

Vessel Type:	Monohull	Registered Ship:	, MNZ 133653
Power or Sail:	Power	Cockpit loc	Aft
Launched:	2009	S/D Cockpit:	Yes
Designer:	Scott Robson	Launch Config:	Encl Flybridge
Keel Type:			
Hull Colour:	White		
Deck Colour:	White		

This vessel has it all when it comes to things boating! Launched 2009, alloy hull/GRP superstructure, powered by twin 760hp Detroit's delivering 25 - 28 knots cruise. 2m headroom with 1 double and 6 single berths in 3 cabins with 3 heads and 3 showers. Full suite of electronics. Purpose built for game and sport fishing. Well proven, awesome blue-water vessel. New 4 year survey. ~~Vendor would trade up on property or trade smaller vessel.~~

Construction

Builder:	Q-West (hull) Davie Norris		
Hull Material:	Alloy	Displacement(kg):	21,000kgs
Hull construction:	Alloy	LOA(m):	15.6
Deck construction:	GRP	LOH(m):	15.6
Built to SSM:	Yes	Beam(m):	4.9
Other:	New 4 year survey	Draft(m):	1.2

Inventory for Vessel: 8914

Engineering

Engines

Number:	2	Est Hours:	1500
Make:	Detroit	Model:	8V92TA
Year Approx:		Under Floor:	Yes
Horse Power (Each):	760+760		
FreshwaterCooled:	Yes	Drive System:	Shaft
Est Cruise RPM:	1800-	Est Max RPM:	2400
Est Cruise Speed:	25-28	Est Max Speed:	31
Fuel Consump:	48.4 Gph (220 Lph)	Fuel:	Diesel

Transmission

Type: ZF

Fuel Tanks

Number of: 4 **Construction:** Alloy
Total Capacity: 4000 litres (880 Imp gallons)

Water Tanks

Number of: 1 **Construction:** Plastic
Total Capacity: 300 litres (66 Imp gallons)

Bow Thruster

(Yes)

Make: Side Power **Model:**
Type: --

Steering

Type: Hydraulic **Stations:** 2 (Flybridge, Tower).

Propellor

Type: 4 Blade Henley

Other

Accommodation

Headroom(m):	2.00	Or Headroom:	6ft 7in
Number of Cabins:	3	Number of Berths:	single=6 double=1
Number of Showers:	3	Shower location:	Ensuite, Cabin, Cockpit
Number of Heads:	3	Location and type:	Ensuite, Cabin, Cockpit, Jabsco Electric
Holding tank:	Yes,	Lectrasan:	No
Layout:	4 berths forward, master with ensuite port, 2 berth stbd, toilet, shower stbd. Saloon, galley aft, shower and toilet, cockpit.		

Electronics

VHF:	Raymarine	SSB:	Icom
Log/speedo:	In GPS	Radar:	Raymarine 120
Rudder Angle:	Raymarine	Wind Speed:	
Autopilot:	TMQ	GPS:	Raymarine
Chart Plotter:	Raymarine E1200	Depthsounder:	
Fishfinder:	Raymarine 120	Nav Interfaced:	
Stereo:	Majestic	CD/DVD Player:	Majestic
TV:	2 x	VCR:	Majestic
Surveil Cam:	No	Computer:	No
Other Electronics:	180deg sonar, interphase.		

Equipment

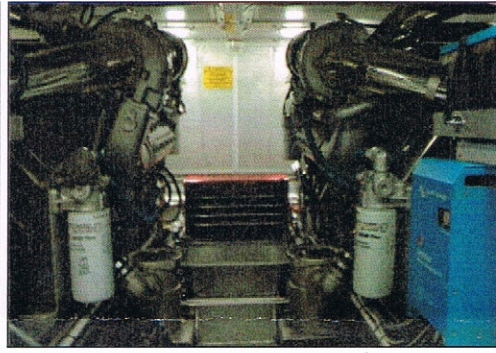
Anchor1:	Danforth, 15kg	Anchor2:	Plough, 40kg
Capstan:	Yes, Muir 3,500kg	Dinghy:	Yes, 3.25m, About Inflatables, RIB
Outboard:	Tohatsu 5hp	Liferaft Cap. & Date:	8 person
Liferaft:	Yes,	Fenders:	4
Davit:	Yes, 200Kg,	Barometer:	No
Fire Extinguishers:	7	Game Chair:	Yes
Game rigged:	Yes	Clock:	Yes
Compass:	1, Plastimo	Epirb:	Yes
Spray Dodger:		Lifejackets:	20
Covers:	Tender, tower console, davit.	Danbouy:	
Lifebouys:	2		
BBQ:	No		
Other Equipment:	Live bait tank.		

