

STORY BY JOHN EICHELSHEIM PHOTOGRAPHS BY MIKE HUNTER

ZINFANDEL IS TESTAMENT TO TWO OF ROYCE EVERETT'S passions in life: fine wine and fishing. Respectively, they've provided the name and the reason for building *Zinfandel*. His third passion, co-owner and wife Jenni, has helped ensure that it's a craft the whole family can enjoy. Their input is evident in the boat's tasteful interior design and open plan layout.

Zinfandel is a 12m Elite Sports Sedan designed by Bill Upfold and built in Clevedon by Scott Lane Boat Builders, mostly by Scott, over 12 months using balsa and cedar core with epoxy laminates. It's named after Everett's favourite drop: *Zinfandel*, a wine made from zinfandel grapes, a variety predominantly grown in California, world-famous for producing complex, full-bodied red wines.

The project involved designer, builder and owners at every stage with ideas from all of them finding their way into the finished launch. Better still, everyone remained on good terms throughout, while Upfold, Everett and Lane became firm friends through their association with *Zinfandel*.

All three were aboard when *Boating New Zealand* joined *Zinfandel* for the day. Everett had already wiped the dew off the boat when we arrived at Pine Harbour Marina on a brilliantly fine, cool winter morning. The plan, he said, was to go fishing and to prove he was serious he opened the lid on the huge freezer under the portside cockpit settee to reveal a mountain of bait and berley. We added our supply, loaded a couple of favourite fishing rods and cast off.

Zinfandel is equipped with a 7.2 litre Caterpillar 3126 diesel engine producing 420hp. Twin engines are an option but for reasons of economy and ease of maintenance, Everett opted for one. A bowthruster takes care of the tight stuff in the marina and also proved useful when we sidled up to a wharf later in the day to drop off our photographer. There is heaps of space in the engine room, under the saloon floor, which is accessed by lifting the floor after removing the saloon table with its nifty folding pedestal. A Vectron Multi 2000-Watt inverter takes care of the boat's power needs and *Zinfandel* is equipped to be permanently hooked up to shore power while on the marina.

An interesting design feature is *Zinfandel's* exhaust system, which exits through the boat's starboard side below the waterline. Upfold didn't want to run an eight-inch exhaust all the way through to the transom because it would

have eaten into space in the lazarette and taken up valuable fuel and water tank space. Because only one engine is fitted, he had the option of exiting the exhaust through the engine room.

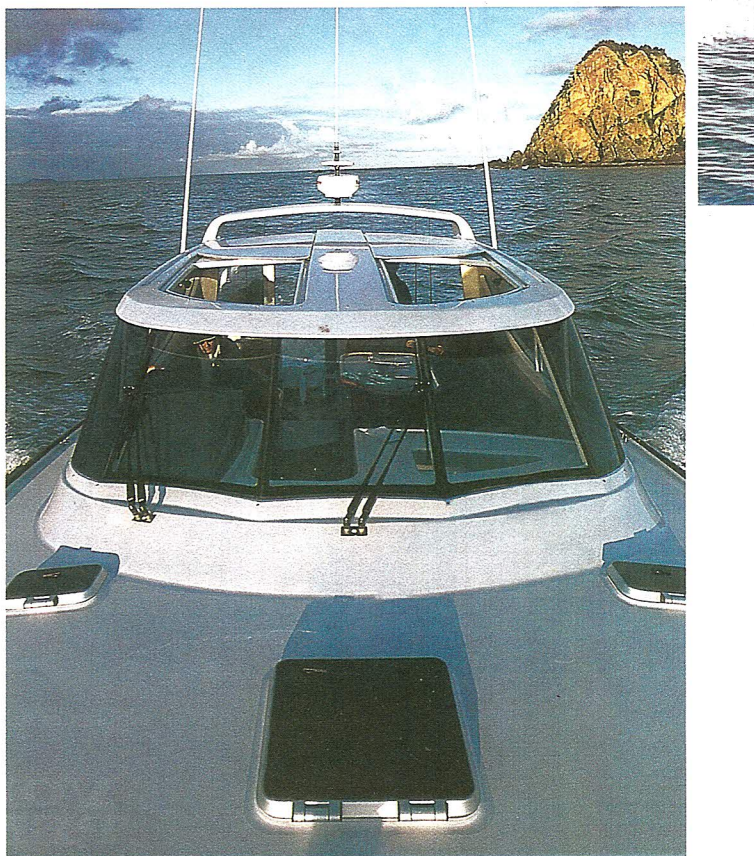
A 1.5-inch idle bypass to the transom takes care of the exhaust while the boat is trickling along but once the boat is on the plane a wedge in front of the main exhaust outlet comes into play. This creates a venturi effect, reducing the back-pressure and sucking the exhaust gases out of the main pipe under the boat. The only indication of the transition from one exhaust pipe to the other is a slight vibration as *Zinfandel* climbs onto the plane. The system works well; back-pressure is at the lower end of Caterpillar's recommended range.

