

# The other woman

I'm not sure if it was the ocean-eating good looks, the muscle-flexing performance or the incredible attention to detail that got my attention most this day. Whatever it was I knew we'd found a boat that was more than a bit special...

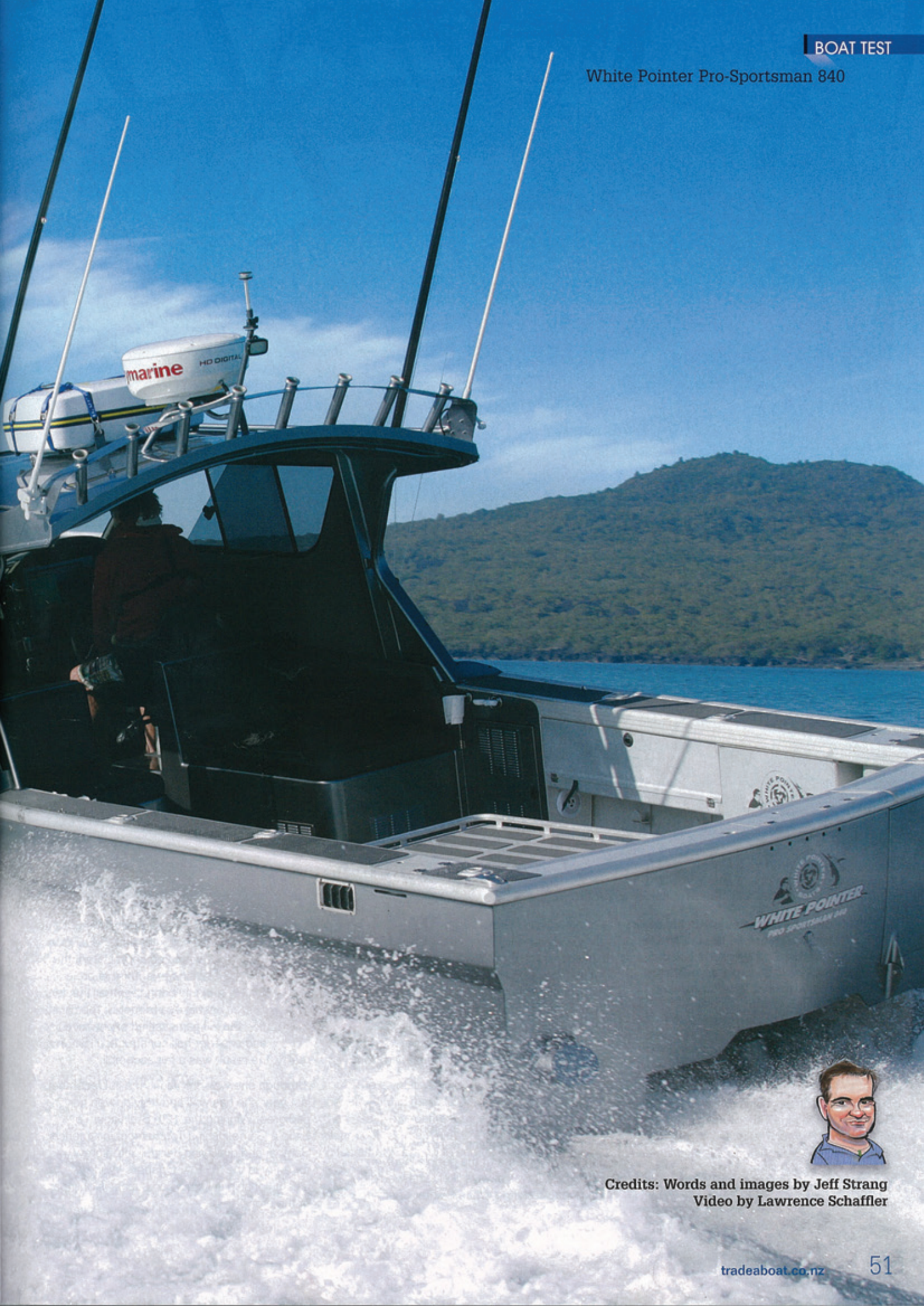


## Weather conditions

<b>Average windspeed</b>	Variable 5 knots
<b>Sea state</b>	Calm



White Pointer Pro-Sportsman 840



Credits: Words and images by Jeff Strang  
Video by Lawrence Schaffler





**E**ducated boaties will already know Gisborne-based White Pointer Boats builds robust and highly-capable offshore workhorses. The company has been the East Coast crayfish industry's "go to" supplier for more two decades – and those boys take no prisoners, believe me.

