

trade**a**boat

THE COMPLETE BOOK OF BOATS

Exclusive
Surtees
650 HT
first look!

West Coast **weapon**

White Pointer 970 Pro Sportsman



HEAD TO
tradeaboat.co.nz
FOR DETAILS
ON HOW TO WIN
FUSION
ELECTRONICS

IN THIS ISSUE McLay 721 Cruiser | Arvor 690D & 730D | Dehler 46
Ballistic 6.5 RIB | Jeanneau Velasco 43 | Stabilisers Explained & **MORE!**

WIN

FUSION
electronics
see inside for details

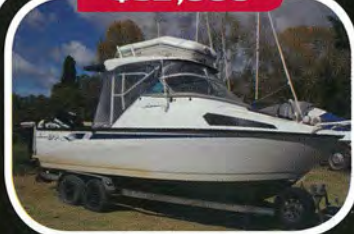


1734
BOATS FOR SALE
IN PRINT AND ONLINE

The boat you want is
now easier to find



\$32,000



1999 Ramco Sportsfisher 650
Cuddy cabin hardtop with clears, Mercury outboard.
Well set up for all types of fishing.
021 0497 1155

\$24,000



1982 9.2m Lotus
Glassed DD kauri, furling headsail, spinnaker, fridge,
freezer, autopilot, anchor winch, wind instruments,
VHF and more. 022 025 3097



MEDIA GROUP



tradeboat
THE COMPLETE BOOK OF BOATS

trailerboat
test

PHOTOS **STEVE RAEA**

White Pointer 970 Pro Sportsman

The personal touch

WHEN YOU RUN A SUCCESSFUL OFFSHORE CHARTER BUSINESS YOU KNOW WHAT YOU WANT IN A BOAT. **STEVE RAEA** CHECKS OUT CRAIG MCDONALD'S TAILOR-MADE CRAFT, A WHITE POINTER 970



The boat you want is now easier to find.



“Nereus is a behemoth in the strictest sense of the word – a monster of a boat with a purposeful ‘go anywhere, go anytime’ look”

There is a fine line between passion and obsession and it's a line that White Pointer Boats' Rex Briant walks every day. Briant is hugely passionate about his boats, occasionally to the point of obsession.

If he was selling boats off an assembly line his enthusiasm could be tiresome. But he's not. He's selling what he genuinely believes to be one of the best-designed and built semi-production trailer boats on the market. The industry is too small to pick winners, but having been around White Pointer Boats since the turn of the century I'm more than comfortable suggesting that his belief

is justified and deserved.

White Pointer Boats has long been the 'go-to' manufacturer for experienced boaties wanting something more than a stock 'off-the-brochure' boat and has built respect as a premium builder of custom and semi-production aluminium trailer boats. This, however, is something of a double-edged sword because it tends to undermine the simple truth that every White Pointer is built on the same hull and to the same build specification regardless of its level of customisation.

In other words, every boat leaving Whiter Pointer's Gisborne factory is built from the same materials to the same design and the same high

standard of construction, regardless of what the owner chooses to put onboard.

The fact that the vast majority of White Pointers go out highly equipped – which is reflected in price – appears to be a quirk of the brand. This has lent to the perception that White Pointer's carry a premium over the competition. While quality comes at a price, the truth is that stock models compare very favourably with other brands of a similar size and specification.

As Briant says, it's about comparing apples with apples and it's a message White Pointer Boats is keen to get across. And fair enough, because it's a source of frustration.



HIGHS

- Capability
- Quality build and finish
- Range
- Suitability for purpose

LOWS

- No stern walk-thru or transom platform

OPPOSITE Everything about Nereus is tailored to the owner's specs.

ABOVE Practical and well laid-out helm is adjacent to the galley.

BELOW the secondary engine control unit is well-placed; Volvo Penta is easily accessible.

NEREUS

The custom-built 970 Pro Sportsman *Nereus* is not, however, a stock standard model. In fact, it is one of the most highly customised boats that White Pointer has built thus far, and one that has stretched the design envelope every which way. It is also Briant's personal favourite.

