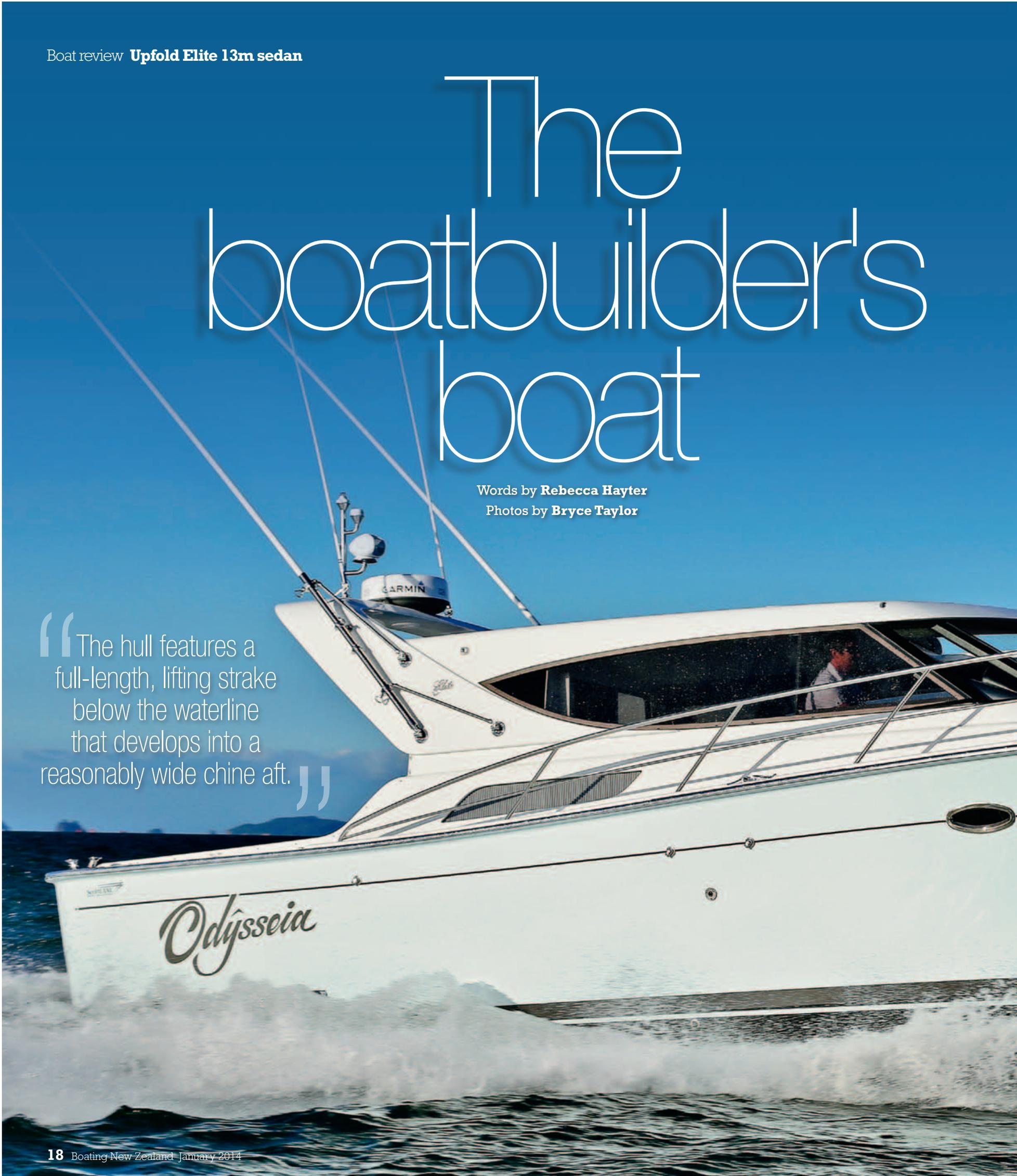


The boatbuilder's boat

Words by **Rebecca Hayter**

Photos by **Bryce Taylor**

“The hull features a full-length, lifting strake below the waterline that develops into a reasonably wide chine aft.”



