

Pacific Yachting

2018
RENDEZVOUS
ROUNDUP

WEST COAST POWER & SAIL  SINCE 1968

TESTED
TACTICAL T-40

WINTERING
ABOARD
12 TIPS FOR
STAYING WARM
AND DRY

CURRENTS, COLLUSIONS & CATASTROPHES

The History of Active Pass

Inside

FRAGILE
BEAUTY
PASSAGE TO THE
BROUGHTONS



18

MUST
HAVE
BOATING
GIFTS



\$7.95
DECEMBER 2018 - DISPLAY UNTIL DEC 31
PM40069700 R07765



TACTICAL T-40 EXPRESS YACHT

Megayacht quality in an aggressive new 40-footer

BY PETER A. ROBSON

At first glance, the Tactical 40 looks more like a military vessel than a luxury yacht—but that was part of the concept. Internally and externally, this new made-in-BC design has many of the characteristics of a rugged navy or Coast Guard patrol boat, however, it boasts the kind of over-the-top build quality and furnishings that one could only expect on a superyacht. The new Tactical 40 doesn't slot into any of the standard yacht niches—and that was the intention all along.

The Tactical 40 is the brainchild of Tim Charles, principal of the Platinum Marine Group. His group of companies offers a wide range of services from repair and refit to megayacht construction in the Vancouver area. Tim Charles got his start in the business at the age of 19 with Crescent Yachts, his grandfather,

Jack Charles's megayacht company where he worked his way up through the ranks. In 2003, when Crescent closed down operations, he went out on his own with partner Dave Marsden to create Platinum Marine as a mobile repair company. That company soon evolved and grew to become what is now the largest yacht refit company in Canada.

With a large, capable workforce of dynamic designers, engineers and tradespeople—which he claims are the best in the industry—Charles felt those skill sets could be used to build something unique, a project that the staff could really embrace.

Charles didn't want to build anything that would compete with other existing brands. "The idea was to build a rugged luxury yacht, primarily for couples who want to be able to go adventuring comfortably anywhere on the coast in any weather," he said, "but also have the space for entertaining a crowd in comfort." To further the concept, he began talking to renowned local yacht designer Greg Marshall as well as high-net-worth clients and other respected influencers in the marine industry. These consultations

helped firm things up. "We decided it should have a military, tough look, but with yacht features and yacht ride quality," explained Charles. "It wasn't about speed, it was all about being able to cruise quickly with a big payload in all conditions." They settled on a 40-foot hull to be constructed from heavy-duty aluminum with a single stateroom with separate shower and head compartments.

From an initial sketch, Greg Marshall came up with the plans. Said Marshall, "It was never designed to compete with any other aluminum builders, it was designed to be a different animal from day one. It's the kind of boat I'd do for myself." Tim wanted a boat that you could drive hard in "really, really rough weather." Marshall describes the hull form as multi-purpose with a relatively fine entry that gains buoyancy quickly. The deep vee carries fairly far aft with pods for outboards (but it could also be powered by inboards, in-board/outboards or jet drives.) Noted Marshall, "We favoured heavier than lighter, so the boat wouldn't be flimsy or fragile."

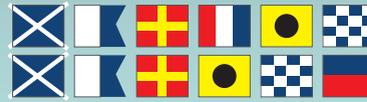
CHARLES EXPLAINED THAT because his companies specialize in building with composite materials, it made sense to contract out construction of the shell and then finish it in house instead of creating a full-blown aluminum fabrication shop on site. To this end, Kanter Marine of St. Thomas, Ontario, was selected to do the work. That company has a long relationship with Greg Marshall and does a fair bit of work with the military and government. As Charles put it, "We chose Kanter because of their reputation for building quality aluminum boats."

The project immediately began to generate a buzz on social media (and still does). Halfway through construction, Hull

NORTH VANCOUVER'S FAVOURITE MARINE STORE SINCE 1964



FREE PARKING



Interlux

MARTIN MARINE

We have the new, automatic, Canadian Coast Guard approved vests, with or without sailing harnesses!

Catalyst Flotation Jacket

The market's only waterproof AND breathable flotation jacket! We set out to make the traditional Floater Coat™ more comfortable, better looking and overall more wearable.

Model #: MJ5245



Catalyst Flotation Coat

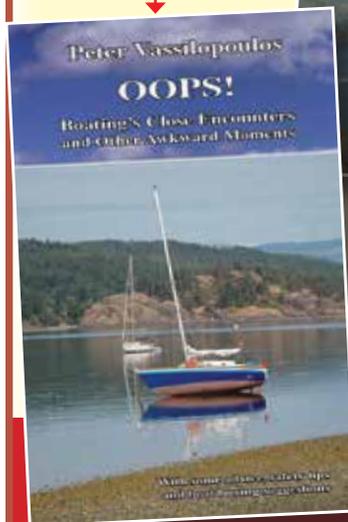
We set out to make the traditional Floater Coat™ more comfortable, better looking and overall more wearable. The result? Mustang's Catalyst jacket & coat with the M-Tech Comfort System.