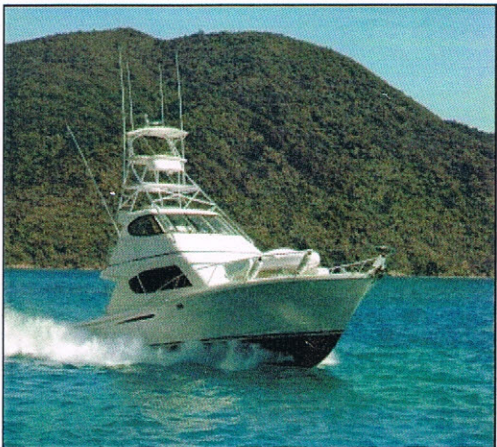
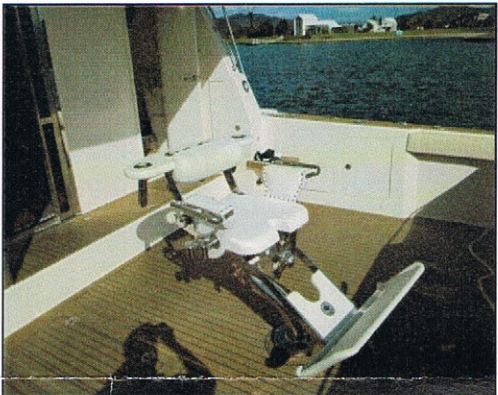
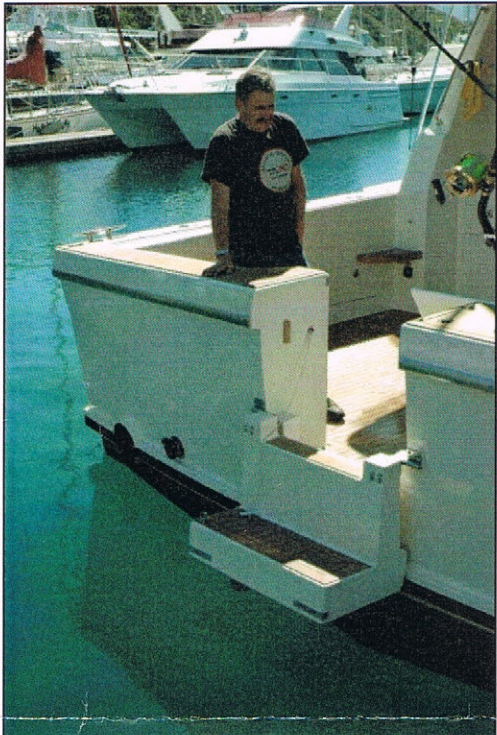
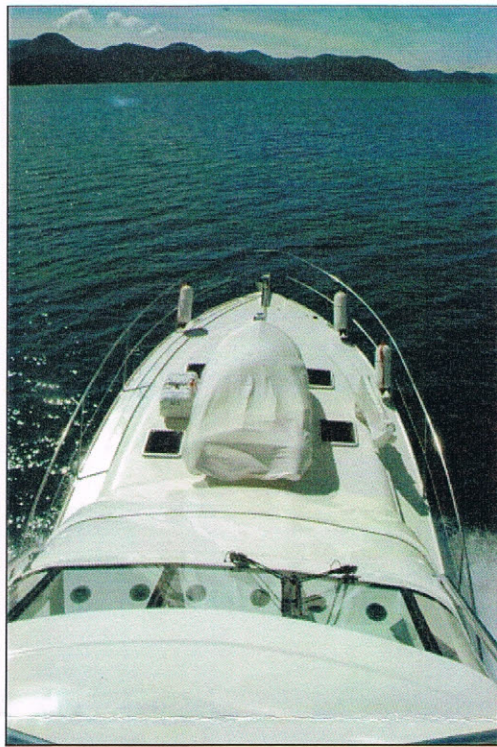
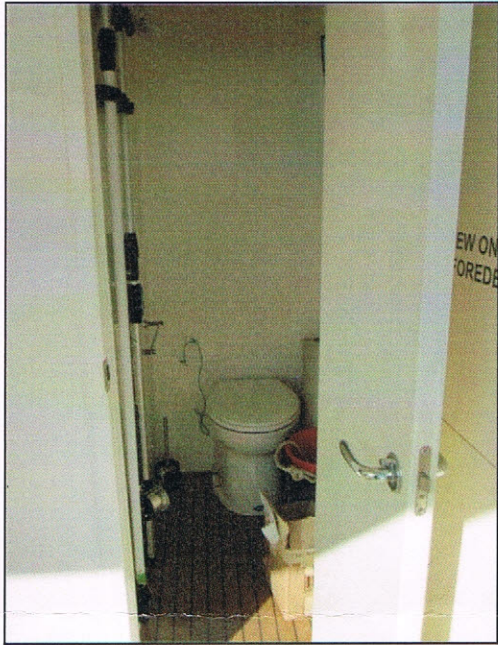
Electrical

Batteries:	4 Deep Cycle	Voltage:	12
Amp hours Total:	600	Battery charger:	Yes
Inverter:	Yes ¹⁵	Genset 2 :	
Genset 1 :	Yes, 10 Kw, 240 hrs est.	Shore Power Conn :	Yes
Current WOF :	Yes		
Other Electrical :	Isolating transformer, generator upgraded 2011 from 12kva to 15kva, all LED lighting. Victron battery charger.		