Scott Lane has built seven motoryachts in the Bill Upfold-designed Elite range. The first six were commissioned by customers but the seventh, *Odÿsseia*, will stay in the family.

For three years, weekends for boatbuilder Scott Lane have been like busman's holidays: taking time out from working on his customers' boats to work on the 13m Upfold Elite sedan *Odÿsseia*. She was destined for his most important customers – his wife Letitia and their daughters Calla, 7 and Elizabeth, 4 and son Mack, 6.

Scott Lane Boatbuilders of Clevedon has built seven boats in the Bill Upfold-designed Elite range: four in the mid-pilothouse style and three sedan styles. After launching the Upfold Elite 15.5 *Humdinger* from his yard in October [*Boating*, November 2013], Lane put his team on *Odÿsseia* to have her ready for summer. She was launched on November 21; the next day the family took her to

Coromandel for the weekend.

When Lane decided to build *Odÿsseia*, he had already completed a similar hull and decks on spec. He took a female mould off the spec hull for *Odÿsseia* and built her in fibreglass, in foam balsa epoxy composite. The cockpit is plywood. The hull is identical to the Upfold Elite sedan *Intrinsic* [*Boating*, July 2009] but Lane asked Upfold to redevelop the superstructure in a style reminiscent of an earlier sedan, *Zinfandel*.

"It's mainly the styling of the window line that Scott liked," says Upfold. "It curves up, rather than following the more traditional look. He also wanted the more contemporary raciness of the radar arch." If other cruisers spy *Odÿsseia* on the water and say, "I want one," the spec-built hull

and decks are ready to be completed for a new owner.

The Lanes chose to build the 13m sedan based largely on their experience of owning a Pelin flybridge.

"We were always split as a family," Letitia says. "Scott would be driving in the flybridge and one of our daughters doesn't like being on the flybridge and I'd be running up and down with food and drinks. This way [on the sedan style], he's driving and the kids can sit next to him and we're all together." And, they both agree, the visibility from inside is superb.

THE INTERIOR

While Lane was building *Odÿsseia*, Letitia got to work on the décor. "We just wanted to do something a bit different because





LEFT: Scott and Letitia Lane selected a strong palette with texture for their decor to make a statement, including shagpile-like carpet, red leather and black wenge timber on the saloon table; the saloon-cockpit door and window open fully for indoor-outdoor flow. ABOVE: the helmstation has good, all-round visibility and no autopilot – Lane is a hands-on helmsman. RIGHT: the owners' cabin, to port, has stunning timber cabinetry; LOWER RIGHT: the foc'sle has three berths for the children

“...a monohedron hull... with a shaft tunnel to achieve a shallow propeller shaft angle”



it was our own boat,” she says. “We wanted to be less neutral than a lot of boats; we like colour and wanted texture. Scott wanted a distressed, red leather like you might see in an E-type Jaguar. There is so much to know about leather.”

They found a sample of aniline untreated leather and placed it

between the pages of a book, with half of it exposed to the sunlight to see how it faded, and spilled liquids on it to test its practicality but when Coastal Marine Upholstery began working with the leather, they found it scratched easily.

It's the type of story that seems to happen with any décor adventure

– items that are hard to source, or look fabulous but prove unsuitable. The Lanes eventually found a treated leather in a boisterous red from Robert Thompson Design in Onehunga.

The red leather rules in the red, black, cream composition that creates a striking change from the neutrals which have dominated

domestic and marine palettes for a decade. The cabinetry is American cherry contrasted by black, high gloss wenge displayed to dramatic effect on the saloon table, cabin furniture and the sole in the bathroom.

“The wenge was a mission,” Letitia says. “Scott machined it up and bright yellow flecks showed up in the



wood. Apparently it can happen in wenge; it's mineral deposits." It also proved hard to varnish; as a porous timber, it released bubbles up through the varnish.