Model #: MC5445



LOCATED AT 1176 WELCH STREET, NORTH VANCOUVER, BC
604-985-0911 | Toll Free 1-866-985-0911 | info@martinmarine.ca

OOPS! Boating Learning Experiences



Adventures on The West Coast of Vancouver Island



Peter Vassilopoulos

↑ ADVENTURE: Go boating with the author and his wife on the spectacular **West Coast of Vancouver Island**. Enjoy a recollection of numerous trips via several access routes of choice. Filled with data and colourful photos.

OOPS!*
Lots of fun. And interesting experiences while out boating on the BC and adjacent coast. A great Christmas stocking stuffer.



*Where to acquire this book—Enquiries: 604-943-4198 or boating@dccnet.com

Go to www.marineguides.com for author's books availability



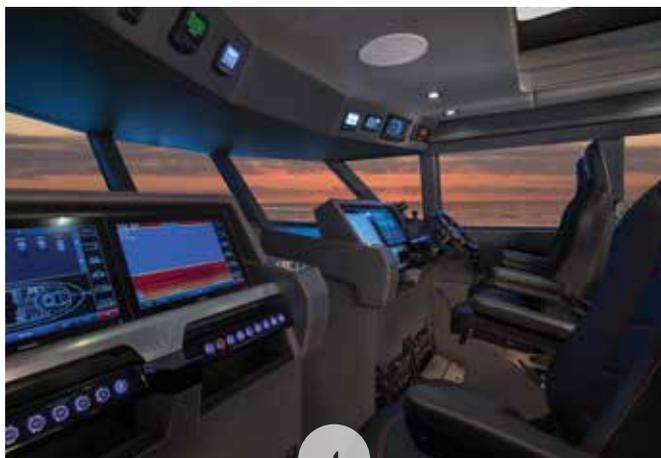
1



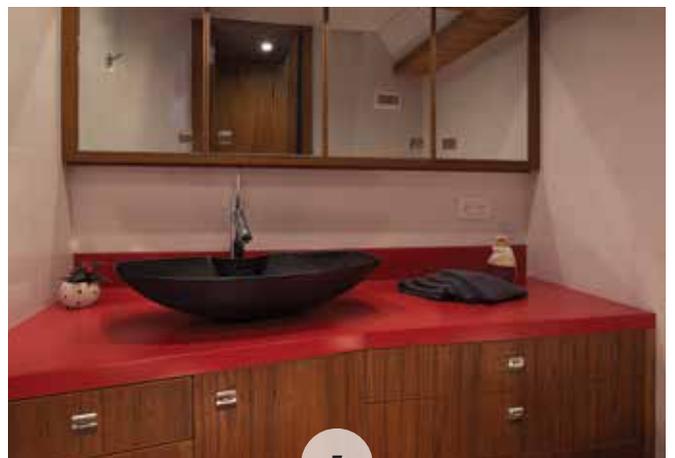
2



3



4



5



#1 was sold to a couple we'll call Sandra and Noel. They were experienced boaters who "got" the concept and became deeply involved partners throughout the remainder of the build. Said Charles, "We couldn't have asked for better owners on this project. We were lucky that both of our visions aligned and their taste was so good.

ON DECK Among the features that give the Tactical 40 its military, or tactical, profile

1. The interior is straight up stylish.
2. The shower room is broken into two areas, one for towel storage and dressing and one for the actual shower.
3. The bow stateroom is opulent, with an island queen.
4. The helm area is tactical and practical.
5. The stylish red accents continue in the head.

are the husky, stalky shear and the foam floatation collar. The collar doesn't eliminate the need for fenders in most situations (except perhaps when being used as a megayacht tender), though it does offer extra floatation and serves as a spray knocker. Another part of the "look" is an aggressive, forward sloping windshield which is reminiscent of a navy ship's bridge.

Up close, it's the twin 627-horsepower Seven Marine outboards that first catch your attention. These are the largest outboards in the world by a wide margin. Seven Marine was recently purchased by Volvo Penta and this gave the company a big boost thanks to Volvo's much deeper pockets. Subsequently, the outboards became available with counter-rotat-

ing duo-prop gear cases.

