

Coastal Mariner

News from Coastal Marine Engine

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The Devlin and the D3

Sometimes it seems a boat and engine just seem made for each other. Such is the case with Sam Devlin's classy new 25' Surf Runner and the Volvo Penta D3 160/XDP sterndrive.

Devlin and his Devlin Designing Boat Builders yard crew, now numbering seven, are unique. They design up to 10 boats per year, build and sell some and sell plans for many others. As a pioneer in stitch-and-glue construction, Devlin realized in the first days of his company 27 years ago how that method could lend itself to custom design. "Stitch-and-glue allows a small yard to build a variety of boats because there are no tooling expenses," explains Devlin. "In fact, every boat we make is a one-off for a specific customer."



The D3 sterndrive gives the Surf Runner remarkable maneuverability.

Customers are changing, Devlin observes. The owners of the Surf Runner previously owned a 31' Black Crown Devlin design suitable for long voyages on the Inside Passage. The couple wanted to downsize into something to blast around in the summer and came to Devlin again.

The result is a 25-footer that exudes elegance with spunk. With a displacement of only 4500 lbs, low freeboard and a moderate V shape, the Surf Runner looks every bit the part of the high-class run-about. The spunk is provided by the new D3-160 diesel sterndrive with a composite Duoprop

sterndrive. While the top end is a modest 28.6 knots, the new boat can run around at a cruise of 25 knots all day. No hard data on fuel consumption was initially available, but it is expected to be about 3-3.5 gph.

The D3 is a revolutionary five cylinder diesel. With electronic control and a common rail fuel system, it is exceptionally smooth running and responsive, while coming in a small and light-weight package. Coastal Marine has been selling Volvo Penta engines to Devlin for about a dozen years. "Coastal eased the process of getting into a new engine," Devlin says. Doug Dailey made the trek to Olympia for part of the installation, making sure the special bracketing worked properly for the stern's angle.

The engine's compact size is well suited for the "picnic boat" style. Devlin could



The Surf Runner on a brisk winter day near Devlin Designing Boat Builders.

provide an amply sized engine box without taking too much space away from the cockpit. "The more streamlined composite lower unit seems to have a salient rudder effect," Devlin says, "and the engine's quieter than I expected." 🌀

Devlin Designing Boat Builders

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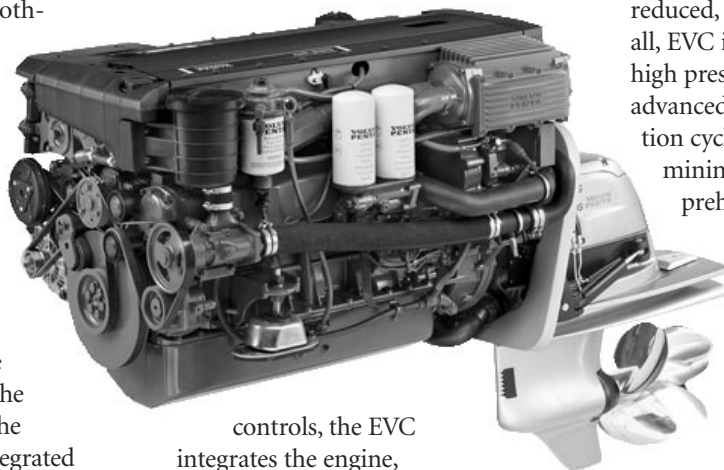
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New D6/DP350: Nothing Else Like It

Too often you hear “there’s nothing else like it.” In the case of the Volvo Penta Aquamatic Duoprop D6-350/DP, there really is nothing else like it. The 350 HP diesel sterndrive features the latest design in modern diesel technology.

Until now, aboard most boats, this amount of power was exclusive to the realm of inboard diesels. A new high capacity Duoprop drive was developed in conjunction with the D6. Coupled to the Duoprop, with the drive’s hydrodynamic design and integrated hydraulic steering, the D6-350A provides excellent handling and substantially increased speed and fuel economy.

