

# Coastal Mariner

News from Coastal Marine Engine

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## Swedish Heart Transplant

**B**ack in the 1980s when the Nordic Tug 32 hull form was first taking shape on Lynn Senour's drawing board, electronically controlled diesels were some far-out fantasy. Thanks to the cost of fuel and environmental regulations, electronic diesels are now a necessity. But they're much more than that. They improve safety, boat handling, system monitoring and problem diagnostics. It all comes down to more enjoyable boating.

Constant refinement, including a hull extension and other improvements over the years, the 32 continues to be a premier choice among trawlers and just received a heart transplant, a new standard 280 HP Volvo Penta D6 power package. The new engine, like all the improvements over the years, doesn't change the character or feel of the boat, just makes a good boat even better. In fact, a primary reason for Nordic Tugs' switch was that the Volvo's



Volvo Penta D6 280i

small size meant there needed to be no major changes to 32's existing layout. "Another reason," explained Marketing Manager Laura Kaestner, "is Volvo Penta's

stellar reputation in Europe. We're starting to export to Europe and expect this to be a very popular model."

The Nordic Tug 32 has become the choice for long distance cruising couples. A roomy stateroom forward features a large double bed and full sized head with shower. Ample drawers, hanging lockers and a large galley make extended cruising comfortable. The 32's modest size makes boat handling and maintenance manageable.

The D6 seems a perfect match for the 32. The new top speed is 18.5 knots and fuel efficiency has improved at all speeds. The Nordic Tug build team found Volvo's installation package easy to work with and complete.



The Nordic Tug 32, belying its tugboat looks, with an 18.5 knot top speed.

Volvo Penta's renowned reliability may have met its match in Nordic Tugs. Volvo Penta diesels can be found still working comfortably around the world and Nordic Tugs barely seem to age at all and command a premium used boat price. Their distinctive looks keep them perpetually in style and Nordic's obsession for quality becomes more apparent with each year.

Besides, in the end, it seems very appropriate that a "Nordic" boat has a Swedish heart. ⚓



The interior is perfect for couple cruising.

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# A Little (Hydrofoil) Lift

There's nothing novel about power catamarans these days. Nothing novel, that is, until you start putting foils underneath and bringing that New Zealand flair into the project. All American's new Amerikat is something truly unique and a great chance for the Volvo Penta D4-260A diesel sterndrive to show its strengths.

The Amerikat 32's design was a col-



The Amerikat 32 at 40+MPH during sea trials on Bellingham Bay.

laborative effort between All American and Teknicraft of New Zealand, which has a unique and successful approach to catamarans. The result is a 32 footer that flies, literally. Hydrofoils help raise the 32 partially out of the water at cruising speeds, reducing drag and dramatically smoothing the ride. The hulls feature symmetrical bows and asymmetrical tunnels, which help the boat bank gently into turns much the way monohulls do.


The Volvo Penta D4 is the perfect fit for this application. The compact design allows the engine to fit into each narrow hull while leaving enough access for maintenance. The 260 HP D4's responsiveness helps the foil start working quickly. And with 260 HP at 3500 rpms, there's ample power. The



A queen sized double traverses the hulls.

performance has met all expectations with a 40 mph cruise and a 44 mph top end.

The Amerikat features a Jatoba hardwood interior with a queen-sized stateroom, enclosed head with shower. The salon features a dinette that easily converts to a double and a galley with a Wallas diesel stove that doubles as a cabin heater.

In recent years All American Marine has shifted its focus to high quality innovative designs for pleasure, passenger vessels and work boats. It is the exclusive North American builder for Teknicraft Design Ltd. 

## All American Marine

200 Harris Avenue,  
Bellingham, WA 98225  
[www.allamericanmarine.com](http://www.allamericanmarine.com)  
(360) 647-7602

# Less is More: EVC-C

While there may not be such a thing as too much information when it comes to engines, there is such a thing as too much instrumentation. As electronic whiz kids come up with yet another piece of instrumentation, helm consoles run out of that much more space. Volvo Penta has come up with a new system that reduces the number of instruments while making more information even more accessible. Enter the EVC-C series.



The 4-in-1 gauges save console space but don't skimp on data.

While the computer data-based system is the brains of the system, the visible centerpiece to EVC-C is the new LCD Tachometer. The LCD window displays engine system parameters such as trip/fuel data and more. Information is accessed by scrolling with the intuitive EVC control panel. Importantly, major issue alarms will automatically be presented in the tach window. The signal also indicates that warning's specific cause. The LCD tach can


take the place of or work side by side with the optional EVC LCD display.

Another elegant new piece of hardware is the analog 4-in-1 gauge. This white dial with chrome bezel can provide fuel level, coolant temp, voltage, plus, either oil pressure or trim angle. Separate instruments



The LCD window on the tachometer provides a host of engine systems and diagnostic information.

for each of these functions are still available for those who want them.

This system's strength is its ability to provide the most important information immediately, as specified by the operator. Furthermore, engine data can be sent to other "all in one" displays that support NEMA 2000 protocol. What does all this mean to Joe Boater? A more pleasant and comfortable boating experience is available compared to the old days of single needles on a few gauges and the hope that all else is well. 

# Search and Rescue by Boulton

When the Klamath River meets the Pacific, it makes the perfect testbed for the new Boulton search and rescue craft powered by the 8.1 liter Volvo Penta 8.1 GI/DP gas sterndrive. As a crew of 12 Yurok tribal officials and Boulton's crew found out while sea-trialling the boat, the 24 1/2 foot, 4,000 lb. RIB delivered in all aspects. The top speed in flat water was ample for times when speed is imperative, and the power and handling in the surf, even with a very full boat, exceeded all expectations. Were it not for the seriousness of the vessel's mission, it might even be called fun.