The Hilton Dune carpet, reminiscent of shagpile, was chosen for texture and exudes luxury – visually and underfoot. It looks

and feels expensive but the cost was acceptable because only a few metres were required.

Black also defines the mullions and ceiling surrounds, in faux leather with a light reptilian pattern. "At night the saloon looks pillar-less because the mullions blend in," Letitia says.

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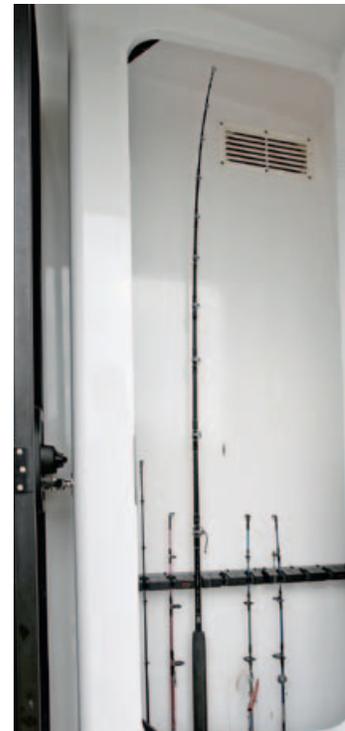


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Odyssea, the 13m Elite sedan, gets on the plane at 12 knots and cruises comfortably at 20 knots on her C77 455hp Caterpillar engine. She has a bow thruster and stern thruster to aid manoeuvring in confined waters. Her cockpit has a barbecue, forward by the galley, a locker for fishing rods, chilly bin for refreshments and a secondary helmstation for docking and backing up on gamefish; there is a fitting for a gamefishing pedestal in the cockpit. At night, her blue and white underwater lights display her in full splendour – and attracts fish to keep her young passengers amused

On warm days, the saloon and galley are open to the world, thanks to the large, tinted galley window which opens out into the cockpit, the saloon-cockpit door which folds back against the bulkhead and two, manually-operated sliding skylights

above the helm and dining table. The U-shaped galley has spacious bench space, and the cutlery and crockery drawers are best-dressed with wenge dividers and cut-outs for plates and glassware. Delicious.

The cupboards and drawers feature

a new style of latch, a change from the push-button catches that have dominated over the last few years. Another standout is the domestic style fridge-freezer to starboard.

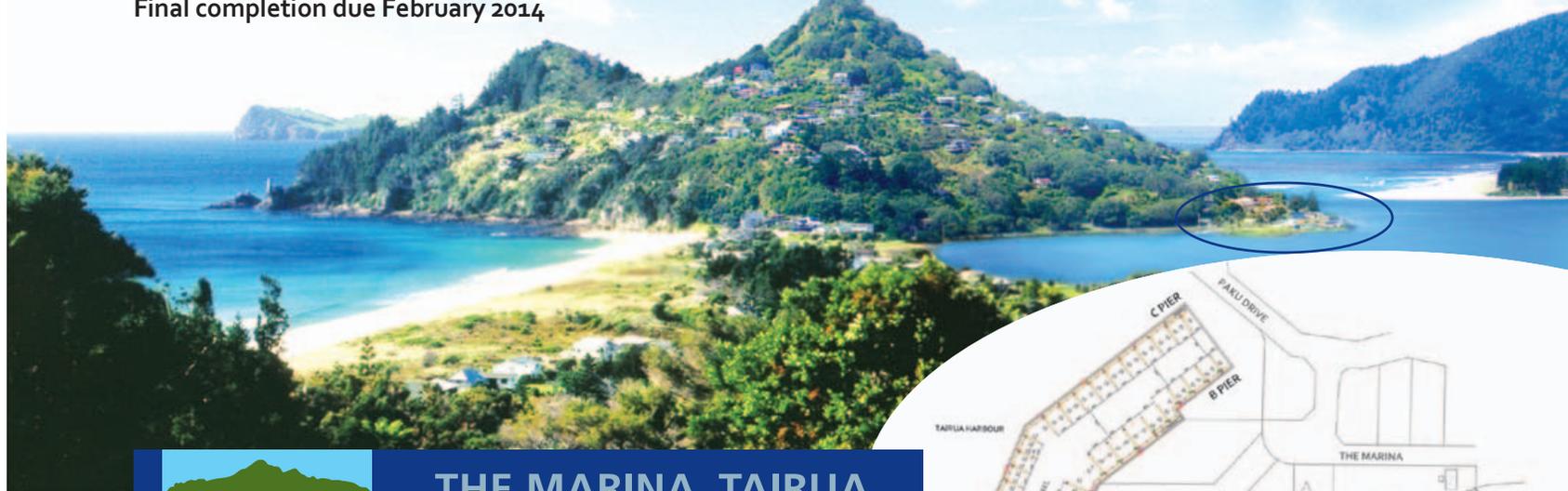
The helmstation takes a different styling with grey and timber dash in