Galley

Location:	, Aft	Equipment:	Yes
Press Cold Water:	Yes	Hot Water System:	240v & off engine
Freezer:	2, 12v	Fridge:	2, 12v
Stove Fuel:	Electric	Stove Type:	2 Burner/Oven
Waste Disp Unit:		Microwave:	900watt
Clothes Washer:		Clothes Dryer:	
Ice Maker:			
Other:			





End of page



NEW ZEALAND SAFE SHIP MANAGEMENT CERTIFICATE

Issued under Section 41 of the Maritime Transport Act
pursuant to the provision of Maritime Rule 21.13(7) or 21.13(11).

Name of ship: **CERVEZA** MNZ number: **133653**
Home port: **LYTTELTON** Port of registry:
Engine power (kW): **969** Length overall (m): **14.90**
Gross tonnage: **N/A** Type of ship: **FISHING SHIP / NON-PASSENGER SHIP / PASSENGER SHIP**

Owner Name and Address: **CERVEZA CHARTERS LIMITED, PO BOX 16325, HORNBY, CHRISTCHURCH 8441**
Operator Name and Address: **CERVEZA CHARTERS LIMITED, PO BOX 16325, HORNBY, CHRISTCHURCH 8441**

This ship must not proceed beyond the following operating limits:

Operating Limit	Type of ship	Operating area	Maximum number of passengers	Maximum number of crew
Enclosed Waters	Passenger	NZ Enclosed Limits as per Part 20	18	2
Coastal	Non-Passenger	NZ Coastal Limits as per Part 20	5	3
Restricted Offshore	Non-Passenger	Restricted Offshore Limits, inside an area of the West Coast of the South Island, commencing at Abut Head, thence 270° for 85nm, thence in a straight line to a point 270° off Kahurangi Point, thence directly to shore at Kahurangi Point.	5	3
Inshore	Passenger	NZ Inshore Limits as per Part 20	18	2
Enclosed Waters	Fishing	NZ Enclosed Limits as per Part 20	0	3
Inshore	Fishing	NZ Inshore Limits as per Part 20	0	3
Coastal	Fishing	NZ Coastal Limits as per Part 20	0	3
Restricted Offshore	Fishing	Offshore Limits restricted to within 100 miles of the coast of the North, South and Stewart Islands	0	3

THIS IS TO CERTIFY THAT the Safe Ship Management System of the ship has been audited and that it complies with the requirements of the New Zealand Safe Ship Management Code and that the ship and its equipment remain fit for their intended purpose.

This certificate is valid until **30th August 2017** subject to –

1. a safety inspection being carried out by Maritime New Zealand prior to **17th June 2014**; and
2. periodical audits required by Maritime Rule Part 21.13 (8); and
3. inspections required by Maritime Rule Part 21.13 (10)

Date of issue: **17th December 2013**
Certificate Number: **44637**


Heather I Allen
Senior Advisor Ship Registration and
Operator Certification
Acting under delegated Authority

Please see reverse for further instructions

NEW ZEALAND

WORKBOAT



Review
2010



\$10.50 (INCL GST)

