

Boat review
Upfold Elite sedan 13m



An Elite trio

Words by **Rebecca Hayter** Photos by **Bryce Taylor**



The January 2014 cover of *Boating New Zealand* featured *Odyseia*, a family sedan. Now she has a younger sister – and another on the way.

When Clevedon boatbuilder Scott Lane took a busman's holiday to build the Bill Upfold-design Elite 13m *Odyseia* for his family, he liked her sedan concept so much he built an identical hull and decks alongside as a spec boat. Within months, he had a commission to complete the second boat for three brothers. Their father owns the Upfold Elite mid-pilothouse, 18m *Vanquish*, so the sons' boat is *Vantage*. Admirers of the Aston Martin marque will know why.

Scott Lane says every boat is a progression on what has been built before, so while *Vantage* was in build, he suggested her owners spend time on *Odyseia* as a sort of try-before-you-buy.

"I just left them to it," says Lane, "and they came up with a few ideas: altering a cabinet slightly and moving the vanity back a little

bit. All the ladies loved the full-size domestic fridge on *Odyseia* and we've put one in *Vantage* as well." The builders even added timber fiddles to the shelves to help keep items in place should the fridge be opened while the boat's in motion.

The main alteration was to lift the dinette seating up 100mm. "It gives more visibility when you're sitting at the table when the boat's underway," says Lane, "and that in turn created more headroom in the master bedroom beneath."

Amy, the wife of one of the brothers, is a former fashion designer and volunteered to do the décor. With three families to keep happy, she took a fairly neutral path – greys, taupe, beige. The three brothers will take the boat away on bro-bonding fishing trips, so the décor couldn't be pretty, Amy says, but not too blokey either. It's quite different from *Odyseia*, in which the saloon is



The master cabin features leather trim around the berth and is tucked beneath the dinette, above, on the port side. The table gleams in oak veneer.

“...the decor couldn't be pretty... but not too blokey either”



dominated by bold, red leather upholstery.

One of the biggest decisions was the choice of timber veneer. “There were many samples in the swatch but we kept coming back to the oak true-grain,” says Amy.

The grain is used vertically on the doors in the accommodation, but horizontally on the drawers and cupboards in the saloon and galley. “That posed problems getting the veneer around tight corners,” says Scott, “but that was the look they were after.”

ABOVE: Customised storage in the galley for glassware and crockery.

RIGHT: The dinette is slightly higher on *Vantage* than on her sistership, *Odysseia*, for better visibility when seated. Indoor-outdoor flow courtesy of the pillarless cockpit-galley door and drop-down window from galley to cockpit is a feature of the sedan.



The dramatic black, Blanco sink in the cream Hi-Macs benchtop takes washing up into high fashion. The oak veneer is laid horizontally on the cabinetry, which required careful skills from the boatbuilders.



One of the sedan's nicest features is the indoor-outdoor flow between the cockpit and saloon. The door separating the two is pillar-less and the window between the galley and cockpit lowers into the bulkhead, courtesy of an electric motor, so the whole area is open for al fresco dining.

The galley is modern and easy to clean. Cream-flecked Hi-Macs made by Scott Lane Boatbuilders created a softly moulded surface. The Force 10 hob and oven are adjacent to the cockpit; the Blanco black sink with Ideal Standard tap takes washing up to high fashion.

The cooks will love the galley's customised storage for the glassware and crockery.



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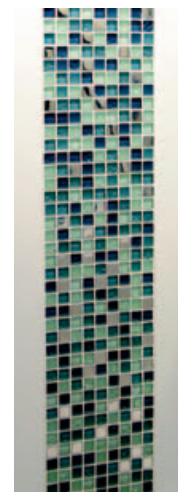
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After looking through boating magazines for ideas, the owners specified a leather/ carbon fibre look for the helmstation, which was mocked up by the builder first. The ship's electronics are based on the Furuno TZT (Time Zero Touch) range with 14-inch LCD Screens. A Furuno Chirp Sounder Module, Furuno 4kW Radar, Furuno 711C Autopilot and Furuno GPS feed into the system. There is a KVH TV3 satellite antenna.



A barbecue and full indoor-outdoor flow make for perfect al fresco. LEFT: The secondary helmstation to starboard in the cockpit.



FAR LEFT: The forward cabin has three berths for children or adults, with cabinetry in oak veneer.

LEFT: The bathroom was modified slightly from *Odyssea's* and the shower features a mosaic detail in ocean hues.



LEFT: *Odysseia*, the first Upfold Elite 13m, features red leather upholstery which presents a completely different look from the neutral tones of *Vantage*. *Odysseia*'s hull is painted a soft blue. INSET: *Odysseia* on *Boating NZ*, January 2014.



TWIN ENGINES

Although Scott fitted *Odysseia* with a Caterpillar C7 455hp engine, he built the spec boat which became *Vantage* as a twin-engine installation, believing it would be more attractive to buyers.

He was right. The owners are delighted with their twin Volvo Penta D6 300hp engines; they believe twin engines provide better manoeuvrability and they like having a back-up engine. Performance-wise, *Vantage* has 150hp more than *Odysseia* and an extra two knots on her top speed.

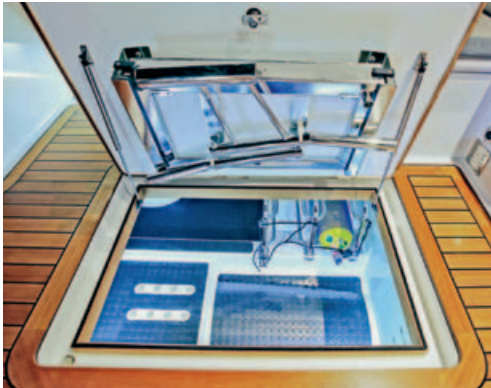
Scott's happy with his single engine installation: "I reckon having a single engine with bow and stern thrusters is more manoeuvrable than a bow thruster and twin engines," he says,

"but it's just personal preference."