Built and optimised for West Coast charter fishing, *Nereus* is a behemoth in the strictest sense of the word – a monster of a boat with a purposeful 'go anywhere, go anytime' look about her and an onboard spec sheet that runs out to five full pages.

Commissioned by experienced New Plymouth charter operator and professional offshore skipper

Craig McDonald, *Nereus* is about as staunch a trailer boat as you'll find, yet the aesthetic quality of her finish is nothing short of spectacular. White Pointer's attention to detail is evident at every turn and there are plenty of turns to be had in a boat of this size. From the mirror-smooth topside finish to the crisp white interior surfaces, everything is picture perfect.

All this seems a little incongruous given the boat's principle application as a hard core offshore fishing monster. Blood and guts should have no place on a boat like this but blood and guts there will be – and by the bucketful.

McDonald takes his fishing seriously and he's good at it. Having





ABOVE Rear deck is all about one thing – fishing – with rodholders and work surfaces to burn.

operated numerous fishing charters to bleak offshore destinations that include the Three Kings, White Island and the Ranfurly Bank, McDonald knows his boats and what works on a charter boat and what doesn't. It's this ingrained knowledge and a seemingly exhaustive list of extras and additions that McDonald says ultimately put him on the pathway to White Pointer Boats.

"I'd looked at several other designs but if the truth be known White Pointer was always at the top of my list of preferred builders. I'd been out in a couple of White Pointers and I'd seen them at work offshore. I liked what I saw. White Pointer's reputation for quality led me to Gisborne but it was the builder's willingness to work with me that got us over the line."

McDonald says he was initially drawn to the 940 Pro Sportsman – the boat that a year earlier crossed the Tasman on its own keel, leaving Opuia and arriving unscathed at Lord Howe Island three days later.

"The 940 is an awesome machine and there aren't many trailerboats that you'd attempt something like that in."

McDonald says his ideal charter boat would be one that maximised cockpit space and says he figured that it might be possible to extend the 930 out to 970 and remain within the towing capacity of his GME truck.

"White Pointer did the rest, adding 700mm to the cockpit. And they did it in a way that effectively doubles useable cockpit space without compromising the look of the boat. It's an awesome design."

For White Pointer Boats, adding 700mm to a pre-existing design wasn't a simple bend and stretch exercise. The 970 hull was designed from the ground up and a full set of CAD drawings was worked up by naval architect Jarrod Hall of Hall Marine.

White Pointer's use of qualified naval architects is significant. The belief that what looks right probably is right works to a point but there's no substitute for time served naval design. CAD drawings are a prerequisite for survey which without, McDonald's charter business would go nowhere.

With the matter of overall length settled, the challenge then was how to effectively maximise cockpit space. The answer was found in moving *Nereus'* 370hp Volvo D6 inboard diesel further inboard to create full walk-around access to the transom. This was achieved by fitting a spacer between the engine and the gearbox bellhousing and moving the entire engine and cockpit engine hatch cover forward. The result is a game changer and opens the entire transom up to anglers.

QUALITY BUILD

The heart of any good boat is its construction and it is here that White Pointer has earned its stripes with traditional boat building methods that include upside down hull construction and a traditional fixed jig.

A structured welding sequence ensures that the hull emerges with a compound (rounded) curvature throughout the length of the hull but most pronounced forward of amidships where the chine widens on its run aft. Compound curvature is immensely strong but it also promotes a sea-kindliness by lessening the area of flat panel surface presented to the sea.

Using the best marine grade alloys, the Pro Sportsman is formed on a full length internal keel bar with conventional box stringers and frames continuously welded for maximum strength. The cockpit sole is also continuously welded and pressure tested for pinhole leaks before any internal construction begins.

Briant says continuous welds are used wherever possible for maximum strength and rigidity and much of the exterior is welded internally and externally. This allows external welds to be ground back, faired and painted for improved aesthetics and longevity

How does it rate?