Once clear of the marina and the narrow, dredged channel, Everett soon had *Zinfandel* up and cruising at a comfortable 23kts, bows pointed towards the bottom end of Waiheke Island. It was a glorious day so we slid back the roof panels to let in the sun and the air. The sliding panels are a real feature of the boat, as are the electric side windows and the huge, pillar-less electric feature window at the back of the saloon. Opening everything up really lets the outside in, making the saloon feel bigger than it really is and accentuating the boat's airiness. It was a pleasure to feel the sun and the wind on our faces while seated comfortably in *Zinfandel's* saloon.

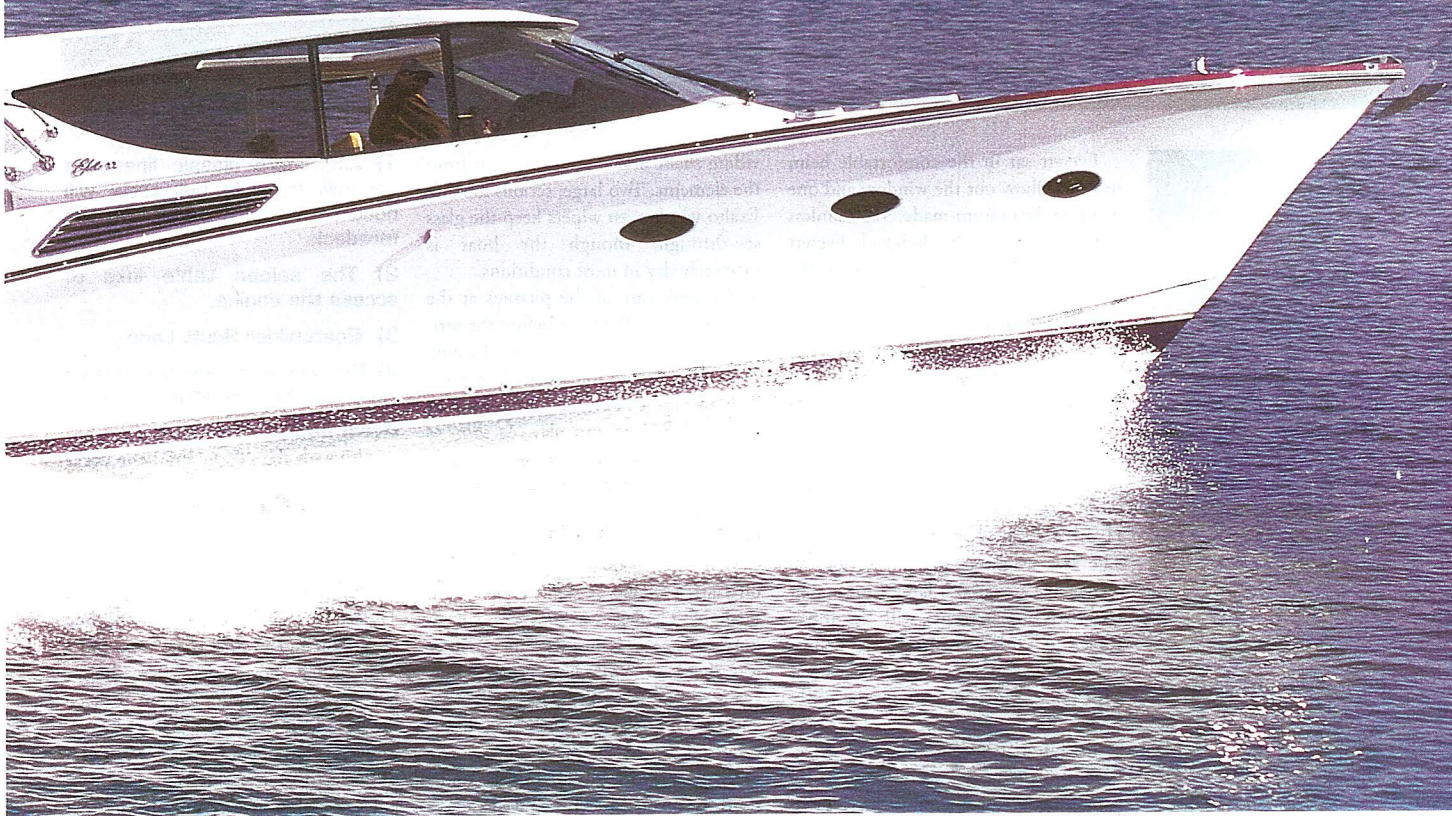
Royce and Jenni Everett were seeking a lounge-like feel for the saloon, and they've succeeded. The layout is simple with excellent flow into the cockpit. With the rear window down, people sitting on the cockpit settee are a part of what is going on in the saloon and the helmsman is also included in the conversation, rather than being left alone on the flying bridge as so often happens on flybridge launches.