The heart, or rather the brains, of the D6 is Volvo Penta EVC (Electronic Vessel Control) system. More than just electronic



controls, the EVC integrates the engine, its controls, instrumentation and electronics via an electronic backbone called CAN bus. EVC works with serial gauges, eliminating the miles of wires and their connections from days gone by. And not only are the number of connectors

reduced, they are now waterproof. Best of all, EVC is completely “plug and go.” The high pressure common rail fuel system with advanced EVC controlling the combustion cycle ensures that the D6 produces minimal smoke and meets future comprehensive emission requirements to be introduced in Europe and the US in 2006. Exhaust gases are lead under water into the propeller path, reducing the impact of fumes and noise.

Together, all the technical components and engineering come together in performance.

Throttle response of the supercharged engine is impressive, and combined with the Duoprop drive, provides instant acceleration and control while working through waves or maneuvering at high speed. 🌀

What Comes Around

Korrigan sure looked familiar to Coastal Marine service manager Denny Arger when she pulled up to the Canal Boat Yard dock. In fact, many years ago he’d spent several weeks on the 36-footer when she was based in the Caribbean. At the time she was owned

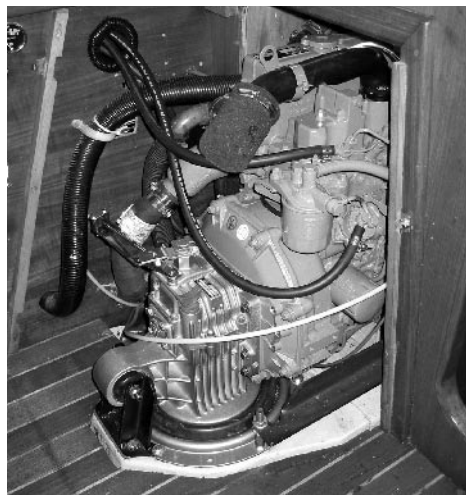
by Denny’s friend Jacques Endreo, enjoying a leisurely cruising life after an active racing life.

Built in 1979 for the Fastnet and other tough English races, the Holman and Pye design also featured a comfortable interior, including an aft cabin. That, combined with high quality semi-custom construction, enabled her to cross the Atlantic on her own bottom several times.

New owner Steve Purcell liked the boat’s seaworthiness. “I like to go out when it’s really rough and go as far as I can, then get back in time for work.” While the 24-year-old original Volvo Penta MD11C gave good service, Purcell realized he had a choice of increasing repairs or buying a new engine. For his type of cruising and his reliance on the auxiliary, he chose the latter. Instead of going through the hassles of repairs, he



Korrigan’s work was done next to Coastal Marine at Canal Boat Yard.



The MD2030 saildrive packed more power in the place of the old MD11C.

bought the new engine right away, a 29 HP Volvo Penta MD2030.

While engine access is notorious in sailboats, Korrigan’s repower wasn’t too problematic. The new Volvo saildrive was smaller (but more powerful) than the old one, and Volvo even provided an adaptor so that engine mounts wouldn’t be a problem.

The “new” Korrigan can now go racing up to the Strait of Juan de Fuca no matter what the conditions. 🌀

Performance Marine: Repowers and Then Some

Some may view an aging 22' Bayliner as, well, a hassle. Performance Marine, located in the Everett Marina next to the boat launch, sees it as an opportunity. Over the winter they've done a remarkable amount of work on one, including repowering with a Volvo Penta 225 HP, 4.3 liter V-6, gas stern-drive, model 4.3GX1/SX. The project also involved rewiring and installing new bilge, washdown and bait well pumps.

Spending money on repowering and renovating can make a lot of sense. For the fisherman or boater who has set his boat up just the way he wants it, a new propulsion package will provide



Performance Marine is located at the boat ramp in Everett.

far better reliability and, most often, improved performance. The cost of repowering is a fraction of what would be spent on a new boat. And the other alternative of buying another used boat may not provide the reliability and reduced maintenance cost that would come from a repower.