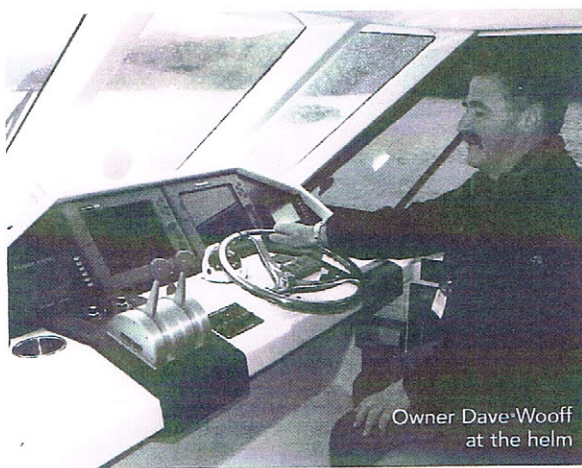


A SHOWCASE SELECTION OF THE LATEST WORKBOATS

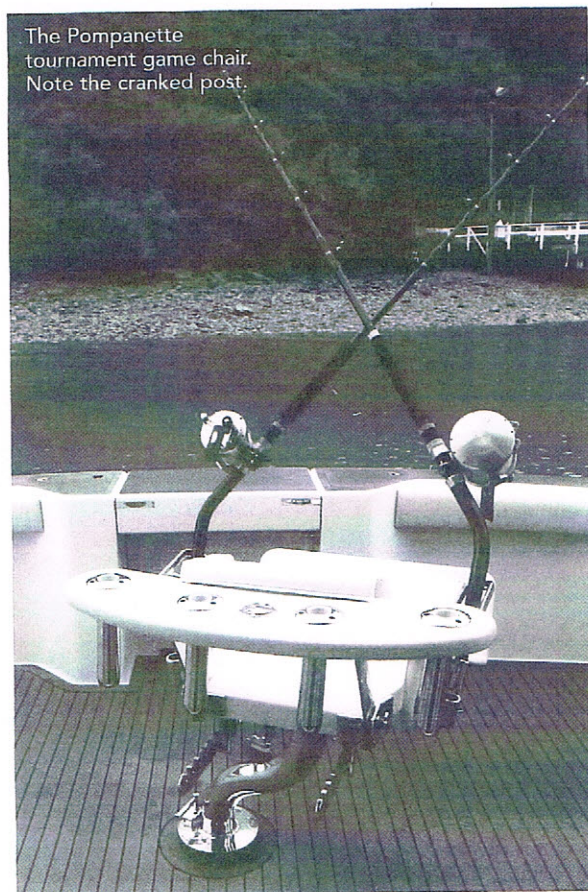
The lure OF TUNA

BY KEITH INGRAM

When David Wooff of Christchurch decided to follow his dreams to pursue some of the toughest game fish in New Zealand's most inhospitable waters, he had little idea of the exciting and challenging road ahead.



Owner Dave Wooff at the helm



The Pompanette tournament game chair. Note the cranked post.

David and his family are keen South Island boaties, having spent much of their time in and around the Marlborough Sounds with trips further afield in their first boat, *Cerveza* a well-found pleasure craft. They were well versed in the vagaries of the weather in the Sounds and Cook Strait region and had learnt the benefits of planning and preparing a vessel for sea. Likewise their move into the charter scene was well structured and planned with the building of *Cerveza II*, a Mark Ellis designed 14.8m Gough Bros built game and sport fishing charter boat.

David is an engineer with significant experience in heavy equipment and marine diesels and so to get a well engineered vessel built into a well designed hull was always going to be a happy marriage. While game fishing in the north was always a long term option, it was the lure of a yet to be developed southern and Pacific blue fin tuna fishery off the west coast of the South Island that was the ultimate goal. These west coast waters are renown for not taking prisoners as many a fisherman have learnt to their peril.

With only Westport and Greymouth, both notorious bar harbours, offering the only form of safe haven within a few short hours, the chance of being caught out and having to ride out some of the snottiest weather on our coast suddenly becomes a reality that must be factored into any vessel design.