Beech cabinetry complemented by burr madrona panelling, cream paintwork and light-coloured ceilings and carpets contrasted with deep blue upholstery give an airy, modern, beach-house feel to the boat's interior.

The saloon settee wraps around the table on the boat's port side. It's com-



Unfolding the Upfold convertible

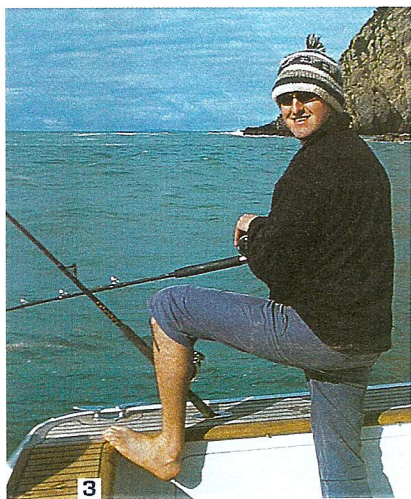
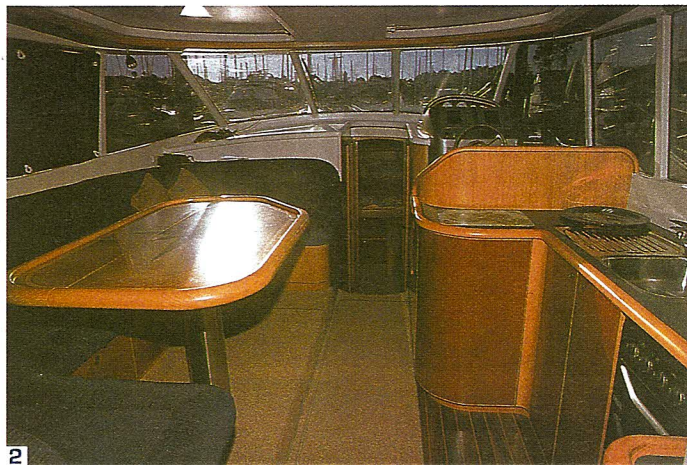


1) *Zinfandel* charges past the bottom end of Waiheke Island showing off her attractive, American-style lines.

2) Owner Royce Everett at ease at the helm seat, built at a height to suit him.



Unfolding the Upfold convertible



Everett sat in the comfortable helm seat, his elbow out the window and one hand on the custom-made, 316 stainless steel wheel which he designed. Everett also designed and manufactured the boat's light fittings, adapting domestic lights from the Halcyon range his company makes.

The helm is a good place to be – I spent a bit of time there later in the day as we made our way across the Firth of Thames to Colville and the islands off its northern tip. Kobelt engine controls look smart and work well and the Hydriive steering requires little effort. The seat height is customised for the owner. He sits atop a large fridge, split into two compartments, with the drinks cooler under the seat. Under the helmsman's feet is a 30-bottle, cedar-lined wine cellar, which also houses the epirb.

