

# CAN REPOWERING REKINDLE A **RELATIONSHIP WITH A BELOVED BOAT?**

Your eyes meander through the marina, caught by the morning cockpit is big too," he says. The boat also carried many memories sun reflecting off sensual curves and glistening surfaces of - their eldest son, Ken, proposed to his wife on the bow. the newest boats docked nearby. "She's been great for many By 2003 the original 700-horsepower Detroit Diesel 8v92s years," you reminisce, sitting on the bridge of your current had accumulated 9,000 hours. "They treated us well, but they boat. "If only ... " were in need of major work," Beyer says. Instead of spending With today's clean and quiet electronic diesels, new engines \$100,000 on overhauls, Bever put a little more than double are a common "if only." Is repowering an otherwise ideal vessel that into new 825-horsepower MTU Series 60 engines. He also worth the money and time? Three yacht owners with very removed the bulkhead between the salon and galley, updated different goals asked themselves that same question. the interior and replaced the 20-year-old generator, appliances and air-conditioners.

#### **BETTER THAN NEW**

"Now we've got more speed and get better fuel economy," "We looked around and didn't see anything we'd rather have," Beyer says, along with quieter operation and much less exhaust says Howard Beyer of his 52-foot Hatteras sport-fisher D-D. He smoke. The boat used to cruise at 20 knots at 2,100 rpm with no and his wife, Dorothy, bought the boat new in 1984 and raised extra power for wind or sea. Now he cruises at 23 knots at 2,000 rpm at just 80 percent engine load. The new six-cylinder in-line three children while boating in New Jersey, North Carolina, Florida and the Bahamas. "We have three nice staterooms. The engines are each 10 inches narrower than the old V-8s, adding

# **By Vince Daniello**



### SMITH'S 64 SPENCER

Before: 1,480 hp MTU 12V2000; 7,200 lb. each

rpm	knots	load	g/nm
1900	31.4k	78%	3.12
2100	34.8k	85%	3.50
2360	38.6 k	97%	3.99

#### After: 1,650 hp Cat 32C; 6,100 lb. each

rpm	knots	load	g/nm	
1800	32.2k	59%	3.37	
2100	37.4k	80%	3.76	
2325	42.0k	98%	4.05	

much-appreciated service space between engines.

Altogether, Beyer invested \$500,000 in a boat worth only a little more, but a new boat would have easily topped \$1 million. Factoring in the \$100,000 saved by not overhauling the Detroit Diesels plus depreciation on a new boat and what \$500,000 earns when invested, he feels he's come out ahead.

"If you love your boat, why spend \$2 million on something you're not sure about," says Charlie Schloemer, president of Palm Beach Power (*www.palmbeachpower.com*). "You can spend a quarter of that on new engines and have a boat you already know."

Beyer's advice: "Don't think you can just give the word and it will be done." Tough decisions, altered plans and resulting delays are inevitable. Trust is important too. "I've dealt with Charlie [Schloemer] since the boat was new. I had confidence in him."

# STALKER >

When it came time for new engines in the 57 Spencer *Stalker*, the boat's owners and George Sawley, the boat's captain and a yacht broker at Gold Key Yacht Group in Fort Lauderdale, Florida, went back with the same weight and horsepower C18 Caterpillar diesels. "We could have paid an extra \$20,000 each for more horsepower, but then we'd have to change the props, shafts and struts," he says. This would have added significantly to both the bill and time in the yard for the increase from 1,000 hp to 1,150. Smaller, lighter C15 ACERT Cats were also considered but ruled out as less appropriate since they produce less low-end torque than Sawley prefers when fighting fish and traveling long distances at low speed.

#### **LESS EXPENSIVE THAN NEW**

"Repowering saved me \$1 million," says Harry Smith of his 64foot Spencer *Double B*. Since his wife and two children, ages 10 and 13, are now avid anglers, Smith wanted something larger than his 50-foot Carolina-built sport-fishing boat. "I kicked around building a new boat, but I didn't want to be without a boat, and I didn't want to own two boats," Smith says. "Then the opportunity came to trade."

Smith paid \$1.5 million for a 2003 64-foot Spencer and spent another \$725,000, which included new 1,650-horsepower Caterpillar diesels and Cat generators with extended warranties, new electronics, a complete refit of the interior and new teak in the cockpit. "It had been painted about two years before," Smith says. "I've essentially got a new boat. If Spencer built that boat today, it would be \$3.2 million."

"People get hung up on model year," says Paul Spencer, president of Spencer Yachts (*www.spenceryachtsinc.com*). "All the charter boats up here, I don't know how many times they've had new engines. If the boat has been maintained well and the job is done right, when it's repowered it's like a new boat."