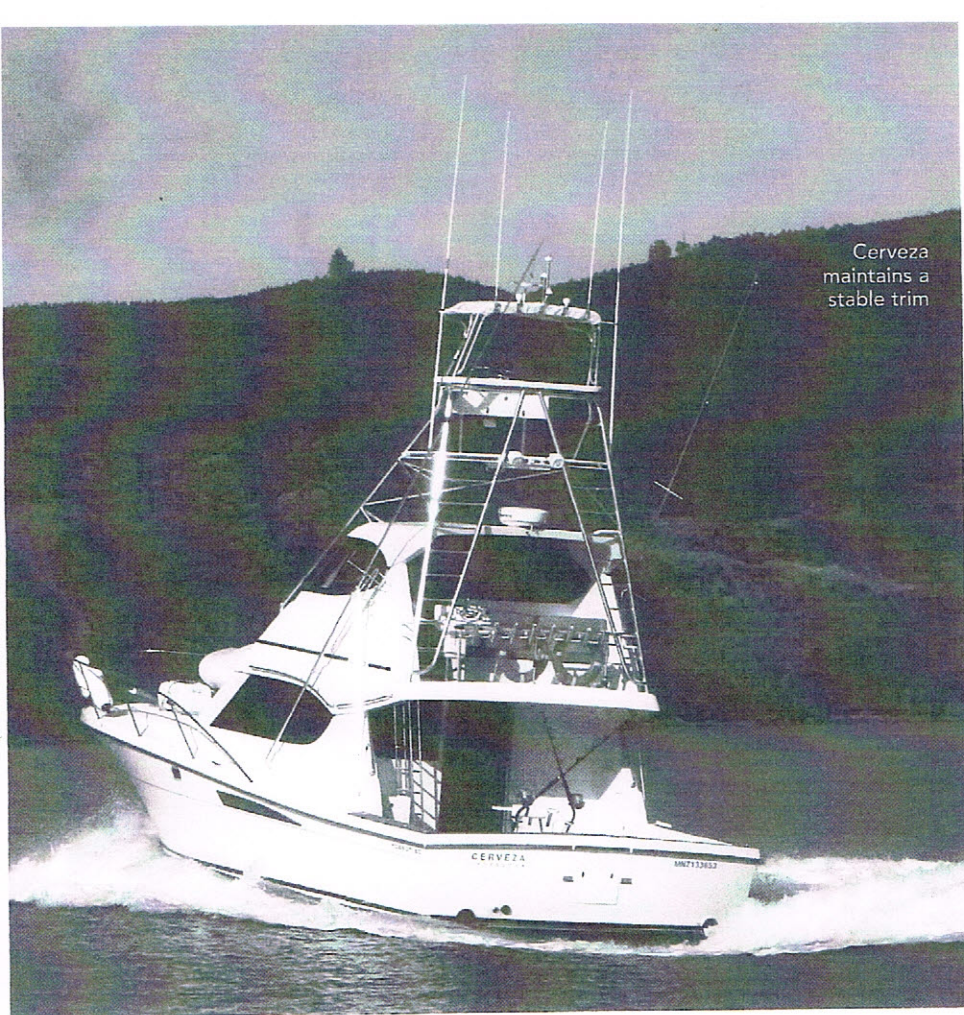
Safety and sea-keeping ability were at the forefront of the design specs, as well as trying to navigate the quagmire of design and Maritime New Zealand construction rules to allow a vessel to operate in our coastal and off shore sport fishing waters out to 100 nautical miles.

Already we were seeing recreational craft, many of them only trailerised craft of seven to eight metres, crossing the bars in search of these great tuna.

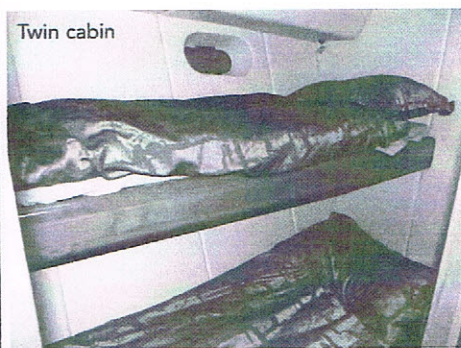
New Zealand has one of the greatest sport fishing opportunities on its back door and recreational anglers, in smaller craft, are ready to take unprecedented risks to be the first to catch them. If we are to keep many of these potential anglers safe from their own enthusiasm we have to provide safe vessels from which to fish. Ones that could, if caught out, remain safely at sea. It would behove the commercial fishing and charter boat fraternity to take up the challenge and David is one of those operators. He employs professional skippers who not only know sport fishing but, know the west coast and its fishery. Above all, skippers who know and hold great respect for the west coast bars and in particular the Grey River bar which has claimed the life of many a tired seafarer making one mistake too many.

Six years later, with many more sea hours under the keel and countless lessons learnt, David launched *Cerveza III* in July of 2009.

This 15m Scott Robson designed, Robson R50 sportfisher was of a composite/alloy combination construction. ▶



Cerveza maintains a stable trim



Double cabin



The marine alloy constructed hull was built by QWest of Wanganui. Marine alloy was chosen for the hull to give a lighter weight but strongly constructed hull, one that would handle a severe drop off a wave or even an unfortunate bounce on a bar or even run up on a reef, if all things turned to pooh. From the coamings up, the rest of the vessel is built in composites which was not only a challenge for the designer, it also posed some significant challenges for both boat builders as the lower half would be constructed at Wanganui with the installation of all machinery, wiring, tanks etc and the top half by Dave Norris Boat Builders in Christchurch.

The first indication of the differing construction difficulties came with access to the engine room when it was discovered, not long before hull delivery, that there was no bulkhead access. Top access from the saloon maybe! Nah, not an option for David so, needless to say, a retrofit door had to be cut and fitted into the aft engine room bulkhead to provide access from under the saloon step. A frustration yes ... because the access is definitely best suited for the slimmer engineer. The well rounded body such as mine was starting to offer complaints as I wriggled and crawled in down there. On entering the engine room my first impression was, she's tight! What with two big Detroit bruisers in situ, there was not a lot of spare room. At this point David confessed ... not the designers fault. In fact the vessel was spec'ed and fitted with six cylinder engines and these were removed and twin MTU/Detroit Diesel 8V92TA-DDECs rated at 570KW (760bhp)/2300rpm were installed taking up any available space left to spare. Add to this some 4000 litres of diesel to feed these beasts to give the vessel the range required for offshore sport fishing, then space below decks was getting limited.