Our team is also very familiar with the brand.

So familiar, in fact, we included the 850 in our "Boats of the Decade" shootout in February, and the White Pointer 750 was a finalist with merit in our Ozzie sister publication's "Australia's Greatest Boats 2011" competition, which you can read about in more detail on page 32.

For me, White Pointer has always represented the pinnacle of rough, tough, no-nonsense on-the-water performance in a trailer boat. If I ever had a quibble it is that the finishing, while perfectly suited to the company's traditional customer, was not high enough to set them apart from the rabble.

And then there was the *Girlfriend*.

I have been aware of the existence of this boat since the first plans were drawn, and knowing some of the people involved personally, it was always likely she would be the one to redefine White Pointer boats as



To see more White Pointer boats for sale visit [Tradeaboat.co.nz](http://Tradeaboat.co.nz) and type White Pointer into the search bar

we know them. Without going into more detail than would be appreciated, the brains-trust for this project would bring together the very best in eye-for-detail, top-of-the-bill gamefishing experience and superior hull construction. So, in reality, the result was a fait accompli.

Although she was only launched in December last year she has well and truly proven her pedigree. Winning the 12th Steinlager l'a Lapo'a Game Fishing Tournament in American Samoa, and qualifying her delighted crew for entry in the I.G.F.A. Offshore World Championship in Cabo San Lucas, is only part of the story.



White Pointer Pro-Sportsman 840

The open layout cabin has a few special touches including genuine leather upholstery and luxurious day lounges.



Top-quality electronics find a home on the dash and the precise gauge layout and stitching detail adds a little European refinement.

The importance of cool refreshments is prioritised with not one, but two Engel refrigeration units



This White Pointer has amassed an impressive 12 completed billfish captures with less than 200 engine hours on the clock. That's a billfish capture every second day of use – a record any top boat in this country would be pleased with, especially when you take into consideration the time the boat is not actually chasing marlin.

### A quick once-over

Officially the *Girlfriend* is a White Pointer Pro Sportsman 840. In essence she is a fully-customised 8.4m (LOA) gamefisher powered by a 370hp Volvo Penta D6-370 via a counter-rotating duo-prop. The level of customisation goes much further than the well-thought-out cockpit and the genuine leather interior.

Aspects like the curve of the transom, the exact layout of the cabin, and even the detail in that leather stitching have all come under the owner's close scrutiny.

It is clear that no expense has been spared to ensure the *Girlfriend* looks great pursuing her quarry. The level of pre-paint fairing is close to perfect, even in places that will rarely be inspected, such as the internal details of the roof. The paint itself is from the automotive industry and is protected from this tougher-than-usual environment by eight layers of clear coat. Some welds are visible, but only in locations where filling and fairing would wear and become a liability.

A fully-automatic free-fall Lewmar windlass

virtually eliminates any need to clamber across the bow, but if the need does arise the gunwales are wide and the bow rails are high enough to provide a measure of surety without

### TRADEABOAT RATINGS BOX

#### WHITE POINTER PRO-SPORTSMAN 840

<b>Fishability</b> .....	★★★★★
<b>Ride</b> .....	★★★★★
<b>Stability</b> .....	★★★★★
<b>Finish</b> .....	★★★★★
<b>Versatility</b> .....	★★★★★
<b>Ease of towing</b> .....	★★★★
<b>Wow factor</b> .....	★★★★★





“The cockpit is to a very high standard indeed.”

