

Coastal Mariner

News from Coastal Marine Engine

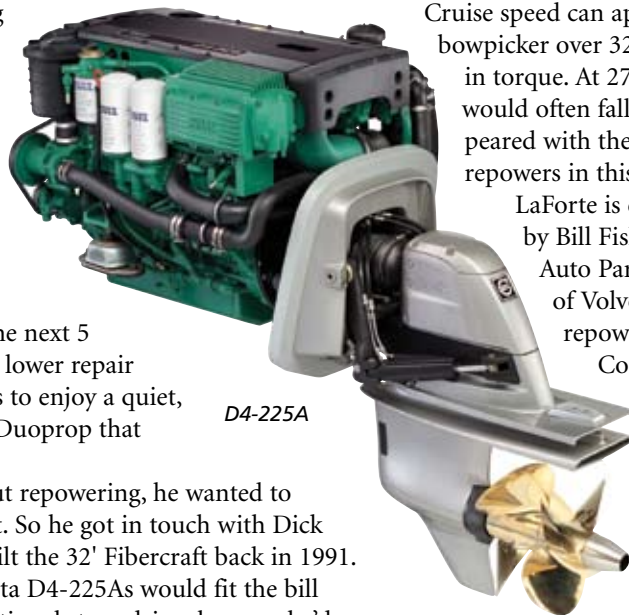
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Gillnetting for Clams

Whether or not Greg LaForte comes home with full holds in his bowpicker, he's definitely going to come home with a lot more clams in his bank account because of his decision to repower with twin 225 hp Volvo Penta D4s. Approximately \$8,400 this year alone. Make that \$42K+ over the next 5 years. That's not even counting lower repair bills. And the best news, he gets to enjoy a quiet, clean and amazingly powerful Duoprop that whole time!

When LaForte thought about repowering, he wanted to make sure he was doing it right. So he got in touch with Dick Johnson, who designed and built the 32' Fibercraft back in 1991. Johnson agreed twin Volvo Penta D4-225As would fit the bill better than the existing International stern drives because he'd actually designed the boat for 200 HP Duoprops.

"The 250 HP Internationals were good engines," LaForte explained, "But they just weren't fuel efficient." Sea trials revealed they burned about twice as much fuel as the new D4s. With the



D4-225A

Cruise speed can approach 30 knots and the top end takes the bowpicker over 32 knots. There was also a noticeable difference in torque. At 2700 rpms with the Internationals, the boat would often fall off step to nine knots, a problem that disappeared with the D4s. "It should be a real popular engine for repowers in this area," LaForte said.

LaForte is extremely pleased with the repower done by Bill Fisher and the crew at Cordova Outboard and Auto Parts. They have been busy with a number of Volvo Penta repowers. "I've done four D-series repowers this year," Fisher reported. Bill purchased

Cordova Outboard in 1980 and two years ago

he purchased Alaska Power. Now Cordova Outboard sells and services everything from Honda outboards to the latest Volvo Penta and Caterpillar diesels. Business promises to continue on the upswing. An upcoming gillnetter repower will see a Volvo Penta D6 replacing a single MerCruiser. ↻

Internationals running 20 knots at 2700 rpm, fuel burn was 10.3 gph/engine. At the same speed and rpms the D4s each burned only 5.2 gph. At idle the Volvo Pentas used a fraction of what the Internationals used.

Not only did LaForte's fuel efficiency improve, but performance did as well. "I'd never run Duoprops before. If you want to go, just put the throttle down and she jumps."

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Greg LaForte's gillnetter now burns about half as much fuel as it used to, and doesn't fall off step with a load.

Mom and Pop, Sales and Service

Just as you drive onto Camano Island north of Seattle, Camano Marine and Bruce Hawthorne are there to greet you. While Camano Marine has been there for nearly 40 years, Hawthorne and his wife Leslie didn't enter the picture until about 4 1/2 years ago. At the time, Camano Marine wasn't selling any boat lines. "From that standpoint, it was kind of a startup business," Hawthorne said. But he knew that a marine business survives on more than sales alone, and put together a stellar service team as well.