It's interesting to note that while these large engines can suck fuel in reasonable slurps when the power is on, *Cerveza III* can top out at 33 knots at 100 percent power using 300 litres total per hour. At 88 percent power she delivers a very respectable service cruising speed of 27 knots. Pull the power off a bit more and she can still cover the ground at a fuel pinching 22 knots burning 150 litres an hour for both engines. Remember this is a 21 tonne vessel. Slow down to a fishing speed of seven to nine knots and consumption drops to less than 25 litres per hour towing lures. In terms of a 24 hour charter with a mix of speed to gain the distance to the offshore fishing grounds and then fishing time, both the older *Cerveza II* at 18 tonnes on V6s and *Cerveza III* use roughly a 1000 litres a day. As David says "this is a very pleasing result and a testament to both the hull design and the DDEC engines".

At the business end, underwater, the complete drive line from the back of the gear box to the twin rudders was designed and built by Henley Propellers and Marine from Auckland. Because of her intended work and power range, from trolling to mile eating cruising speeds, Henleys recommended their four bladed Tiger 29.5 x 31 bronze propellers as being the most suitable. These propellers, like most, are designed primarily for forward thrust, but kick them into reverse and they can deliver an unprecedented amount of power when the need to back up fast on a fish is required.

For this reason, the self-draining cockpit and step up into the saloon has been designed to accommodate a tonne or so of water climbing over the transom and then getting rid of it in a timely manner. Once again the transom door, while only at half height, can blow out and fold down. It's step, designed for easy boarding access, assists in shedding

unwanted excess water on powering ahead.

While fitted with trim tabs, *Cerveza's* natural trim is such that these are not required when travelling at any speed, another bonus as tabs down steal power and speed which costs fuel. Once trolling they are useful. A single tab down will counter windage if required or trim the vessel on social occasions when the well-rounded move to one side, just because they can ... and are apt to do ... as there is plenty of space to move round.

On board domestic freshwater is provided by a Selmar MC-light, 25 litres per hour water maker meaning onboard water tankage is only 350 lts.

On approaching the *Cerveza III* at first glance one could mistake her for being an imported game fishing vessel. Get closer and the differences quickly become evident with the strong Robson design features showing through. These include a large working cockpit, the not so easy to see double chine under the water assists in the trim and the unique, Robson developed, joining method between the alloy hull and composite top sides. The hull efficiency, trim and ride certainly stand up to the Robson design claims as does the overall presentation and style of the vessel. One would suggest that the owner spent some long hours with the designer discussing the many features and design requirements on board.

To starboard for'ard, a door gives access to the cockpit shower and heads which for charter boats is a must, not only for the quick nervous relief when fishing, but they remain ideal, in fact essential, for those requiring a hearty dump in the middle of the night thereby maintaining some pleasantness by not using the forward heads adjacent to the main sleeping quarters.

On stepping inside, the interior is very restrained and functional. After all she is a game fishing charter boat and will, without question, have to suffer a knock or two. As such the interior design was done in a manner that gave the benefits of natural cherry wood and a blend of leathers and soft linings throughout. And we are not talking Frontrunner here. All the lining panels have been tastefully covered in padded, wipeable quality upholstery fabrics.

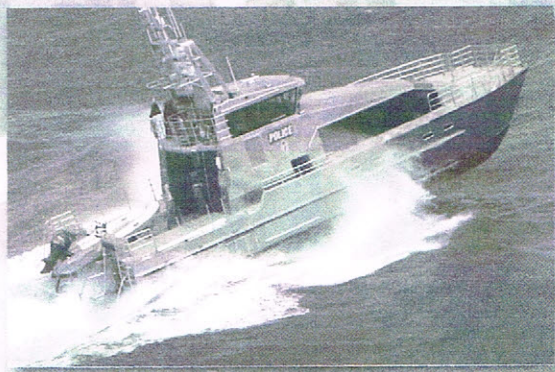
The galley is to port complete with electric two-burner hob and large convection oven. Ample stowage for galley materials and dry stores remain close at hand while the fridge, freezer and microwave are opposite to starboard beside an additional pantry. Onboard power is supplied either by inverter for the light stuff with the main supply being by a Lombardini LMG12000 12kVA genset.

Stepping up another step to the main lounge area we have a dining table made from the wood madrona to starboard and a large settee to port. On board entertainment systems are installed in the forward screen. Side windows provide ample light and good vision from the saloon area. Moving forward and stepping down into the companionway there is a twin cabin to starboard and a large double cabin to port, while forward there is a large four berth cabin in the traditional V berth layout. To port is the main ensuite complete with shower, heads and vanity, which is well laid out, light and airy. Also for'ard is the emergency escape hatch to the above foredeck, liferaft and RHIB.

