



A BOAT BY ANY OTHER NAME ...

"MAKING YOUR DREAM BOAT A REALITY" IS A FAIRLY BOLD STATEMENT TO MAKE IN TODAY'S MARKET, BUT DESIGNER, BILL UPFOLD, INTENDS TO KEEP HIS MISSION STATEMENT ON HIS WEBSITE FOR THE SIMPLEST OF REASONS - HE INTENDS TO HONOUR IT.



ABOVE & LEFT The Te Whara IV moves sleekly through the water with a clean wake

THE NAME Te Whara comes from the Maori name for the Whangarei Heads, where the owner grew up and spent many happy times on the original Te Whara, which was built for his grandfather back in 1919 by the famous Bailey & Lowe partnership. Each subsequent boat that he has owned has borne the name that he so tenderly remembers from his youth.

As is the case on most Auckland days, the sunrise was spectacular but rapidly turned to the proverbial at around 9 a.m. We had no choice - we had to go out! This was the last boat we had to test to complete the production of the latest issue of Sea Spray. We met with Bill, his client and boat builder, Allan Tonga at Westhaven to have a walk over the boat before we set out (in between passing fronts).

The look of Te Whara IV is classical. An elegant traditionally styled motor yacht that almost drags you back to a bygone age - but with more than its fair share of 21st century innovation.

Entry to the boat is by a relatively small duckboard, which still manages to incorporate a live bait tank in it. There is

also a submersible pump so that the tank can empty when not in use or reversing. The transom has a double cavity sliding door in it which when open allows for access for fishing, swimming or diving. Inlaid teak features on the duckboard, cockpit and decks. In the middle of the cockpit is the entry to the Lazarette which has both a genset and dive bottle rack on sliding tracks, so that there is plenty of storage room either side. Rod holders can also be stored in a separate area to port.

TRADITIONAL HELM - WITH A FEW TWISTS

Four steps take you from the cockpit to the flybridge where you find the traditionally styled helmstation, but with a few twists. The back of the helm seat has a pullout serving board for drinks or food. At the bottom front of the helm seat there is a sliding board which when fastened enables the owner to stand whilst driving - he apparently prefers this, as do I. Because of the extra height that is therefore gleaned from standing on the board there is a hatch in the roof to pop your head out of, or if you like the whole roof slides open. A

wind deflector at the front takes care of the obvious.

Electronics have not been spared with a large range of Simrad products including radar, sounder and sonar. The starboard side of the double sized helm seat sees a benchtop, which comfortably fits a half folded chart and below stores the computer laptop that takes care of the ships controls.

Two sliding rear doors give access to a sunlounger that is cantilevered over the cockpit (which keeps the cockpit very dry) and allows for a great area where the skipper can enjoy the company of his guests even whilst taking charge of the vessel.

THE LINEAL DESIGN OF THE GALLEY ALLOWS FOR MAXIMUM SPACE IN THE MASTER STATEROOM

From the cockpit two steps down will find you in the galley to starboard. The bulkhead between the master stateroom and the galley has a huge pantry in it. Even though the shelves aren't deep the size of the pantry makes up for this. The lineal



design of the galley allows for maximum space in the master stateroom but still ensures that everything is close at hand. The kitchen includes gas stove, hob top with microwave.

Entry to the master stateroom is off the galley and is pleasantly large (because of the galley design). The head is forward of the bed and also takes advantage of the extra space. There is also a small window in the aft end of the master stateroom that allows for the owners to wake up and look straight out on the day that awaits them.

Three steps up from the galley and you enter the main cabin, which open up and appears to use the full beam of the boat. Even though it doesn't as the vessel has full walk around decks of reasonable width. Windows in the cabin are low enough so that viewing is available all around even whilst seated in either of the L shaped settees - one to port the other

starboard. The workmanship here really comes to the fore. The settees are beautifully finished in sumptuous cream leather and the woodwork throughout is exceptional. The smallest detail hasn't been overlooked. For example, the cabin doors fold back into a recess on bulkheads so that they latch back flush with the bulkhead. All cabin doors, also, have a curved top frame.

To starboard, as you enter the main cabin, is a not insignificant gas entertainment fridge and cocktail cabinet (well stocked). The owner obviously takes his boating seriously and ensures that dehydration is never going to be an issue. To port is a small work place that allows the owner the capacity to work - if he so chooses. There is a floating drop leaf table that can be removed for maximum area inside when entertaining or secured to the starboard settee whilst motoring.