The instrument console has been painted in matt grey to minimise reflections and the boat features white-faced Faria gauges, which contrast nicely with the darker background. A handy recessed tray keeps odds and ends from flying about and includes a 12V cell-phone charger socket.

The screen is steeply raked and the cabin top overhangs the upper edge pro-

viding shade and some protection from the elements. Two large, serious looking Exalto windscreens wipers keep the glass see-through, though the boat is extremely dry in most conditions.

We took care of the pictures at the bottom end of Waiheke before the serious business of the day began – fishing. Everett was more impatient than most boat owners to get the work done so that we could go and play. As soon as the photographer was back on board he turned the boat towards the tip of the Coromandel Peninsula, set the throttle for 22kts and we were off.

Our destination was Flat Top Island off Cape Colville. A slight chop in the Firth of Thames was not enough to upset *Zinfandel's* progress and neither was the 1.5m swell and messy wind-against-tide seaway as we rounded Cape Colville an hour later. The boat is a soft rider and we were unable to get any spray on the windscreen in the conditions. The trim tabs worked well and we used them to adjust the attitude of the bow. Fortunately, best speed is at exactly the point where the boat is trimmed so the helmsman can see forward over the bow.

1) Zinfandel's classic lines are unspoilt by rails but crew will need to be extra careful on the foredeck.

2) The saloon table lifts to access the engine.

3) Boatbuilder Scott Lane.

4) The sun sets over the gulf as we cruise back to Pine Harbour.

Down below

Although the saloon and wide cockpit are the focus of the boat, the rest of the accommodation has not been neglected. Three steps lead down to the shower and head on the starboard side and the guest cabin on the port side. The bathroom is spacious with standing headroom and a full-size shower cabinet with sliding shower door. The shower box is electrically pumped out to keep the rest of the bathroom dry.

Everett has opted for a Sealand vacu-flush electric toilet, which empties into a holding tank below. A gauge next to the toilet keeps track of when the tank needs emptying. There's enough room to sit on the toilet seat without being a contortionist – something Everett insisted on. The vanity and sink runs fore and aft and, like all the cabinetry on the

portable and generous, seating four or five with ease and doubling as a sixth berth. The table is supported by a custom-made stainless steel pedestal, which slots into a flush, floor-mounted bracket by way of a central spigot and a locking pin. The inlaid table, crafted by Scott Lane, also folds down to half-size and the pedestal folds against the tabletop for easy storage when not required. Drawers under the settee provide useful storage.

WEAVER DINGHY DAVITS for POWER and SAIL boats



- 100% stainless steel
- Manufacturers lifetime guarantee
- Neoprene pads
- Designed to fit most popular inflatables

NORTHERN MARINE
PO Box 38466, Howick
Tel/Fax 09 530 8615
Cell 025 77 54 54

Get Sun Protection - fit a fibretop to your boat

NEW MODEL
1750 long x1800 wide back
x1300 wide front
\$950

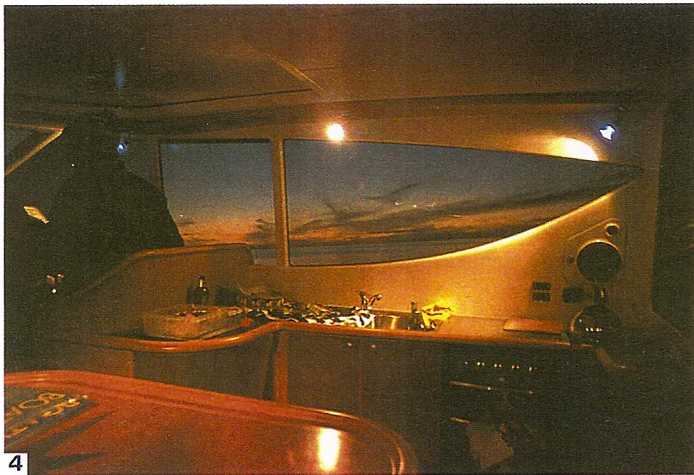
Good looking, strong,
easy to fit, 4 sizes:
2050 long x1900 wide \$1150*
2000 long x1600 wide \$ 950*
1500 long x1200 wide \$ 750*
1300 long x1200 wide \$ 650*

* Prices ex factory, GST inc. freight & packaging extra.