which to display the electronics. The Lanes are particularly happy with Watercraft Electrical in Tauranga which installed the electrics.

There is no autopilot. "I like driving," Lane says, "and I can't imagine taking your eyes off the

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helm and wandering around while you're on autopilot." Bow and stern thrusters mean that *Odysseia* slides easily between her pile moorings, despite being a single-engine boat. There is a secondary helmstation in the cockpit. Steps lead forward

and down from the saloon to the accommodation. The steps are on the narrow side, giving maximum space to the double cabin, to port, and the bathroom to starboard.

The owners' cabin is something special: the double berth extends



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under the saloon for maximum room; there's a stunning piece of cabinetry in American cherry and wenge. The walls, like the corridor, are lined in textured Swinson Strata wallpaper; the Cantaloupi lighting throughout is all-class. It's the Hilton afloat.

The bathroom's stunning statement is the black wenge sole which contrasts with the white surfaces. There's a separate shower with glass door and a Dometic electric toilet. An excellent idea is a three-way ball valve under the vanity which allows either salt water or fresh water flushing for the toilet. When cruising, the toilet is salt water-

flushed but a fresh water flush before leaving the boat will avoid that awful sulphur smell developing in between outings.

The foc's'le has three berths for Calla, Mack and Elizabeth, with drawers for storage. Letitia has had two sets of fitted bottom sheets made for the mattresses, with fitted duvets to minimise bed-making duties.

THE ENGINE ROOM

A watertight door in the shower gives crouch-down access to the engine room, which is almost more homely than some boats' saloons. Just through the entrance a set of shelves

stacks sheets and towels, taking advantage of the warm, dry air from the warmth of the engine. Industrial carpet fills the spaces between the girders which, apart from looking smart, will absorb sound. There is space for drying clothes and gear.

The Caterpillar C7 455hp engine takes pride of place and has all-round access. This is also home to the diesel heater for cold weather cruising and Mastervolt inverter which supplies 240V power, the hot water cylinder which heats off the engine and 240V. A camera in the engine room enables the skipper to check the area on the chartplotter at the helmstation.

The Caterpillar spins a four-bladed propeller, 25 1/2 inch x 28 1/2 inch. Upfold has drawn a monohedron hull; ie, with constant deadrise, and a shallow deadwood of 155mm, mainly to support the boat when she's on in the hard stand.

Odyssea has a shaft tunnel to achieve a shallow propeller shaft angle. The shallow draft is helpful for negotiating the boat's mooring on the Clevedon River, and increases the propeller's efficiency as the engine can be sited further aft which helps with balance. *Odyssea* starts planing at about 10 or 11 knots and is properly planing

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“Odysseia starts planing at 10 or 11 knots and is properly planing at 12 knots”



CLOCKWISE FROM ABOVE LEFT: *Odysseia* features some smart ideas to help make family living onboard as comfortable as possible: in the cockpit, there is a chilly bin in the port side and a double bin for rubbish, beneath the barbecue which has a drop-down lid. The engine room has shelves for linen, taking advantage of the engine's warm, dry air. There is plenty of space for drying clothes and wetsuits. Salt and fresh water washdowns in the cockpit make for easy cleaning and rinsing of fishing gear

at 12 knots – a handy attribute given the 12-knot speed limit in the Waitemata Harbour.