ABOVE Quality workmanship is evident throughout the boat

BELOW LEFT The kitchen is not huge but is well designed and laid out superbly

BELOW RIGHT Innovation at the helm station ensures the skipper can enjoy the company of guests and keep a good lookout

THE ENGINE ROOM IS EXTREMELY WELL INSULATED

Forward of the main cabin are the guest areas. To starboard is a 2 berth Pullman cabin, which has the access to the engine room. There is plenty of space around the 2 Scania 420 hp engines and the whole room is extremely well insulated. Indeed the whole boat has a major "safety at sea" factor as the owner intends to take her around New Zealand.



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The forward "V" berth has a double offset bed to starboard and a single berth bunk to port. The design and layout has thus left a large area for a shared bathroom at the forward end of the vessel. All cabins are private, extremely well ventilated and oozing natural light. Even the internal sides of the front cabins have an opaque window leading to the main cabin to allow extra light into them.

As we headed out it seemed the weather gods were smiling on us as the skies cleared long enough for us to take Te Whara IV for a spin. The trip wasn't going to be too long though, as in reality we were simply in between two fast moving fronts. Weather gods - my foot.

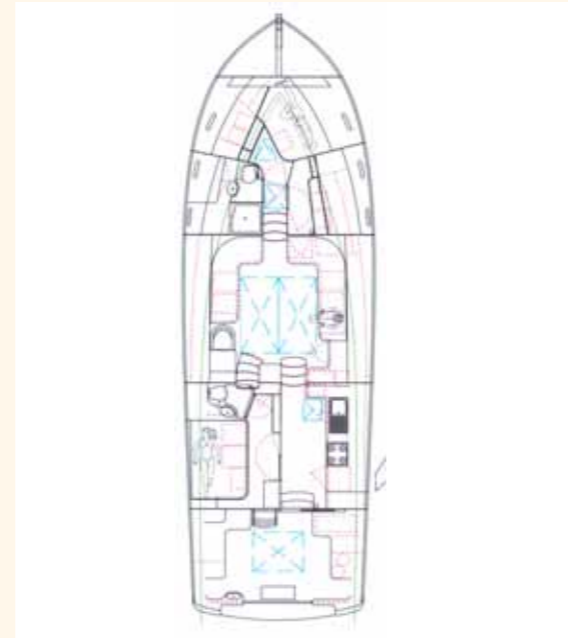
THE 5 BLADED PROPELLERS REALLY BITE

The Te Whara IV is extremely manoeuvrable. Because she has 5 bladed Brunton propellers, even at low revs she accelerates well. Surprisingly, with only 1 engine idling she will still do 6 knots. Despite the weather the run out to our photography spot was relatively calm and we didn't have a chance to put her through any significant wakes. But for the traditional styled motor yacht that she is she can still get along at 21 knots at 1800 rpm (maximum 27.5 knots at 2,200 rpm). Our photographer noted how sleek she seemed to move through the water whilst also producing a clean wake. Low revs, well insulated and forward positioned engines, coupled with underwater exhausts all make for exceptionally low noise output. So quiet, in fact, that at the helm station with the doors all closed - noise is negligible. At a speed of 16 knots she will easily do 600 nautical miles.

All in all the Te Whara IV is an exceptionally made, extremely practical vessel designed for comfort but also for travelling long distances in a style that one could easily become accustomed to.

TECHNICAL SPECIFICATIONS

| | |
|----------------|---------------------------------------|
| Boat Builder | Allan Tongs Boat Builders Ltd. |
| Designer | Bill Upfold Powerboat Design |
| Construction | Wood Epoxy Composite |
| L.O.A. | 14.65m |
| L.W.L. | 12.80m |
| Beam | 4.7m |
| Draft | 1m |
| Displacement | 15,300 kg |
| Motors | 2 x 420hp D19 Scania |
| Propellers | 5 bladed Bruntons |
| Maximum Speed | 27.5 knots @ 2,200 rpm |
| Cruising Speed | 21 knots @ 1,800 rpm |
| Fuel range | 600 NM @ 16 knots |
| Anchor winch | Muir |
| Anchor | Manson |
| Electronics | Simrad (also Raymarine and Suunto) |



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