Suitable for boats up
to 10m.
Stainless steel
not incl.

Manufacturers of Malstrom Boats.
Industrial Fibreglass Laminators
6 Lorien Place, East Tamaki,
PO Box 56, Beachlands,
Auckland, New Zealand
Phone: (09) 274 4428
Fax: (09) 274 4523

FIBRE COMPONENTS



boat, it's beautifully finished.

The guest cabin has a double bed below with a single bed running fore and aft above it. There is ample storage under the double bed and in bedside lockers while a frosted glass skylight, which is a feature of the saloon, lets in light without compromising privacy. Bi-fold cabin doors take up minimal space when opened.

The master cabin occupies the bows and boasts a queen-size island bed.

Lighting is a feature of *Zinfandel* and

the master cabin is an excellent example. Halogen lights are recessed under the shelves and there are treadlights at floor level. The overall effect is restful while headboard lights allow reading at night. All the lights can be controlled from the bed. A skylight/hatch lets in natural light, as do the oval porthole windows, and the hatch also gives access to the foredeck if required.

There is storage under the beds, in a hanging locker and in cabinets either side of the bed. Everett has fitted a depth



MARINE DIRECT LTD

SPECIALIST MARINE IMPORTERS & DISTRIBUTORS

HyDrive Hydraulic Steering

216FM "Front Mount" Cylinder

NEW MODEL

V4



The New release HyDrive Model 216FM cylinder is designed to fit all brands of V4 and V6 Outboards. It offers the advantage of rigid mounting directly in front of the motor.

Combined with the Admiral series 101 helm it offers the ultimate in boat handling for you and your family.

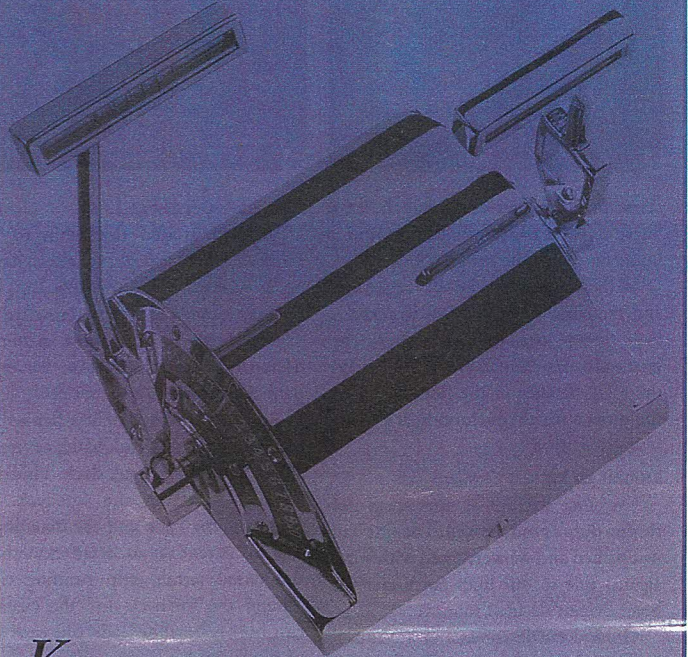
Let a *HyDrive Admiral* put you in command!

Unit L, 150 Harris Road, East Tamaki
PO Box 12-614, Penrose,
Auckland, New Zealand

PH: 64 9 273 9180
Fax: 64 9 273 9185
Mob: 027 276 0297

Email: marine-direct@xtra.co.nz

Tough Act to Follow.



Kobelt has been a stainless steel hardware leader in high quality exclusively. We back marine controls and every one of our steering systems products with a for over 35 years. 5 year warranty, Our international along with world-reputation for tough, wide sales and quality-built precision support. All of these controls covers 23 countries. We are the only Kobelt a tough act to company to use die-cast follow. bronze components and Contact us today!

