

Intrinsically fine

A wary skipper's lonely, flybridge-bound vigils have been consigned to history thanks to the latest design from Elite Marine Design.

John Eichelsheim nestles into the cosy helm station of *Intrinsic*.



Boat Review: Upfold Elite 12m Sedan



Photos: Mike Hunter

Intrinsic spends most of the year berthed at Whitianga on the Coromandel peninsula. From there the beautifully presented Upfold Elite 12-metre sedan launch is within easy reach of great fishing and diving at the Mercury and Alderman Islands or Great Barrier Island, whenever her Rotorua owners feel like a weekend away.

Intrinsic is her owners' third launch, but the first they have commissioned and built. She therefore reflects their considerable boating experience and is tailored to meet their needs. Their last boat, a Ray Beale flybridge cruiser, is a case in point as it had no downstairs steering station. Too many lonely journeys conning from the flybridge in unpleasant conditions, with the rest of the crew snug and warm inside the cabin, convinced the skipper that his next boat would feature an inside helm. His wife had also found it difficult scaling the ladder to the flybridge, even in good weather.

"I find this layout so much more social than being banished to the flybridge," *Intrinsic's* skipper explained.

"My wife and the rest of the crew can sit comfortably in the saloon while I helm

the boat... I can talk, share a hot drink and generally be part of whatever's going on, rather than just the driver."

At 12 metres, *Intrinsic* is a manageable size and fits the Whitianga Marina berth the couple own. The layout is versatile enough to accommodate the family's interest in diving and fishing, as well as day-trips and general cruising with friends. Weekends on the boat are regular occurrences, summer and winter, and like most boaties, the owners enjoy an extended summer cruise.

Full credit

The Elite 12m sedan model has been a popular design for Bill Upfold. *Intrinsic* was built by Scott Lane Boat Builders in epoxy and wood composite; they are currently working on another 12m Elite at their Clevedon yard. She's a superbly crafted example – a credit to the builders and her owner's willingness to use top-quality materials.

Twin Volvo-Penta 330hp engines, mounted centrally under the saloon floor, turn ZF propellers and conventional shafts in tunnels. Tunnels are a Bill Upfold specialty, allowing more efficient shaft

angles and reduced draft.

The engines give the nine tonne boat a top speed of 31 knots and a distance-eating cruise speed of 22 knots. Whenever the owners are heading any distance they dial in 2600rpm and *Intrinsic* lopes along at 18 knots – a speed at which she travels comfortably and economically.

The engineering space is pristine, well lit and roomy for a boat of this size. Plenty of good quality sound insulation has been used so the boat is a quiet runner, helped by underwater exhausts. Engine air intakes are mounted high up in the cabin sides above the coamings.

Access to the engine room is through the companionway stairs, which hinge up out of the way. The first compartment contains stowage, holding tanks and other equipment. A double-dogged alloy door/hatch opens into the engine room, with good access right around the engines, and the saloon floor lifts out should major work be necessary.

Start batteries, hot water cylinder, a pair of gleaming stainless steel water tanks, the Victron inverter-charger and a fire extinguishing system share the space with the engines. The white-painted

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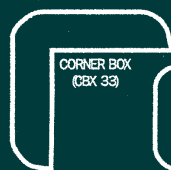
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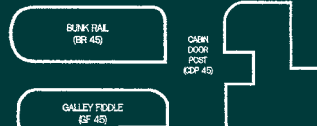
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bilges were clean enough to eat dinner off, reflecting not only the quality of the installation and build, but also the fastidiousness of the boat's owners.

With the engines tucked away under the saloon, there's room under the teak-decked cockpit for a decent-sized lazarette. A single large hatch in the middle of the cockpit is supported on gas struts. The opening has deep drains and rubber seals to keep water out of the cavernous space that extends all the way aft and almost the full width of the boat.

The builders have fitted a clever sliding dive bottle rack. Tracks allow the whole rack to be slid forward, bringing the bottles within easy reach when required.