White Pointer 970 Pro Sportsman

1	FISHABILITY	★★★★★★★★★★★★
2	INNOVATION	★★★★★★★★★★★★
3	DESIGN AND LAYOUT	★★★★★★★★★★★★
4	QUALITY OF FINISH	★★★★★★★★★★★★
5	HANDLING AND RIDE	★★★★★★★★★★★★
6	STABILITY	★★★★★★★★★★★★
7	ERGONOMICS	★★★★★★★★★★★★
8	STANDARD EQUIPMENT	★★★★★★★★★★★★
9	VALUE FOR MONEY	★★★★★★★★★★★★
10	X-FACTOR	★★★★★★★★★★★★

Average ★★★★★★★★★★



“White Pointer’s reputation for quality led me to Gisborne but it was the builder’s willingness to work with me that got us over the line.”

without any fear of compromising build strength.

“The build time on our boats is longer than many but our boats don’t break. They’re incredibly strong and we stand by them with a 10-year recreational hull warranty.”

Brute strength is one thing but appearance and reliability of the many parts and systems that go into a high-end build like *Nereus* is equally important. To this end every care is taken to pre-drill and dry fit hardware and equipment before the boat gets anywhere near the paint shop.

This ensures that all hull, deck and cockpit hardware is functional and user-friendly and prevents the need for further drilling. It also allows all pre-drilled holes and apertures to be properly sealed and coated. It is not the fastest way to build a boat but it’s the right way.

This same considered approach carries through to electronics and the hundreds of metres of cabling that has gone into *Nereus*. Like all White Pointer builds, *Nereus*’ wiring was pre-designed and custom made by professional loom builders from quality tinned marine wire, colour-coded, labelled and switched through marine-rated circuit breakers.

This attention to detail is applied to White Pointer’s LPG gas installations which are in compliance with survey requirements and the latest AS/NZS safety standards.

Cockpit-mounted stern-drive installations demand precise engineering and present a unique set of challenges – namely keeping water out while providing adequate engine ventilation. Get it wrong and there’s nowhere to hide.





ABOVE The set-up on Nereus shows what can be achieved when boat builder and owner are able to work together.

tradeboat says...

A trailer boat in its strictest form, *Nereus* is better described as a small ship. She epitomises what can be achieved in a custom design when there's a meeting of minds between builder and client and a shared passion for excellence.

White Pointer was among the very first alloy trailer boat manufacturers to offer diesel inboard options and at last count had installed well over 200 inboards to survey requirements.

PRIMED AND LOADED

The features and additions that have gone into *Nereus* are so numerous that space prevents the luxury of a blow-by-blow description of each, but among key features is the bowthruster and second EVC cockpit station with instrument repeaters mounted in a custom housing on the wheelhouse bulkhead.

This set up gives McDonald fingertip control of the boat from the cockpit which is where he needs to be given his passion for game fishing. It's also a prerequisite given the tide and prevailing cross winds at New Plymouth's public launch ramp.

McDonald's job is such that his days off fall during the week so vessel manageability was top of mind during the planning stages of *Nereus*. He says the combination of a second EVC station and remote cockpit control of the bowthruster allows him to get out on his own far more often than he otherwise would and he's already clocked up 1300 sea miles since taking delivery of the boat at Christmas.

"The second station uses the autopilot to steer the boat and it has taken a little while to get comfortable with it but it works brilliantly and has taken the guess work out of getting the boat lined up on the skids.

"Another thing is that the torque of the diesel makes it a whole lot easier than outboards to power onto the trailer. On my last boat I had to give the outboards heaps to get over the hump but the diesel is totally different. The boat just glides onto the skids and sits there. It's brilliant and stress-free."

The cockpit layout of the Pro Sportsman is designed around the boat's primary application – offshore fishing – and safety is paramount. The high topsides and curved transom are ship-like and the fold-down starboard transom marlin door is bullet proof and aesthetic.