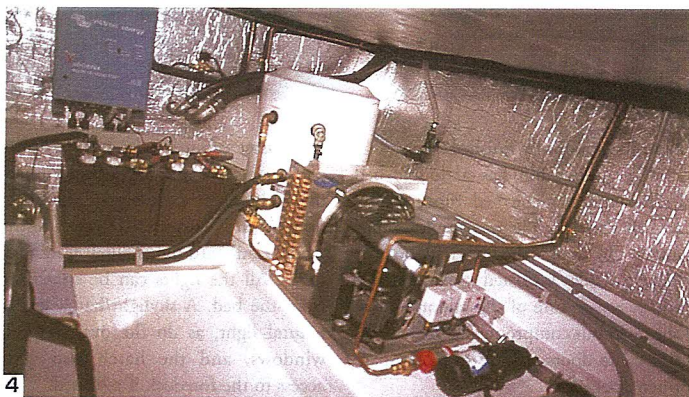
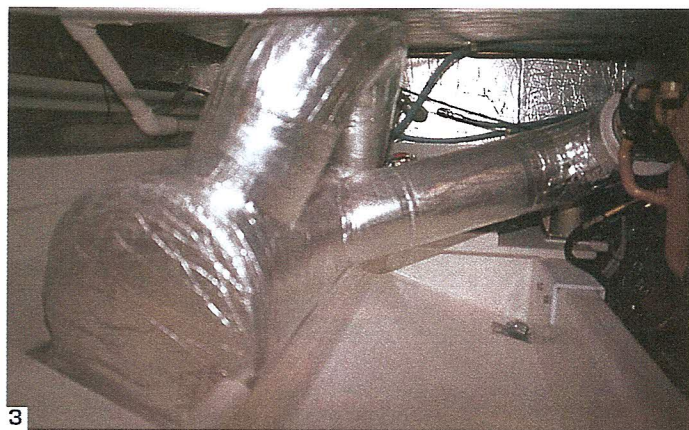
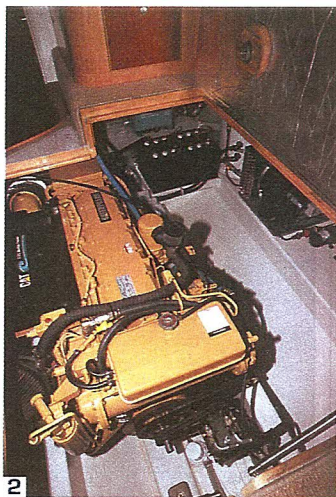
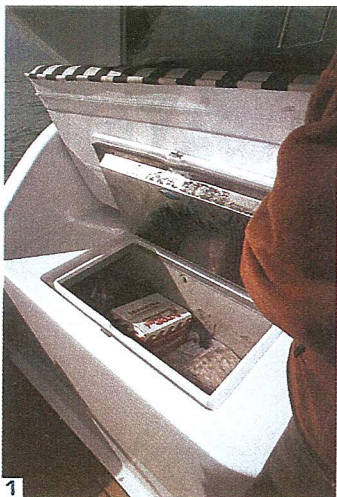


KOBELT Quality Control

Crystal Electronics Ltd
Marine Technology Solutions

Visit our Penrose Showroom
1 McNab Street, Penrose, Auckland, New Zealand
PO Box 12760 Ph +64 9 579 3726 Fax +64 9 525 2687
Email: sales@crystal.co.nz

www.crystal.co.nz



alarm in the master cabin and there's a Sharp LCD television waiting to find a home on top of the hanging locker.

In the companionway the carpet lifts and the steps hinge upwards to reveal a large storage area. Bulky items, like the boat's vacuum cleaner, are kept here and there are hatches in the floor to access the pumps for the bathroom. It's a tidy storage solution.

Detail is king

Our first attempt at anchoring and fishing didn't produce well. The tide had just turned and we were faced with wind against tide so our lines ran under the boat. Everett decided to move.

Ground tackle consists of a Manson anchor, a Muir rope-chain winch, and a rope-chain rode with 20m of chain. Anchoring is normally done from inside the saloon. Although Everett has experienced a little trouble with the winch occasionally jamming at the point where the rope and chain join, for our trip it worked faultlessly. The anchor also stowed perfectly every time it was raised, thanks to Upfold's fairlead design.

There are no bowrails on *Zinfandel*. Everett didn't want them as he felt they would detract from the boat's fine lines. The lack of rails, combined with the boat's marked sheer, means *Zinfandel's* profile is rather like that of a classic

American sportfisher.