Forward, house batteries are neatly

contained in a lidded wooden box and there's lots of useful stowage either side of the main fore and aft girders. Black rubber non-slip panels are used to protect the painted surfaces, to ensure good footing and to prevent objects sliding around down below. The under-cockpit space is also superbly finished and spotless.

Trademark Upfold

Intrinsic's cockpit is practical. It's a good size for a boat of this length and the teak sole is durable, pleasant on the feet and nice to look at. Upfold's trademark cavity transom doors result in a nice, wide transom opening, which allows the inflatable dinghy to be dragged into the cockpit if required. On longer jaunts it's

normally lashed on the sedan top roof.

The boat's boarding platform contains a livebait well and a couple of lockers, each holding a gas bottle. Inside the cockpit, full-length enclosed side lockers offer useful stowage; there's a washdown, a cockpit sink starboard and a good-sized freezer against the cabin bulkhead on the port side, along with an enclosed rubbish bin.

An outside day head/shower is another feature the owners are extremely happy with: "No more traipsing fish bait through the boat to go to the toilet!" The heads also double as a rod locker.

If fishing is the focus of the day, a custom fibreglass bait table slots into transom mounts, and when it's time to eat the catch, the BBQ has its own

mounting point. There are three through-coaming rod-holders on each side, angled appropriately. *Intrinsic* is not fitted with game poles, but the boat would make a perfectly competent game fisher should the owners ever wish to try their hand at big game.

Cleverly clean

Everything about *Intrinsic* is clean: clean lines, white, easy-clean surfaces and nicely under-stated detailing, from the modest 'Elite' badges on the sedan top to the narrow pinstripes down the boat's sides.

Access to the foredeck – another clean, white space – is simple, stepping up onto wide side decks via a teak-lined, recessed step. There's good footing thanks to non-slip on the side and foredecks; handholds grooved into either side of the sedan roof make passage forward easy and safe, while the bow rail extends back almost to the cockpit.

The saloon follows Upfold's usual sedan layout: bi-fold doors in the middle; a well-appointed galley aft on the port side with an electric cavity window affording excellent communication with the cockpit; a C-shaped settee wrapping

around the drop-down saloon table to port; and a second settee facing inwards on the starboard side aft of helm. There's a modest entertainment centre aft, along with a liquor cabinet, large fridge and other storage, and good-sized, teak-faced drawers under the settees. Floors, cabinets and trim are all superbly crafted in teak, furniture is leather upholstered, and the drawers feature stainless steel bodies and soft-closing mechanisms.

Super social

The owner is right about the social layout. I drove *Intrinsic* across Mercury Bay with a big following sea, relishing the way she surfed down the swells, but also enjoying the opportunity to chat with the rest of the crew. Noise levels inside the saloon are low, making conversation easy.

The helm station comprises a wide, raised helm seat - leather upholstered and very comfortable - a stylish, integrated helm console large enough for a pair of Raymarine E-80 displays, engine and trim tab controls, autopilot, and all the usual switches and toggles. A selection of smart-looking analogue gauges occupies the curved binnacle above the dash, and there's a wheel



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Intrinsic has clean lines while (opposite page, clockwise from top left) there are clever storage options for dive tanks and fishing rods and ample space in the engine room.

rather than a joystick to steer the boat.

Overhead hatches slide back into the ceiling to allow air and sun into the boat. The helmsman can poke his head through the roof by standing on the seat, which is a pleasant way to travel on a nice day, but I didn't want to risk dirtying the upholstery. Side windows also slide open, so ventilation is good.

Understated quality

Intrinsic's interior décor is pleasantly understated, but its low-key approach can't hide the quality of the materials used and the superb workmanship of the boatbuilders.

That's true down below too, where the owners have gone for a simple, two-cabin plus head layout. Up in the bows is a spacious three-bed bunkroom with plenty of stowage, including a hanging locker. On the port side the master cabin features a queen-sized double berth and a massive teak cabinet/dresser. Just as in the forecabin, head-linings are super-tidy cream vinyl. The cabin walls are lined with light tan vinyl and all other surfaces are painted a matte-finish cool cream.

It's a simple but classy colour scheme, complemented by the bed linen and



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upholstery. Along with the light flooding in through the ports and overhead hatches, the décor makes the cabins feel much larger than they really are.