The Hawthornes, business partners in this endeavor, went to work quickly. Today their lines include Seaswirl, Striper,

Tracker, Tahoe, SunTracker, Nitro and Mako. With an inventory at a given time of 100 boats or more, they've taken the self-proclaimed "Mom and Pop" business to a new level. Volvo Penta D3s and D4s are well suited for several of the Seaswirls. "I tell customers that they can expect a long, useful life from their Volvo Penta engines with just the basic maintenance. These engines just keep going and going," says Hawthorne.

On the service side, the Hawthornes put their trust in Wayne Jensen. Jensen has worked on marine engines for 30 years, and seen it all. His team includes certified technicians who get annual training on the models they service. This year's work orders included about 15 repowers, many resulting from the cold streak last winter. In fact, repowers have become an integral and lucrative part of the business, creating happy customers who love their boats. Camano Marine prides itself on customer satisfaction with both boat sales and service, and Volvo Penta power packages ensure the customer will




The store is well stocked for a day on the water.



Bruce Hawthorne is the welcoming committee on Camano Island.

still feel that way years long after firing up their new engines for the first time.

This year Camano Marine pursued and achieved the NMMA Marine Dealer Certification Program. This fledgling program is a quality assurance certification that is gradually gaining industry prominence. 

Tough Duty Requires Tough Engines

When a boat is designed and built for the toughest duty, it makes sense that it is powered with the toughest power packages.

Aluminum Chambered Boats (ACB), located in Bellingham, has earned a reputation for an innovative design and construction approach that works in tough marine applications. Multiple watertight chambers throughout the hull ensure that the hulls are "virtually unsinkable." The patented chambered design approaches the safety considerations from a new angle. In fact, even with the hull chambers filled

with water, trapped ambient air under the hulls will keep the boat afloat. As ACB's Marty Smith explains, "Even if you do manage to hole the chambers, it won't sink. It becomes a monohull." Holing the chambers wouldn't be easy. Boats have hit submerged logs at 40 mph without compromising even one of the chambers.

Most ACB boats, which vary in length from 25-32', are headed to tough government or commercial duty. In fact, the best way to describe these workhorses is to list the customers; US Coast Guard, law enforcement, fire response, rescue and

environmental enforcement agencies. Of course, some demanding recreational boaters have opted for that toughness as well.

Because of ACB's emphasis on toughness in the face of the worst conditions, Volvo Penta is a natural fit. One of the important considerations Smith cites to his customers is that because Volvo Penta engineers both the powerplant and the drives, they're assured to work perfectly together. System integration is superior to any competitor and includes electronic controls and steering, all covered by one warranty.

More Power, Please

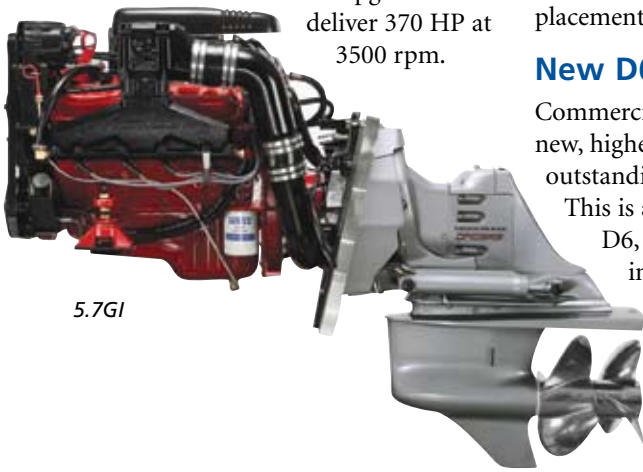
For Volvo Penta products, mid summer means new models. This year's harvest includes modest but important changes to the line.

5.7 Delivers Even More

The power rating for the workhorse 5.7 liter, model 5.7GI has increased to 300 hp. The gas engine refinements and the latest Duoprop sterndrive design sets a new standard in gas engine performance. The high output model 5.7GX1 is rated 320hp.

D6 High Output Rating

The D6, well established in the market as the technological leader, has been refined and upgraded to deliver 370 HP at 3500 rpm.



5.7GI

The D6 is still unmatched in compactness, making it even more appealing for applications where engine room space is limited or more accommodations desired. Electronic Vessel Control (EVC) provides a big brain for the small package, making it both extraordinarily fuel-efficient and clean running. EVC also ensures a common electronic platform for instruments, controls and navigation.