As with other boats in the Elite range, the Volvo Penta shaft drives are in tunnels in the hull to maintain a shallow shaft angle. This allows the propellers to work at optimum efficiency.

Twin engines make for a busy helmstation, and the owners were adamant it had to look smart and distinctive. Scott came up with a concept and produced a mock-up. "That got binned," says Scott, "so I suggested they look through boating magazines for ideas." That led to a new mock-up and this time it got the thumbs up. The helm features carbon fibre with leather upholstery; an armrest upholstered in leather provides space to fit more gauges.

"I think that *Vantage*'s dash really encapsulates why clients

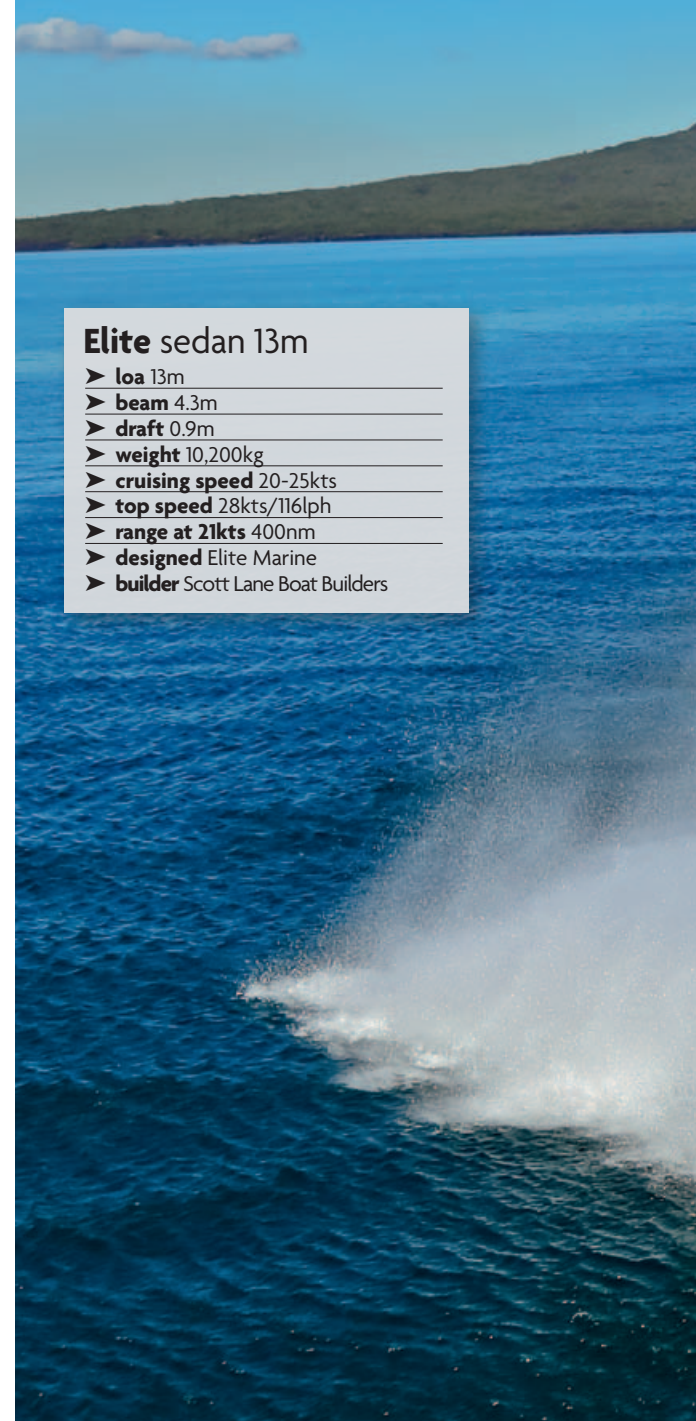


The twin Volvo Penta D6 300hp engines reside in splendour under the saloon sole. These engines have a common rail fuel injection system, double overhead camshafts, four valves per cylinder, turbocharger and aftercooler. With a large swept volume and the EVC system (Electronic Vessel Control), this results in good diesel performance, combined with low emissions.

LEFT: Stowage in the lazarette is well set up, with customised racks for the dive bottles and the outboard engines.

Elite sedan 13m

- **loa** 13m
- **beam** 4.3m
- **draft** 0.9m
- **weight** 10,200kg
- **cruising speed** 20-25kts
- **top speed** 28kts/116lph
- **range at 21kts** 400nm
- **designed** Elite Marine
- **builder** Scott Lane Boat Builders



would choose a custom-built boat over something from a production mould," says Lane. "It's a nice little boat, easily managed and maintained. They're very comparable in price to production boats of similar size."

Vantage has slightly different styling in the superstructure from that of *Odysseia*, at the owners' request.

Since completing *Vantage*, Scott has received an order for a third Elite 13m, proving the appeal of a sedan model. Buyers like the sedan's indoor-outdoor flow, the lack of windage over a flybridge and the ease of handling. Another factor that appeals is having the helmstation in the saloon which keeps the family together when the boat's underway. They also enjoy the ability to express their personality in the decor, as illustrated by the different decors of *Odysseia* and *Vantage*. In winter months, they are cosy inside but in summer, the al fresco charm will be hard to resist. ■

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