The question of where do you stow the heavy game ▶



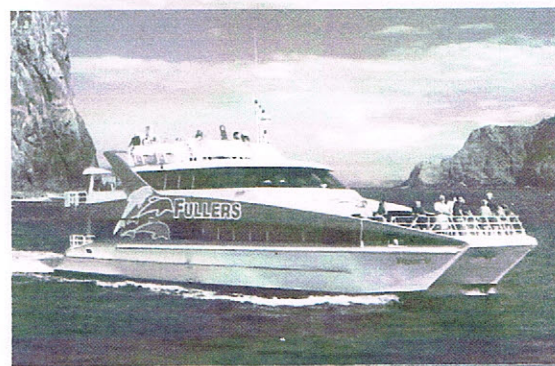
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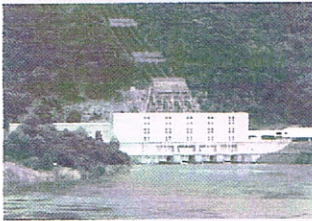
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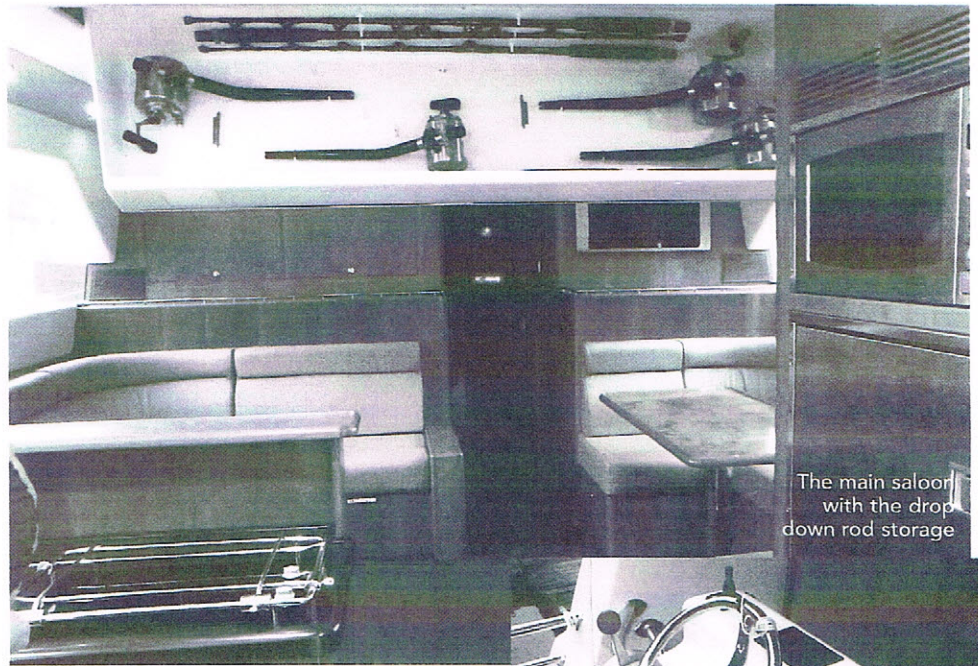


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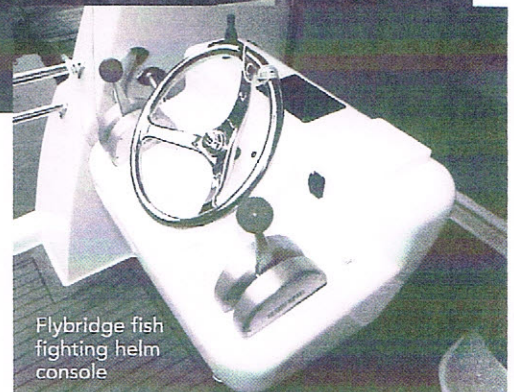


The main saloon
with the drop
down rod storage

rods and reels was raised and in response, David quietly pushed a button somewhere while suggesting that I mind my head as the deckhead started to lower, revealing a purpose built secure stowage for the afore mentioned expensive fishing tackle. Heating throughout the vessel, a must down south, is provided by a reverse cycle heat pump.

Back out in the cockpit we took time to admire the Pompanette Tournament 130 game chair manufactured in the USA. Why an American chair we asked? "The previous boat had one," said David "and they are the only chair that have a crank in the pedestal that will enable the chair to be rotated to suit the angler and the fight at the time." It is hugely strong and built to handle large fish. This makes sense as the tuna David and his crew are targeting are monsters, up to 400kg plus and these fish have not read IGFA rules. They are mean and can run fast and deep. Lifting these fish may take many hours with an angler in the chair in less than friendly weather conditions. While David promotes tag and release, to be able to do this the angler must take control of the fish early or a long and lengthy battle will result. Having a strong professionally designed and built game chair gives both the skipper and angler the confidence that they can apply the maximum power onto these fish to bring them to the boat in a condition where they may be released and survive.