Performance Marine was started in 1979 by Bill Hook and his brother Rick, who retired four years ago. Bill is now the sole owner, and works with a crew of seven.

"We had a pretty good year," says sales manager Bill Murphy of '04. "There was a lot of repowering because of the big freeze last winter." Performance Marine caters mainly to the trailerable crowd. Murphy

continued on back



This 22' Bayliner has a new lease on life.

"Hummer on the Water"

Skagit Orca is part of the growing C-Dory family of boat lines. The queen of the Skagit fleet is the 27' XLC, which provides both comfort and toughness.

Vice president Jeff Messmer sees a distinct market for this Skagit owner, separate from other lines in the C-Dory group.



The Skagit Orca 27 XLC combines comfortable accommodations with a fast and tough hull.

"The Skagit Orca is for the guy who wants to go fast through rough seas." To withstand the punishment, the Skagit has over-built foam injected glass stringers. To handle the seas, the Skagit has an aggressive V shape. "It's like a Hummer on the water," Messmer said.

A powerful, reliable engine is really necessary for this type of boat and this type of boater. The 27 is powered by a Volvo 8.1 GI-DP gas sterndrive that provides plenty of power for this 6,000 lb. boat.

The Skagit Orca 27 XLC's longer cabin house gives ample room for an enclosed head and a full galley plus a generous Vee berth forward.

Sea trials showed just what the Skagit could do with the Volvo Penta. With 75 gallons of fuel and three passengers, it reached plane at about 2550 rpm and topped 40 knots at 4800 rpm. This particular boat had all the bells and whistles including a radar arch and aft steering.

Demand for the C-Dory, Skagit Orca and Olympic boats has risen so steadily that the company now consolidated its manufacturing for the lines to a modern Auburn, Washington plant. "It was like moving from a cabin in the woods to the 21st Century," Messmer explains. 🔄

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Communications Update: Coastal Forum, Canal Online

The Coastal Marine Engine web site continues to expand and promises to become an important tool for dealers and customers alike. The latest addition is the Coastal forum. The forum gives everyone a chance to ask questions or make observations online. Questions will be posted along with answers or input from the Coastal Marine staff. Other customers can jump in with their thoughts or solutions. This will be a great place to keep up with the ever-improving line of Volvo Penta products and services.

Coastal Marine Engine's sister company and next door neighbor Canal Boat Yard has also laid claim to its corner of the web. The new site is www.canalboatyard.com. The fledgling site has a price list plus a complete list of services available. A link will send you to the right email address for scheduling a haulout or submitting questions. ☺

www.coastalmarineengine.com
www.canalboatyard.com



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Roamer on a Plane

The very first issue of Coastal Mariner introduced the world to the Ocean Sport Roamer 30. This combined effort of Ron Meng of Islands Marine Center and boat builder Jim Lindell looked promising from the beginning. Less than year later it can officially be deemed a success.

While the initial power package of twin Volvo Penta KAD 44s seemed unbeatable, they were definitely topped. "We have found the ultimate power package is the 260 HP D4 with the supercharger. We're getting 43-44 mph at the top end and it cruises at 32-34 at 27-2800 rpm," says Meng.

Hull number 15 was taking shape in December and another 15 are expected to be built this year.

What is truly impressive is how spread out the first boats are and how much they're getting used. Three boats have gone to Alaska, including one that went there and back for a summer cruise. That same boat, *Fish & Chicks*, has just made the trip to Mexico where it will cruise and fish Baja. From there, it's headed through the Panama Canal and then up the East Coast with a final destination of Chicago on the Great Lakes.

Another D6-equipped Roamer lives in Wyoming, but is being shipped to the San Juans and then cruised to Alaska next summer. Yet another Roamer is based in Hawaii where it's used for sport and commercial fishing.

With the boats themselves as their best advertising, it seems like the production line will stay on full plane for a long time to come. ☺

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reports that many customers turn to Performance Marine for better service than they get at a boat dealer. "There's definitely a market out there for repowers," Murphy says. ☺

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