The scuppers are bungeed closed but can be fully opened in an instant if needed.



intruding on her sleek, huntress-like lines.

The cabin is open plan and open styled. Clears can be used to close it up, but in reality they are unlikely to be employed on a scorching hot day's marlin fishing. The full-leather day beds facing aft allude to the fact that this White Pointer is as much about comfort as it is about function. Each of these seats hides an Engel refrigeration unit, so cool refreshments will always be at hand.

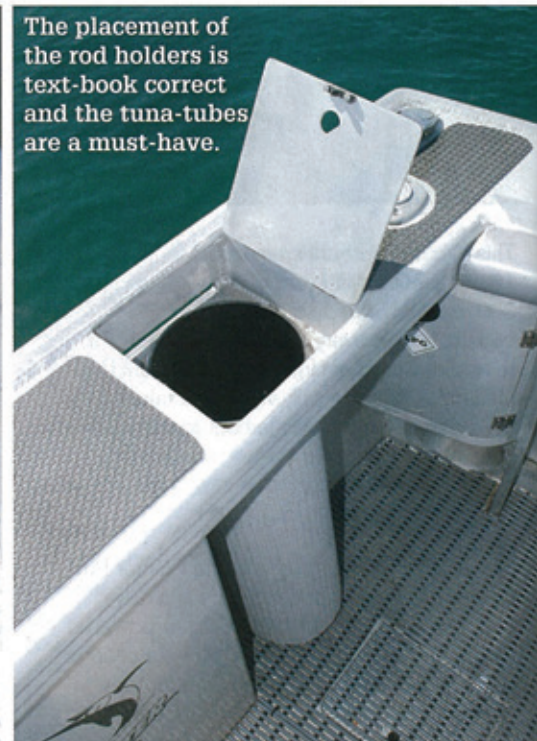
The helm position is also hard to fault. The genuine leather theme is continued, as you would expect, on both bucket seats and on the dash. As already mentioned, the detail in the stitching is what you would see in a luxury European car, and even the layout of the gauges on the dash is testament to the time taken to get things just right. Their positioning is literally millimetre-perfect.

The driving position is comfortable however you prefer to enjoy the ride, and the wide, curved glass windscreen and open layout allows for uninterrupted views of the world.

The stainless fold-away cleats are good to see and add to the *Girlfriend's* pedigree.



The placement of the rod holders is text-book correct and the tuna-tubes are a must-have.