Access for'ard is via reasonably wide side decks to the foredeck where the boats RHIB and liferaft are stowed. Further forward is the anchor deck, where centrally mounted, is a Muir VCR3500 anchor winch and warping drum. The main anchor is a Mason 80lb plough, with a Fortress 32lb fluke as the secondary anchor. Lower side lighting is provided to give light at night when moving for'ard to the boat and

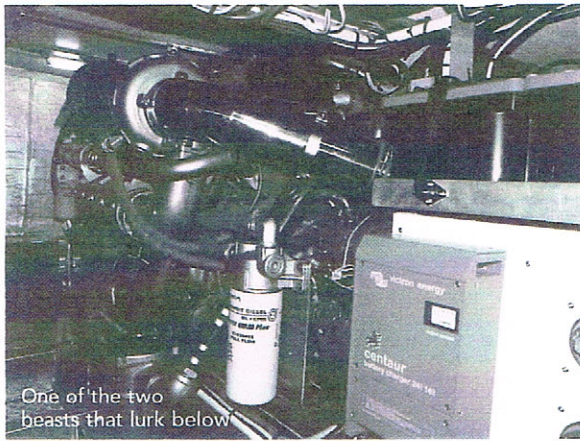


Flybridge fish
fighting helm
console

anchor deck. Interestingly, this was also a survey requirement to give lighting to the liferaft.

Access to the fly bridge is to port from the cockpit and while the access appears tight, this assists a crew member when transiting the athawships positioned ladder in rough weather. Once up at the main conning fly bridge there is a small external steering console aft for when fighting a fish. From this position the skipper has a clear view all-round the vessel and down into the cockpit. Access to the Black Marlin tower is via either of the rear supports that have been built to incorporate a ladder. In the tower, once again there is another full helm station as well as the sunroof above. The view is fantastic and well worth the effort of climbing up. Even from up here, the vessel gave a strong sense of stability while underway.

Back at the fly bridge level we now understand why there were none of the traditional clears so often associated with sport fishing boats. The main wheelhouse or conning position is fully enclosed for security as well as crew comfort when in the chilly climes. When the weather warms the rear window may be lowered so that it slides down behind the helm bench seat opening up the whole area allowing for convivial chatter amongst passengers and crew. There is a small fridge for cool drinks and a large bench helm seat where three may sit in comfort.



The onboard electronic package is extensive and includes a Raymarine C series 24 mile radar, along with Raymarine E series GPS/plotter/sounder with two 12" screens at helm and an 8.5" screen above in the tower. An Interphase 200C 180° scanning sonar is also fitted. On board communications is via a Raymarine 218D DSC VHF and I-Com M710 SSB. For emergency locating, a 406 ID tagged EPIRB is available and easy to grab by the skipper. To assist the skipper when on passage, a TMQ autopilot is provided. Likewise, if the skipper forgets that he has twin engines, a SidePower 95Ti berthing assist bow-thruster is available just in case the wind catches the unwary.

Once underway, even though there is a huge amount of power down below, the noise levels onboard are very tolerable. The vessel responds quickly to the touch of the throttle and is light on the helm. While our sea trials were in ideal Marlborough Sounds conditions, *Cerveza III* handled well giving every indication of her pedigree and sea keeping abilities. She is a big 15m vessel, one where no expense on design, construction and safety has been spared. Every aid to navigation is provided as well as on board safety equipment.

After reviewing this vessel we are in no doubt as to her offshore capabilities, both on the west coast of New Zealand and further afield into the South Pacific where she will ultimately head on her sport-fishing adventures.

Robson R50 Sportfisher	
LOA	15.59m
Beam	4.87m
LWL	13.20m
Draft	1.40m
Displacement	21,000kg, fully laden
Designer	Scott Robson Design
Year launched	July 2009
Builder Hull	Q-West Boat Builders
Superstructure	Davie Norris Boat Builders
Max speed	33 knots at 100% load
Service speed	25-28 knots
Construction	Alloy hull, GRP composite superstructure
Fuel cap	4000 litres
Water cap	350 litres
Engines	MTU/Detroit Diesel 8V92TA-DDECs rated at 570KW (760bhp)/2300rpm
Gearboxes	ZF-IRM 325A 1.77:1
Drive train	Henleys, conventional shaft and strut
Propellers	Henleys Tiger, 29.5x31x4 blades
Price as reviewed	\$1,750,000

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