrivalled smoothness and comfort.

One important issue with these vessels is of course speed and safety at speed. Although the prospective skippers were very experienced, with the Naiad's unusual speed and handling ability it was considered important to further equip them with special skills for high-speed work so the *Excitor III* could be operated safely and effectively to the limits of the handling envelope.

Fullers GreatSights turned to Mark Rothwell of the maritime training consultancy Maritime Masters Ltd. Mark has a wealth of experience in practical training afloat and has provided specific training packages for many clients around New Zealand and overseas. For this package, his previous experience training



Mark Rothwell
mark@maritimemasters.co.nz
8 Martin Rd, Warkworth 0985
021 1795052, 09 422 9898
www.maritimemasters.co.nz

- Specialised Training Packages
- Consultancy Services & Reports
- MNZ oral exams. RYA Yachtmaster exams
- Licenced Compass Adjusters (Nelson & Auckland based)
- Vessel Deliveries
- ISM & ISPS Compliance

VP/S79



Quad F300s equals 1200 horses on the loose

The middle two of four F300 Yamaha V8 engines have a 760mm shaft, while the outer engines have 635mm shafts

the crews of high-speed naval and search-and-rescue craft was particularly useful.

A two-day practical package was developed that covered all aspects of high-speed operations, including handling, passenger safety, collision avoidance, navigation and emergency responses. Mark was also able to provide input into the risk assessment process and standard operating procedures, which dovetailed with the training to provide a coherent package.

The aim of providing skippers with the special skills, confidence and experience to operate such an exciting vessel was vitally important as these types of vessels grow in number.

The first training package for three skippers took place during and immediately after the sea trials off Whangarei and during the delivery voyage to the Bay of Islands. A second package for a further three skippers was delivered two weeks later.

Fullers GreatSights was keen to ensure all of the *Excitor III*'s skippers completed this "high-speed endorsement package" and are rightly proud of their commitment to safety.

As we go to press, the new *Excitor III* is settling into her regular tourist trips to the Hole in the Rock and can be seen safely belting across the ocean at breakneck speeds.

For the final result, one only has to read the faces of the thrillseeking public, young and old, to know Fullers GreatSights has a winner here.



SPECIFICATIONS	
Vessel type	High-speed tourist vessel
Hull	Mono-hull RHIB
Length overall	12.6m
Length waterline	10.6m
Beam overall	4.1m
Beam waterline	3m
Draft	800mm
Engines	4 x F300 Yamaha V8 4-stroke outboards
Power	4 x 300hp
Fuel capacity	1500 litres
Top speed	55 knots
Service speed	35 knots @ 4000rpm
Area of operation	Bay of Islands – inshore limits
Designer	Naiad
Builder	Circa Engineering
SSM company	MMS

Ready for a quiet day out boating?

With Pyrotek super-sound absorber insulation in your boat, you won't have to carry any extra sound proofing equipment!

Pyrotek have a range of specialist products & expert advice to increase the comfort of your boat by reducing all forms of noise & vibration.

- Attractive finishes • Easy installation • Noise barriers
- Noise absorbers • Vibration dampening • Retro fitting

GET MAXIMUM INSULATION PROTECTION FROM VOLPOWER NZ

Ph: 09 274 4305 or 0800 865 769
Visit our website www.volvopenta.co.nz

Pyrotek
noise control

L&B STEERING SOLUTIONS
Customised solutions for all steering applications

Outboard Hydraulic Steering Systems
Solutions for mono and multi hull power boats and available from 40-350hp. (1400hp quad engine counter rotation)

Inboard Hydraulic Steering Systems
Suitable for both power and sail boats in either manual, engine driven or DC power assisted systems ranging from 27 to 2500kgm.

LUSTY & BLUNDELL
LEADING MARINE DISTRIBUTORS

POMPES

Contact L&B - Auckland 09 415 8303, Whangarei 09 438 6353, Tauranga 07 927 9270 or visit www.lusty-blundell.co.nz