Nereus' Ocean Blue game poles hint at McDonald's big game aspirations and the level of hardware and fittings selected for the build. The cockpit fitout is superb with a large

12V freezer built into a dedicated cabinet below the electric cavity slider window on the port side aft bulkhead. Opposite is a utility station equipped with a stainless steel sink mounted into a secure and vented califont, providing a hot shower. This is serviced by the boat's 150lt under-floor water tank.

Cockpit plumbing is extensive with two independent deckwash systems with separate pumps housed in dedicated lockers built into the port and starboard coamings well off the cockpit sole. This level of redundancy is a recurring theme on *Nereus*.

The primary bait station is fabricated on the engine cover. It's large, robust and practical with large plastic cutting board, drainage to the cockpit sole and capacity for 11 rods. The second station is amidships on the transom and provides an additional four rodholders and inset cups for sinkers and hooks. This unit is easily removed when trolling.

Under-deck stowage is generous with a large killtank fitted with a custom plastic fish bin for easy handling and clean-up. The livebait tank is fitted amidships under the transom and the boat's tuna tubes are built into combing parcel shelves and fed by a 3000gal/h pump fitted in the transom.

Nereus' cockpit parcel shelves are fully enclosed with secure hinged lockers and fully fitted under the



facts & figures

White Pointer 970 Pro Sportsman

PRICE AS TESTED
\$430,000

PRICED FROM
\$179,000 (EX ENGINE)

GENERAL

MATERIAL Aluminium – 5mm hull/
transom, 4mm topsides

TYPE Monohull

LENGTH 9.7m

BEAM 2.75m

FREEBOARD 900mm

DEADRISE 18-degrees

WEIGHT 5000kg approx. (on trailer)

TRAILER White Pointer 5000kg twin-
axle with electronic sensor brakeaway
brakes

CAPACITIES

FUEL 600lt

WATER 150lt

ENGINE

MAKE/MODEL Volvo Penta D6 (G
series Duoprop)

TYPE Six-cylinder, four-stroke,
turbocharged and aftercooled diesel

RATED HP 370

DRIVE DPH 1.63:1 (control) single I/O
EVCD

MANUFACTURED BY

WHITE POINTER BOATS

189 Stanley Road, Gisborne

PHONE + 64 6 868 6519

EMAIL rex@whitepointerboats.co.nz

WEB whitepointerboats.co.nz

ABOVE Customer Craig McDonald had a plan when he approached White Pointer for his next boat, a plan delivered on without compromise or cut-corners.

radome mounted on a custom radar tower on the wheelhouse roof.

Add to this wipers and fresh wash for the curved safety glass windscreen, kick ass stereo with sub-woofer, VHF, heavy duty Lofrans windlass with chain counter, 12V fridge and freezer, excellent cabin, cockpit and underwater lights and the myriad of pumps, and we're looking at pretty serious power demand. This is catered for with large house batteries switched through a voltage sensitive relay and maintained with a C-Tek 12V battery charger.

There is a lot to take onboard in a build like *Nereus* and plenty of room for problems in set up and commissioning, but McDonald couldn't be more complimentary of White Pointer's engineering fit out and attention to detail.

"Reliability is everything. The west coast demands it and Rex and his team have delivered it. There has been only very minor teething problems and nothing that has prevented the boat from working.

I expected a turn-key package and that is what I got."

McDonald says the 970's handling and ride characteristics are excellent and similar in respects to a full bodied launch.

"She doesn't beam around or show any tendency to want to broach in steep following seas which is a good test of a sea boat. I've seen enough rough stuff now to have built confidence in the boat. It's a good feeling."

LAST WORD

A trailer boat in its strictest form, *Nereus* is better described as a small ship.

She epitomises what can be achieved in a custom design when there's a meeting of minds between builder and client and a shared passion for excellence.

Everything about this project screams excellence and cements White Pointer Boats reputation as the go-to builder when you're ready to realise your vision of the ultimate offshore trailer boat. ■