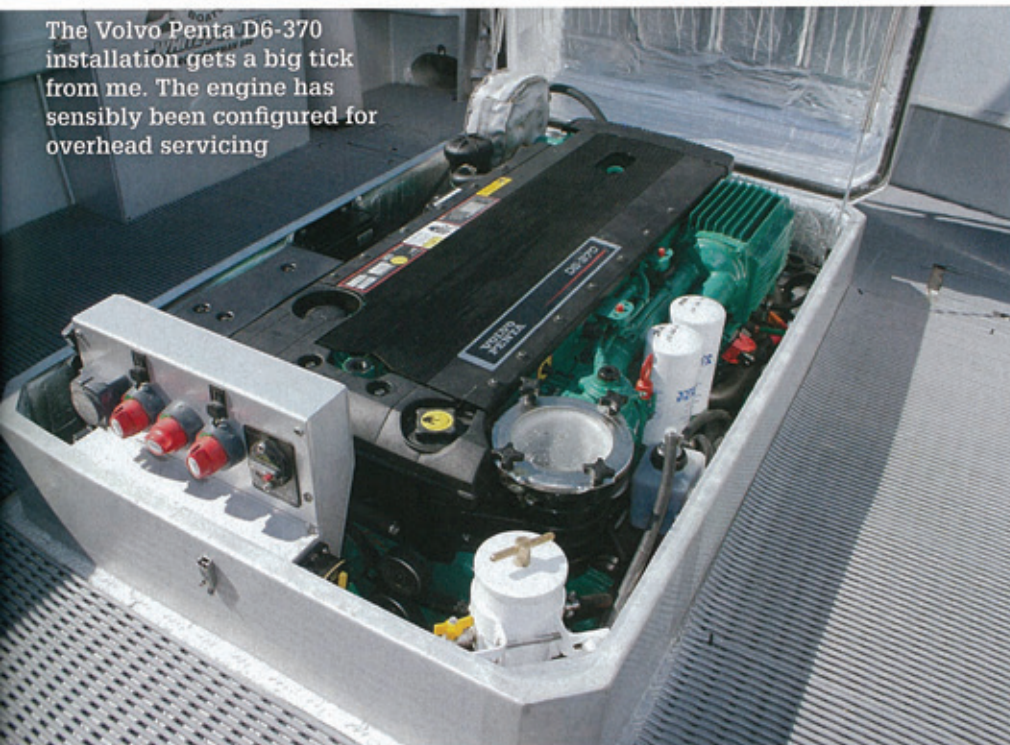


## White Pointer Pro-Sportsman 840



The curved transom looks sharp, but again it's the attention to detail which deserves our accolades. I loved the recessed trim tabs and stern drive set-up. All possible steps have been taken to minimise line entanglement issues

The Volvo Penta D6-370 installation gets a big tick from me. The engine has sensibly been configured for overhead servicing



Apart from the Fusion sound system, all of the Girlfriend's electronics come from Raymarine and are at the very top of the range. The E140w hybrid-touch incorporates all the best this brand has to offer, including radar capable of identifying bird work-ups well over the horizon. Other features bound to get a technophile's attention are the fully-integrated Raymarine ST70 autopilot, which includes a wireless remote, and the vessel trim controls which can be configured to operate completely automatically.

One thing that got me very excited was the throaty growl of the engine as it roared passed. You could be forgiven for thinking there was a perfectly-tuned V8 under the hood. Of course, this is not the case. Instead, a common-rail Volvo Penta D6-370 has been squeezed into the mid cockpit engine box.

While it's fair to say there is not a lot of access room left around the block, Volvo has clearly run into this challenge before and designed this configuration with overhead servicing in mind. Access to all the filters and sea-strainer



poses no real challenge and should (in theory) contribute to slightly lower servicing costs.

## The business end

On the *Girlfriend* the real business happens in the cockpit, and this is where she impresses the most. To be honest, you have to be an expert to understand just how good this cockpit is because most of the detail will fly straight over the head of your average weekend warrior.

The first thing I noticed was the built in tuna-tubes. This is only the second trailer boat I have reviewed with tubes, and the first one where they've been built into the gunwales. These tubes are large enough to take an oversized skipjack or even a small yellowfin, and the huge Jabsco pump delivers plenty of water volume.

Aft of the tubes on top of the gunwale is a rod holder, perfectly (and specifically) positioned to take a downrigger. About amidships is the shotgun rod holder. Heavy tackle rod holder placement is an art, and unlike so many I see, this one is correctly fixed parallel to the gunwales and positioned so that when a full-length big game rod is in residence the rod tip can be reached comfortably. Going forward again, the outrigger rod holder is angled at 15 degrees, giving good clearance to the lines.

Forward further still are the "clearance" holders. They provide a safe home for unemployed big game rods during the heat of battle, without either having to lift these weighty outfits up into the rocket launcher or, worse still, drag them inside and onto the floor as is common practice with poorly-outfitted vessels.

The bait tanks on the *Girlfriend* could do with the some improvement. One is built into the transom and is supported by two more under the floor. The main tank is perfectly adequate for jack mackerel, but probably lacks in size or shape for more sensitive and highly-valued baits like blue koheru.

The underfloor tanks are not really up to the task either, due to a space issue caused by the trim tab rams. I raised this concern with the owner who, to his credit, acknowledged it and had already planned to rectify the situation with a large, rounded underfloor tank capable of keeping baits alive all night on anchor. Sounds like the perfect solution to me.



Nice touches like the road cover will keep this girlfriend looking sharp



## White Pointer Pro-Sportsman 840

“I honestly believe this White Pointer Pro-Sportfisher 840 is one of the top three trailerable boats I have ever reviewed...”