To starboard is the shared bathroom, which like the rest of *Intrinsic*, is beautifully finished but not overly lavish.

Our day with *Intrinsic* was reasonably typical: a mid-morning start, a quiet look around some of the bays and settlements close to Whitianga, then a run out of the bay and around the corner where we stopped for a fish.

After a couple of false starts we put some fresh snapper in the bin before heading into a quiet bay for a late lunch.

After lunch we enjoyed the local scenery before cruising back to the marina, into the wind but with a couple of metres of swell behind us. Sea conditions were generally good, but the swell made the trip back an exhilarating one and there were enough bumps to confirm *Intrinsic's* smooth riding qualities.

“She’s a good traveller – considerably better than our previous boats – with no vices and a soft, easy ride. She always gets us home in comfort and eats up the notorious Mercury Bay chop that is such a feature of the area, winter and summer,”



“The engines give the nine tonne boat a top speed of 31 knots and a distance-eating cruise speed of 22 knots.”



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Upfold Elite 12m Sedan

boat name	<i>Intrinsic</i>
designer	Elite Marine
builder	Scott Lane Boatbuilders
construction	Epoxy wood laminate
loa	12.2m
lwl	10.3m
boa	4.3m
draft	0.85m
displacement	light 9000kg
deadrise	variable, 14° at transom
max speed	31 knots
cruising speed	18-22 knots
fuel capacity	1000 litres
range	285nm at 25 knots
water capacity	600 litres
engines	2 x Volvo Penta 330hp
gearboxes	ZF HS80a 2.5:1
propellers	ZF Faster 22 x 31.5-inch

her skipper told us.

The windscreen wiper was only needed in the middle of the bay, the wind whipping spray across the bows as *Intrinsic* surfed down the swells.

Pulling into the marina and tying up was accomplished without drama and we got off the boat feeling happy and relaxed, despite the prospect of a long

drive back to Auckland.

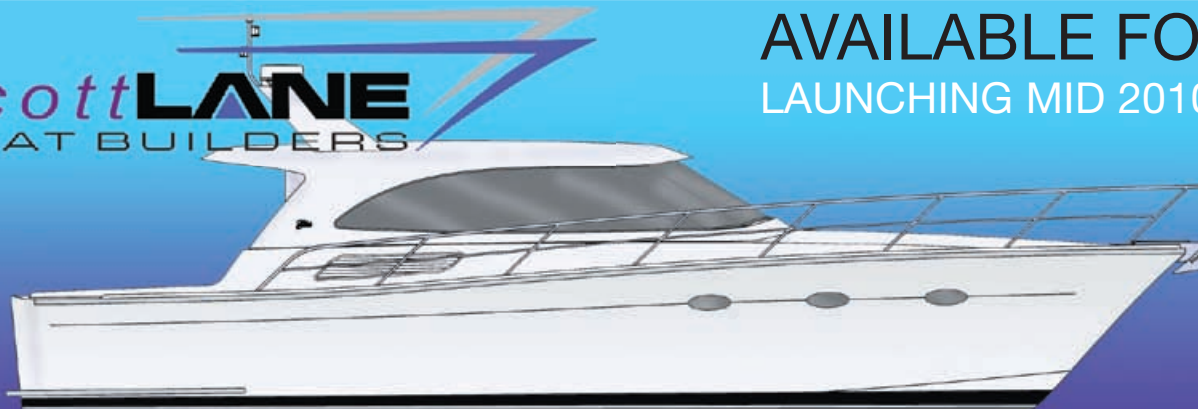
Although we offered to help wash down the boat, her owner pointed out another reason he loves *Intrinsic*: "She's a breeze to clean – no sharp corners, nowhere for water to gather and it's easy to see the dirt..."

We left Whitianga with fish for dinner and a better understanding of why this

particular Upfold design is so popular: it's the right size, the right layout and it has the right look.

When it's built with the care Scott Lane and his team have lavished on *Intrinsic*, it's easy to see why discerning owners are willing to pay a premium for a custom launch over a production model. ■

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