Walking around the cabin to the foredeck is safe enough, thanks to handholds recessed into the sedan top, but obviously care needs to be exercised up on the foredeck. With most anchoring done from inside the cabin, Everett is perfectly happy with the set up.

At the bow the winch is flanked by the anchor lockers' teak hatch covers set into a handcrafted teak deck. This caps the front half of the foredeck. It's curved at the back and the detailing is superb. Attention to detail extends to the raised jarrah strip running right around the foredeck and the custom, cast-bronze bowline leads, one each side of the fairlead.

The mast supporting the radar dome, riding light, VHF and GPS antennae is another custom-made stainless steel fabrication of which Everett is proud. It's handmade from tapered stainless steel tube by Steelliotts, who are responsible for most of the stainless work on the boat.

Fishing fun

Our second spot was in 30m of water, slightly out of the south-east breeze in the lee of the island. Happily the tide had picked up sufficiently to hold the boat so our lines trailed out over the stern: ideal fishing conditions.

- 1) This cockpit freezer full of bait brought in supper for all.
- 2) The single Caterpillar 3126 diesel powers the 12m the boat.
- 3) A wedge in front of the main exhaust, to starboard, creates a venturi effect, reducing back pressure and sucking the exhaust out under the boat.
- 4) Batteries and the refrigeration unit are mounted on the port side.

The weighted berley bag went over the side on a line, pilchard and squid bait was broken out of the freezer and we started fishing.

Zinfandel is game-rigged with outrigger poles and eight sturdy and suitably positioned rod holders. She'll be chasing marlin this summer, but social snapper fishing is what Everett likes doing most. A big cockpit with sliding doors that open onto a generous swimstep easily accommodated five anglers. A custom-

made fibreglass bait board fits onto a tubular stainless steel bracket on the swimstep – another fine example of stainless steel fabrication by Steelliotts – keeping most of the fish goo outside the teak-decked cockpit. Not that Everett minds scales and blood on the boat – it's a boat for fishing after all.

The fishing that afternoon ranged between good and excellent as far as the quantity of snapper was concerned. Though we managed no big fish, we

**For the best in
Quality Custom Boat Building**

Scott Lane Boatbuilders **ph 09 292 8177**
101 Twilight Road, Clevedon **fax 09 292 9566**
email scottandtesh@xtra.co.nz

Weaver
BOAT HATCHES

**Boat hatches & portlights with proven
quality and safety.**
 Made in New Zealand





For more information & your nearest retailer:
 1 Amokura St, Henderson, Auckland
Ph (09) 836-5993 . Fax (09) 836-5999
www.boathatch.com email: weavermarine@xtra.co.nz



1

caught a steady stream of four to eight-pound snapper all afternoon. Those we decided to keep were stowed in one of *Zinfandel's* two livebait tanks under the swimstep.

Towards dusk we called it quits. Rods were stowed in racks in the cockpit's sidepockets, bait returned to the giant freezer and tackle boxes secured. Everett used the washdown hose to sluice the decks, unconcerned about water finding its way under the hatches covering the big underfloor lockers. Upfold ensured that the boat was specified with more than adequate drains under the hatches, so no water finds its way into the lockers.

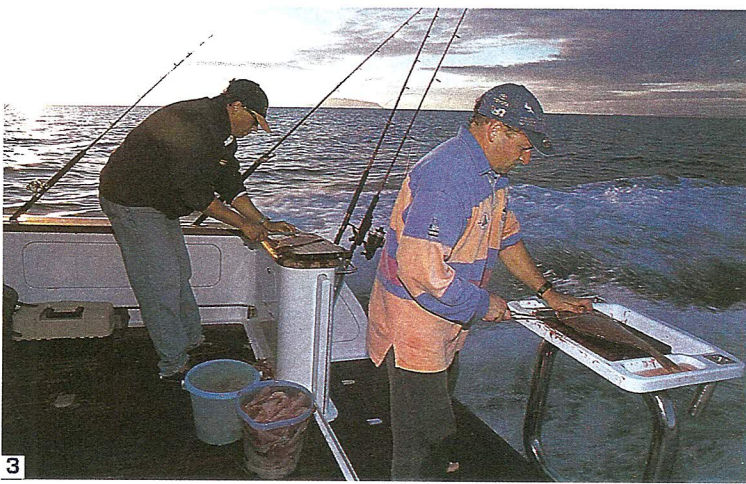
We filleted fish as we cruised back towards a spectacular sunset over the islands of the gulf and Auckland City, finishing up with a couple of decent-sized bags of fillets each for the table.