Smith wanted new-boat speed. "When it was built in 2003, that was a very fast boat," Spencer says of *Double B*'s 34-knot cruising speed. "But nowadays a fast boat cruises at 37 or 38 knots." Today *Double B* cruises near 38 knots — what the old engines reached at top end.

Time was another factor. "Spencer could build a boat in about a year, but I'd miss a season of fishing," Smith says. "We stayed in the yard about six months." Shortly after the 2011 refit, Smith won \$524,000 in the Big Rock Blue Marlin Tournament. "We caught

#### **BEYER'S 52 HATTERAS**

Before: 700 hp Detroit 8v92; 3,800 lb. each

rpm	knots	g/nm
2100	20k	2.75
2350	23k	3.00

After: 825 hp MTU Series 60; 4,050 lb. each

rpm	knots	g/nm
2000	23	2.52
2350	28.5	3.01





that fish, a 652-pound blue marlin, 100 miles off the beach," he<br/>says. "That extra speed helped us get out there and back."I know every piece of that boat," he says. To satisfy his boating<br/>needs in the meantime, Bell purchased and cruised a 45 Cabo in<br/>New England and a 61 Viking in the Caribbean.

Smith's advice: "Find a boat that needs horsepower and negotiate right, and make sure you've got a good relationship with your boatyard," he says. "We took a hard look at everything aboard. That didn't mean replace it all, but I leaned heavily on Paul Spencer's experience building boats and running boats to make the right decisions."

#### **IMPOSSIBLE NEW**

"For me, the project was a passion, not about money," says Scott Bell of his now 91-foot sport-fisher *Alessa Leigh*. In 2000 Bell purchased a five-year-old 82-foot Hatteras to fish, dive and cruise off southern California, where long-range trips are common. "We'll go to Clipperton Bank for two weeks. That's 480 miles one way and 50 gallons of fuel each day for the generators," Bell says.

The Hatteras barely made that trip. Bell also wanted an upscale interior and a quiet boat while under way, but he loved his boat's layout and seakeeping ability. "The question was whether to start with a new hull or build on this platform," he says. Then MTU introduced the 2,400-horsepower 16V2000 engines. "They didn't have the right power for the boat in 1995," he says of the original 1,450-horsepower 16V92 Detroit Diesels. "Here was this new engine that was exactly what the boat needed."

Bell added nine feet to the cockpit and 1,450 gallons of fuel beneath it. He replaced most of the interior, even decks, focusing on quality of the highest measure while using ultralight composites to maintain the boat's original 245,000-pound displacement.

"We used lightweight ultrahigh-modulus materials, but then we literally covered them with lead sheets to absorb noise," says Chad Delannoy, Bell's longtime captain and project manager. "Sound and vibration isolation were a priority."

"I wanted what I wanted," Bell says, placing the cost of any such yacht around \$50 per displacement pound. What does that buy? "Pride of ownership," he says. "I have exactly what I wanted, a sport-fish with true long-range capability and a beautiful, comfortable, quiet interior. When I'm asleep under way, I don't hear a thing."

Bell's advice: "I build shopping centers. We never go over budget or over schedule. But with a project like this you don't know what you've got until you get into it." Instead of fretting, he took pleasure in the five-year project. "I'd crawl through every space.



# < LADY LINDA

Doug Cardente and his wife, Linda, purchased their 1981 50 Hatteras at the Fort Lauderdale boat show in 1998 and repowered it in 2009. "A new boat would have been well over a million dollars," Cardente says. "I already owned the *Lady Linda*. I could have a pretty nice boat for a couple hundred thousand dollars, or I could take a beating in the trade-in."

With original 550-horsepower 8V92 Detroit Diesels, the boat cruised around 18 knots fully loaded. New 715-horsepower Cummins QSM 11 engines lightened the boat just over a ton. It now tops out near 27 knots at 2,330 rpm. Cardente cruises at 20 knots with engines at 65 percent load, turning 2,050 rpm. See more at *unlimitedyachtservices.com*.

While his daughter often fished with him even before the rebuild, his wife now comes along on more trips. Bell says of her opinion of the time and money spent rebuilding the boat: "She jokes that it's better than a tall blonde on the side."



## **BELL'S 82 TO 91 HATTERAS**

(9 feet longer but similar displacement) Before:1,450 hp Detroit 16V92DDEC; 4 150 gal useable fuel

knots	load	gal/nm	range	
10k	30%	3.00	1384	
16.5k	83%	7.23	570	
19k	100%	8.42	492	
	<b>knots</b> 10k 16.5k 19k	knots load   10k 30%   16.5k 83%   19k 100%	knotsloadgal/nm10k30%3.0016.5k83%7.2319k100%8.42	

After: 2,400 hp MTU 16v2000 Common Rail: 5,600 gal. useable fuel

rpm	knots	load	gal/nm	range
925	10k	24%	1.8	3110
2000	22k	67%	5.6	986
2450	28	100%	7.85	712