On the test boat, the swim-platform side of the transom was configured as an outdoor kitchen with electric grill and sink. The teak-soled cockpit was cleverly designed to be easily rearranged for fishing or entertaining. When entertaining, a hinged seat flips down from the transom compartment and a movable table provides for al fresco dining. An aft facing settee provides for additional table seating. When fishing, the bench seat folds up and the table can be stowed to clear the cockpit for action.

As a testament to the seaworthiness of the Tactical 40, heavy, watertight Freeman Marine cast aluminum hatches seal the lazarette area which houses the generator, watermaker and an

inflatable dinghy. Overhead, an electric sunshade provides good protection from rain and sun. Joysticks to either side of the cockpit are well placed to make docking easy. Storage compartments are built into the bulwarks and these are fitted with doors made of UHMW (Ultra-high-molecular-weight polyethylene) which, with heavy use, are more forgiving than fiberglass.

The coachroof is finished in a black carbon-fibre vinyl wrap and is topped with a beefy black radar mast that includes the latest FLIR gyro-stabilized night vision camera.

INTERIOR Access to the saloon is via a heavy, hinged aluminum door to starboard. To port is a clever drop-down glass window by Diamond ▶

info@nanaimoyachtcharters.com




**NANAIMO
YACHT CHARTERS**
& Sailing School

**On the doorstep of BC's incredible
Gulf Islands, Sunshine Coast
& Desolation Sound**

1-877-754-8601

TALK TO US ABOUT JOINING OUR FLEET FOR 2019

VISIT OUR WEBSITE FOR LATEST ADDITIONS TO OUR FLEET
WWW.NANAIMOYACHTCHARTERS.COM

DESOLATION SOUND YACHT CHARTERS
Comox, British Columbia, Canada

YACHT CHARTERS,
MANAGEMENT & TRAINING



Our Charter Yacht Ownership Program offers:

- Premier & Convenient Location to Ultimate Cruising
- Proven Maintenance by Certified Technicians
- Greater Insurance & Revenue Protection
- Flexible Programs & Great Service

Tel: 250-339-4914 | Toll Free: 1-877-647-3815
charter@desolationsoundyachtcharters.com
www.desolationsoundyachtcharters.com



Sea Glaze. It was engineered to eliminate the typical mullion on its inboard edge. With the door open and window lowered, the cockpit and saloon become seamless.

The test boat's interior was finished in a combination of black and grey upholstery, wall treatments and headliner. The red stitching on the high-end Majilite upholstery is a striking design feature. Not only is the interior styling stunning and modern, it adds to the tactical look. Headroom throughout the saloon is a generous 6.5 feet (2.2 metres).

The C-shaped settee to port offers a cozy dining and lounging area that features an aluminum table with built-in handholds that drops down to convert the settee into a second berth.

Across from the settee is the linear galley with Caesar stone countertops, a two-burner induction cooktop, steam convection microwave and two stacked Vitrefrigo drawer-type fridge freezer units. Two additional freezer units are located in the cockpit under the forward settee. The appliances, layout and storage will make for either comfortable long-term cruising or short-term entertaining.

The helm area is where things get really different. Four massive 24-inch Garmin glass-cockpit screens are arrayed two to each side of the companionway—sort of like a wall of screens. An aluminum bar fitted underneath the screens is designed to allow an operator to rest their wrist when using the touch screens in rough weather. A row of four hydraulic S3 Shockwave professional series seats face forward. These high-tech seats promise an easy ride regardless of sea conditions. Unlike a traditional steering wheel, the Tactical 40 is fitted with a



molded, high-end Super Sport race-car wheel that features integrated buttons that can wirelessly control a number of programmable functions such as the horn, wipers, autopilot, trim tabs and so on. For those sunny days, an overhead powered skylight will keep things cool. While the flooring in the saloon is teak, Ultradeck—a closed-cell foam material—is used in the helm area. This is an unusual feature and a great

idea as it provides a superior grip and makes it soft on the feet. Between the helm and saloon is a hatch in the floor that provides access to a huge flex space.

The decision to make the Tactical 40 a single stateroom yacht was intentional as it was designed primarily as a couple's yacht for extended cruising, not cruising with a crowd. The bow stateroom is opulent, with an island queen berth and plush carpeting. Four opening hull ports and two overhead hatches bring

in plenty of light and ventilation. Large hanging lockers to either side and ample under-berth drawers assure plenty of storage.

By not having a second cabin, there was room to have a head compartment to starboard and a separate shower across the companionway—welcome cruising features. Both are considerably more stylish than one would expect on a yacht of this size. One unique feature is the toilet, which is made from carbon fibre—something the owners thought was a good match to the rest of the yacht's styling. A raised black carbon fibre sink was custom-fabricated to go along with the toilet and the two items contrast beautifully with the rich Ferrari red countertop and gloss wood cabinetry. This has to be the nicest head this reviewer has ever seen. The large shower room is broken into two areas, one for towel storage and dressing and one for the actual shower. Both have teak grates for soles and teak bench seating. Again, for a shower, this one is impressive.