It had been a fun day on a lovely and well loved craft, topped off with a delicious supper – the lunch we didn't have time for because the fishing was too good. And of course, Everett took the opportunity to open a bottle of *Zinfandel*. Like the boat, the wine didn't disappoint.

B Suppliers to *Zinfandel* include:
 Scott Lane Boat Builders: builder, cabinet work, paint, engineering; Bill Upfold: design; Gough, Gough and Hamer: engines, shaft; Crystal Electronics: engine controls and trim tabs; Lusty and Blundell: GPS-Plotter, sounder, radar, autopilot, shower, head, wipers and washdown; BEP Marine: switch panel, inverter; Steellotts: stainless steel radar mast, baitboard bracket, steering wheel and table pedestal; Serada Marine: stove-oven; Ocean Air: refrigeration; Halcyon Lighting Ltd: lighting; I lay4U - Chris Hancock: Carpet; Howick Upholstery and Covers: upholstery, ceilings; Graeme McNeill: engine mounts, freezer compressor mounting assembly; Des Brown: recessed stainless steel mountings, shafts for electric windows; Ian Stewart: paint; McCauley Contractors: plumbing; Water Sparki: electrical work; Gisborne Electroplaters and Bumper Replacements; electroplating.

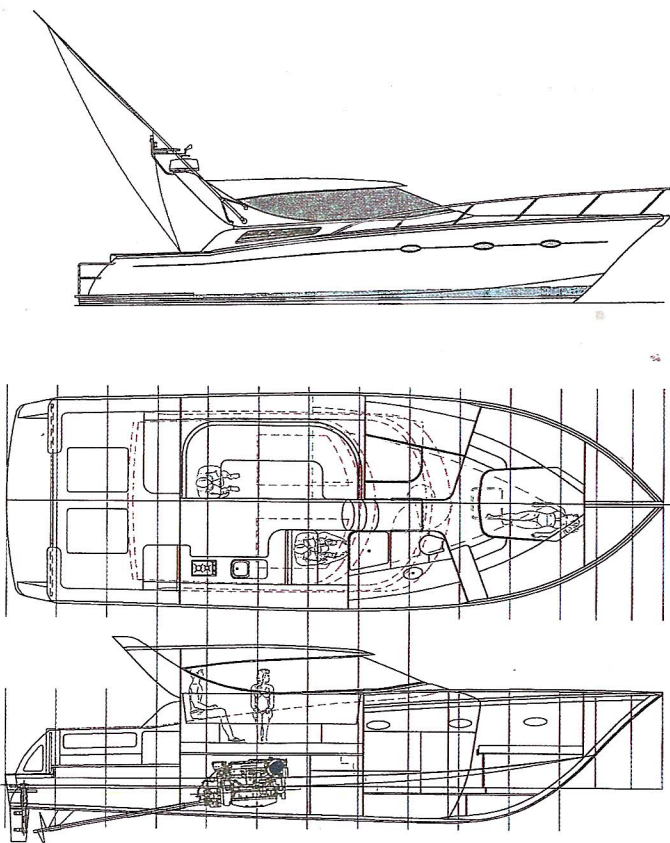


2



3

- 1) Everett with another nice Flat Top snapper.
- 2) *Zinfandel's* bows do an excellent job of shouldering the seas aside.
- 3) Filleting fish in *Zinfandel's* big cockpit on the way back to town.



Specifications	
loa	12m
lwl	10.06m
boa	4m
draft	1m
displacement	8.2 tonnes fully loaded
design type	Elite Sports Sedan monohedron hull
berths	six
top speed	27kts
cruising speed	22kts
cruising range	560nm @ 22kts
fuel capacity	970 litres
water capacity	520 litres
engine	One Caterpillar 3126 420hp diesel
type	in-line 6 cylinder
gearbox	5061A twin-disc 2:1
propeller	BriSKI 26-in, four-blade
designer	Bill Upfold
builder	Scott Lane Boat Builders
construction	balsa and cedar core with fibreglass laminates