These features are combined with the precise mechanics of common-rail high-pressure fuel injection, double overhead camshafts and turbocharging and after-cooling. There is surprisingly large displacement for the overall engine envelope.

New D6 Commercial Rating

Commercial operators can turn to the new, higher rated D6 330 for Volvo Penta's outstanding reliability and fuel efficiency.

This is an important upgrade for the D6, which has proven itself so well in commercial applications ranging from high speed patrol boats to commercial fishing to passenger carrying vessels.




D6-330A


D4 in the 300 Club

Last but certainly not least is the new D4 300A. Like its big brother the D6, refinements to the basic D4 design have generated more horsepower. The high output D4 is now rated 300 HP @ 3500 rpm. This brings the 4-cylinder engine into a new capability realm and even more appealing for repowers and applications where space is at a premium.

The D4 is in the same family as the D6, sharing the same technology advancements.

One of its truly impressive qualities is its smooth operation. This, of course, did not come without a great deal of Swedish engineering. The extremely robust engine blocks are cast in a single die with a ladder frame reinforcement. Two balance shafts compensate for the free mass force generated by the 4-cylinder engine. 

The owner of the 28' Extreme Sportfish pictured here needed a vessel for transportation from his new retirement home on an Alaskan island near Sitka for trips to the mainland and as a sportfisher. One requirement was that it be stable and safe, which the chambered design handled. Speed was also on the list, and the D6 did not disappoint, providing a top end of 42 mph and a cruise of about 30 mph.

The clear choice for engine power was the Volvo Penta D6 310A. While the ACB design assures stability, safety and toughness, the D6 delivers the fuel efficiency and reliability. 



Boss Lady has a distinctive look and a distinctly safe design.

“Mr. Marlin” and “Dorado Lady” Runyon

Coastal Marine Engine’s own Scott Runyon may not have a lot of opportunity for marlin fishing in the Northwest, but sure made the best of his chance off the Baja coast. Runyon and his wife Jeri took a working vacation in Loreto, Baja California Sur (BCS), Mexico. Their host was Jim Lindell, builder of the Ocean Sport Roamer sportfishing boats.

Jeri and Scott took turns on the mighty striped marlin, trading off several times before landing it after 55 minutes. After the photo-op and release, the very tired 120-150 pounder swam off. The event was special, because marlins of this size are seldom seen any more, especially striped marlin. Jeri also landed a 40 lb. dorado that put up more of a fight, pound-for-pound.

“The 33’ Roamer’s an awesome fishing unit, very comfortable,” Runyon said. ⚓



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Emerald Colored Canal

Canal Boatyard has a new roommate. Well, not exactly a roommate, but something more than just a great tenant. Emerald Harbor Marine has expanded into the building at the northwest corner of the yard, giving new capabilities to the growing Canal presence.

The best situation is when everyone has complimentary skills and schedules. Emerald Harbor Marine, whose sales office is at Elliott Bay Marina, specializes in marine systems and joinery. The new shop location allows Emerald to work on boats while they’re on the hard.

It also means that with the combined efforts of Canal Boatyard, Coastal Marine Engine, Pacific Fiberglass and now Emerald Harbor Marine, there are very few jobs that cannot be accommodated. “We’ve always enjoyed working with Canal, Coastal and Pacific Fiberglass,” explained Larry Schildwachter, Emerald’s general manager. “They all work to the same high standards we strive for.”

While the facility houses ships’ systems and electronics work stations, it also houses a complete carpentry shop. Under the guidance of lead carpenter Keith Freeman, Emerald can provide top quality carpentry along with its systems and electronic work. Whether it’s a complete galley refit, a bridge console or a pop-up TV, the solid surfaces and woodwork comes hand in hand with the systems upgrades. In addition to 14 workstations, electronics benches and a full carpentry shop, the shop also has metal working tools.

The Emerald crew invites everyone to stop by and see its new shop at the north end of Canal Boatyard. ⚓



Visit Emerald Harbor Marine

The head of J/K Dock at Elliot Bay Marina
The north end of Canal boatyard
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