The hull features a full-length, lifting strake below the waterline that develops into a reasonably wide chine aft. Upfold's silent chine above the waterline guarantees a good night's sleep without hull slap.

Underway, the sedan configuration means the occupants are closer to the water than on a mid-pilothouse or flybridge launch – there's less movement and a closer connection to the sea.

THE COCKPIT

The cockpit is set up for fishing, entertainment and play. For fishing, it has a generous duckboard, live bait tank, hand basin, a fitting for a game chair pedestal and a rod locker to starboard. A fresh and salt water washdown will keep the teak clean after fishing. A stowage locker

contains fenders and gas bottle.

For socialising there is a built-in barbecue next to the saloon/galley bulkhead, beside a pull-out double rubbish bin. There is also a built-in chilly bin, beneath a seat, more seating to starboard and the wide coamings provide more seating place and room for platters.

For waterplay, there is a ladder and hot and cold shower to rinse off after swimming or diving. The transom has two sliding doors which retract into the island either side. The space between them is just perfect for the inflatable dinghy with 8hp outboard, which can be pulled up into the cockpit.

“Being a sedan boat, you can't put the dinghy up on bow,” Lane says.

The lazarette hatch in the cockpit lifts up to reveal heaps of volume, with areas compartmentalised to make retrieval easier. This area also accomodates the rear of the engine

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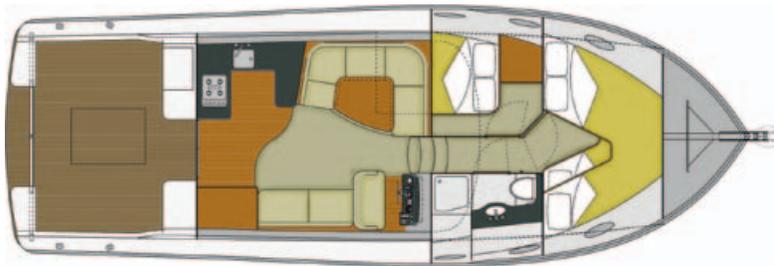
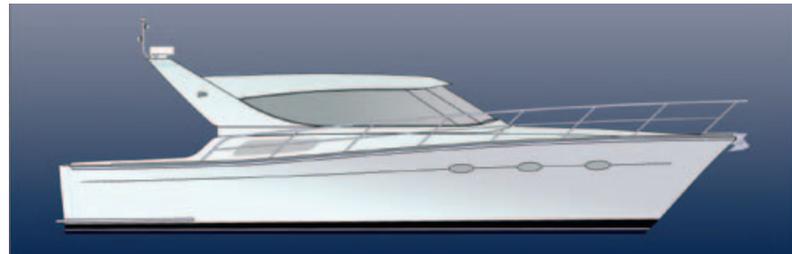


compartment, with the built-in 1200L fuel tank with an easily accessible valve to drain off water if necessary and its highly visible sight glass with litres marked in huge black letters, and Johnson bilge pump.

There are six batteries supplying 660 amp hours with master switches on the side of the battery installation.

SUMMARY

Scott and Letitia had the perfect opportunity to 'try before you buy' when they developed their 13m Upfold sedan. *Odysseia* showcases Lane's superb boatbuilding skills and a keep-it-simple philosophy that results in a boat that is easy to handle and maintain.



Upfold Elite sedan

- ▶ **loa** 13m with duckboard
- ▶ **beam** 4.3m
- ▶ **draft** 0.9m
- ▶ **cruising speed** 20 knots/60 litres an hour
- ▶ **range at 20 knots** 400nm
- ▶ **top speed** 27 knots/95 litres an hour
- ▶ **price as reviewed** \$900,000 NZD