Overall, the fit and finish throughout the Tactical 40 is flawless and certainly up to mega-yacht standards.

SYSTEMS Redundancy is the keyword when it comes to the electrical systems aboard the Tactical 40. The electronics were designed by Jeff Cote's Pacific Yacht Systems and built around the NMEA 2000 backbone, which uses a single trunk line with T's to all the separate components. All of the ship's systems are integrated into a single C-Zone digital control and monitoring system which can be connected wirelessly to an iPad. However, as a safety feature, physical switches were also installed to assure 100



percent backup. This was an extremely complex engineering and installation project and the system is absolutely state-of-the-art.

Cabin heating is provided by a diesel hydronic system, which also delivers on-demand hot water. The test boat was fitted with reverse cycle air for redundancy. To keep things on an even keel when anchored, fishing or cruising, a Seakeeper 6 gyro stabilizer was installed. A six kW Northern Lights generator provides auxiliary power and Ni-Cad house batteries should allow the Tactical 40 to spend several days at anchor without running the generator (unless the high-power-draw Seakeeper or reverse cycle air is being used). A low-maintenance watermaker provides ample fresh water to supplement the 100-gallon (379-litre) water tank.

UNDERWAY We tested the Tactical 40 in the waters off Plumper Sound in the Gulf Islands. With the two cockpit joystick stations, it was a snap for Sandra to ease us away from the dock. The joystick

steering is somewhat different than usual because the Seven Marine outboards don't articulate independently. Instead, the system uses a combination of steering, forward and reverse and Side-Power proportional bow and stern thrusters married to ZF joysticks. The system also has several station-keeping modes and a hold-on-dock function.

The seas were relatively quiet, so unfortunately we couldn't really test the heavy weather capability—conditions in which the Tactical 40 should excel. Regardless, we were able to give it a good run and we found some pretty large ferry wakes to criss-cross. It's a bit scary, jumping those waves at speed, but the 40 plowed through them easily while the Shockwave seats proved excellent at dampening the landing for us passengers.

Although the 40 was not designed as a speedster, our top speed was an impressive 40 knots. Because of the powerful torque of the twin Seven Marine supercharged small block V8s, a computer governs

acceleration to avoid loading up the drives too quickly. The huge four-blade props (19-inch diameter forward and 17.5 inches aft) take a huge bite out of the ocean. Due to their size, the outboards are a bit louder than say 350s, but that could be expected. Of course, not only engine noise,

but overall noise is always a concern with aluminum yachts. To this end, the interior of the hull of the 40 was sprayed with foam, which also eliminates condensation. Most of the noise we experienced was from wave slap, and at 35 knots the sound levels were a reasonable 80 dB.

At 27 knots (4,000 rpm) our fuel burn was 28 gallons (106 litres) per hour. When we kicked it up to a fast cruise of over 33.5 knots (4,600 rpm) we were burning just under 35 gallons (132 litres) per hour. These numbers, which translate to about a mile per gallon, are a testament to the efficient hull design.

The all-hydraulic steering was surprisingly responsive, and we carved into sharp turns effortlessly with no slipping. On the plane, our bow-up angle was only 3.4 degrees and visibility over the bow very good. Overall, the 40 has a very solid, comfortable feel at speed.

CONCLUDING REMARKS

The owners are finding that the Tactical 40 is generating a lot of dock appeal and because of its unique look, wherever it travels photos almost immediately appear on social media questioning its pedigree. There are many, many unique features, equipment and built-in redundancies not normally seen on a yacht of this size. These combine to make it one of the most capable, go-anywhere cruising yachts available. It's not only military tough—and looks that way—but it has high-end features of a megayacht. Tim Charles and the design team of Gregory C. Marshall have done an excellent job of pulling this unique and complex project together and the Tactical 40 is sure to see a ton of interest. Base price for the Tactical 40 is \$1.5 million. Price as tested "ultimately equipped" is \$1.9 million.

THE SPECS

LOA

12.3 m / 40' 4"

Beam

4.14 m / 13' 7"

Draft Hull only

0.76 m / 2' 6"

Disp (light)

11,400 kg / 25,000 lbs

Fuel (gas)

2,461 L / 650 USG

Fuel (diesel)

190 L / 50 USG

Water

379 L / 100 USG

Holding

98 L / 26 USG

Built and Sold by

Tactical Custom Boats
Richmond
tacticalcustomboats.com
604-325-6920