Tradeboat says...







See the video  
online at [www.  
tradeaboat.co.nz](http://www.tradeaboat.co.nz).  
Go to News and  
Reviews.



As expected, the rest of the cockpit has been designed for epic encounters. The cockpit has a "wet" sole, which allows any water ingress to drain through the floor into the two underfloor livewells. As a back-up, and to deal with excessive volumes, oversized scuppers with bungeed covers come into play.

There is ample toe kick room around the rear section of the cockpit, and a comfortable leaner pad takes care on any potential bruising during the action. As with any top-notch gamefisher, the rest of the cockpit is clear of line-snagging appendages, including fold-away cleats. Even the propeller is recessed.

## On the water

It was a pretty safe bet that with 370hp under the hood this long-legged vixen was going to get up and go. Still, I was surprised at just how quick and responsive to correct trimming she is. Most aluminium hulls have a relatively limited top speed (usually somewhere in the vicinity of 35 knots).

Apparently this is something to do with the drag which is induced by the porous aluminium surface. I have actually wondered if an epoxy hull coating would improve the performance of these hulls, but that is a fairly expensive experiment to try on a hunch. However, at 39 knots it's pretty hard to complain about the *Girlfriend's* ability to gobble up miles.

The fuel economy and performance out of this highly-spec'd engine also warrants a big tick. Our test run gave figures of 10L per hour at 8 knots and 40L per hour at 30 knots. Figures

like those will allow a keen fisherman to fish a 12-hour day, 30 nautical miles offshore, with an hour running tacked on for around 200L total fuel burn. With her 1000L tank capacity, that's a full five days fishing you have up your sleeve between trips to the bowser.

Arguably even more impressive is the White Pointer's close manoeuvring ability. The counter rotating props deliver clean, cavitation-free performance in reverse, and the power to weight ratio is such that an experienced throttle jockey will be able to extricate this boat for any tense situation. It's worth pointing out that the hydraulic steering is fingertip-light and the Volvo fly-by-wire controls are a joy to use.

## The verdict

Even if gamefishing, or any power-boating for that matter, is not your thing, it's pretty obvious the *Girlfriend* is one hot lady. Performance is exceptional and the attention to detail is class defining, but for me it's the layout and setup that sets it apart.

### WE LIKE

- Superb cockpit set-up
- Attention to detail in layout and finishing
- All-round on the water performance
- Hot looks

### WE DIDN'T LIKE

- Main live-bait tank

In short, I honestly believe this White Pointer Pro-Sportsman 840 is one of the top three trailerable boats I have ever reviewed. If you want to know what the other two are, buy me a beer sometime. ↓

### SPECIFICATIONS

WHITE POINTER PRO-SPORTSMAN 840	
LOA	8.40m
Hull Length	7.85m
Beam	2.70m
Internal gunwale height	750mm
Free-board	920mm
Engine	Volvo Penta DS-370
Fuel Capacity	1000L
<b>Priced from: Boat on trailer with Volvo Penta D4 (300 Hp) \$180 000</b>	

### PERFORMANCE

Speed (knots)	Fuel burn (LPH)
4.8 (idle)	1.2
5.0	1.7
6.5	3.4
8.0	10
15	22
20	24
24	29
30	40
39 (WOT)	78



**SUPERIOR SHAPES FOR SUPERIOR PERFORMANCE**



For the Purist Sports Fisherman

**840 PRO SPORTSMAN**

All Marine Grade Plate	8.4m LOA
7.50mm Deck to Gunwhale	2.8m Beam
9.20mm Free Board	4mm Sides
3mm Superstructure	
6mm Hull Plate & Transom (minimum)	



A boat that will exceed all your expectations

**730 SPORTS HARD TOP**

7.4m LOA	All Marine Grade Plate
2.45m Beam	7.50mm Deck to Gunwhale
4mm Sides	9.00mm Free Board
	3mm Superstructure
	6mm Hull Plate & Transom (minimum)



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