While this may have been a surprise to some, it really shouldn't have been. Mike Boulton has been designing and manufacturing aluminum powerboats for more than 30 years. Starting straight out of high school with his father at Alumaweld, Boulton learned boatbuilding from the shop floor up and now applies that knowledge to a company bearing his own name. His record of quality workmanship has earned numerous GSA and other governmental contracts for tough workboats.

Hard-won knowledge is seen in Boulton's boats. Hulls are designed so that with some reconfiguration can be customized to a client's exact requirements. The Kodiak model, like the Yurok S & R boat, can be configured without flotation chambers and extended to 34'. "Our line is one of diversity, not mass production," Boulton says.



The Boulton Kodiak model was customized for its duties as a search and rescue vessel in the Pacific surf.

"We had to maximize space in a relatively small boat," Boulton explains, "So the 8.1 Gi was a snug fit. It was a great package with all the right wiring, plumbing and fuel system components. The new sterndrive for 2007 looks very robust."

Other Boulton Powerboat projects include a recently delivered boat to San Diego and the Los Angeles Police Department. ⚡



The RIB is easily trailerable and can be deployed when and where needed.

## The Seward Volvo Connection

"We're focusing nearly all our energy and training on Volvo Penta," explains Jerry Waliezer, owner of Seward Heavy Industrial Power (S.H.I.P.). For Jerry and his wife and business partner Cindy, this is really saying something. Since going into business in 1983, they've handled Caterpillar, Detroit Diesel, Yanmar, Luggar and a few other lines.

S.H.I.P. may not be the biggest operation, but the team manages to stay busy throughout the year. Jerry and Cindy are joined by two mechanics. And while they're all hopping during the busy spring and summer months, they schedule the overhauls and diesel and gas repowers to keep themselves occupied in winter.

Seward may have only a population of around 3,000, but the waterfront is an extremely busy place in summer.

S.H.I.P. has nearly a front row position 100 yards from the small boat harbor on Resurrection Bay with haulout facilities across the road.

This past winter was a big one for S.H.I.P. and for Volvo Penta in the Pacific Northwest. Aurora Charters was ready to repower the 50' Delta *Emerald Fjord* and chose S.H.I.P. and a pair of D9s. The repower turned out to be a tremendous success, outperforming expectations and a sistership's repower, done at the same time with a different brand of engines.

The *Emerald* repower was indicative of changes Waliezer sees in the region. "It used to be thousands of pounds of fish coming in. Now it's thousands of pounds of passengers." But while the cargo may change, Seward Heavy Industrial continues to thrive. ⚡



Seward Heavy Industrial Power installed a pair of Volvo Penta D9s in Aurora Charters' Delta 50 *Emerald Fjord*. The project set a new standard for Delta 50 repowers.

## New Gas Sterndrive and TSK

While Volvo Penta may have grabbed some headlines with the new IPS and D-series diesels, sterndrives have been getting their share of engineering attention as well.

The new sterndrive and Transom Shield Kit (TSK) for gas engines and D3 diesels are completely new units featuring incremental improvements. The sterndrives themselves are visibly more robust to meet the ever-increasing demands of both commercial and pleasure operators. The new units' exhaust systems feature reduced backpressure and propulsion noise, always a consideration in sterndrive applications.

Builders and dealers will appreciate the new installation features. The trim pumps, formerly located inside the boat, are now integral with the TSK on the outside of the transom. This dramatically simplifies the installation and cost while making an even cleaner package. ⚡



The new Volvo Penta sterndrive and TSK.

## A Canal Connection More Than a Paint Job

Doug Lambeth is proof you don't need your own yard and a PR agency to forge a reputation and living in the boat business. Ever since 1989 he's been doing high quality fiberglass work from Canal Boat Yard, even before it became a sister company to Coastal Marine in 2004. Today, Lambeth's Pacific Fiberglass has earned a reputation to tackle just about any size job from a simple bottom job to major hull redesign.

And while Pacific Fiberglass has established itself firmly among the top yards in the Pacific Northwest for painting and other cosmetic jobs, the bigger and more challenging jobs are the ones that seem to captivate Lambeth the most. In recent months Pacific Fiberglass extended the



Doug Lambeth

hull of a 40' Tollycraft with a built-in swim platform and rebuilt the deck of a classic DeFever that had wet balsa core.

Another major project was an Albin that hit bottom, requiring repair of shafts,



Pacific Fiberglass and Canal Boat Yard make a formidable team.

struts, props and rudders in addition to the hull repair. "People don't realize all the different things we do," says Lambeth.

Pacific Fiberglass has taken full advantage of the temporary structures now on site at Canal. "I rent the big one for my next job before my last one's done, just keep moving them through," Lambeth says. Over the years the eight-man Pacific Fiberglass crew has developed an easy camaraderie and earned a great reputation for uncompromising quality.

Lambeth's own boating is aboard a 1964 Thompson Runabout that he restored. With his two sons and daughter, salmon fishing is the family routine on many a weekend. "We had good luck with the chinook and are looking forward to the coho," he said. ⚡



Blue is Pacific Fiberglass's famous 14-year-old mascot. He never misses a day, but lately has assumed more of a consultant role.

### Pacific Fiberglass

In Canal Boat Yard, next to Coastal Marine.

Stop in to see their work.

(206) 789-4690

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**COASTAL MARINE**  
ENGINE INC.

4300 11th Ave. NW  
Seattle, WA 98107  
Ph: 800-223-5284 or 206-784-3703  
Fx: 206-784-8823  
www.coastalmarineengine.com

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