

MOTOR BOAT & YACHTING

THE RETURN OF A LEGEND

SUPERMARINE
SPEARFISH
32

CLASSIC FAIREY HULL + MODERN ENGINEERING = 46 KNOTS OF PURE JOY!



600hp DIESEL AXOPAR!

Full sea trial of Cox's new 300hp diesel outboards

TESTED

A VERY BRITISH HERO

The truth behind John Cobb's 200mph crash

CANNES SHOW PREVIEW

Sneak peeks of 20 stunning new model launches





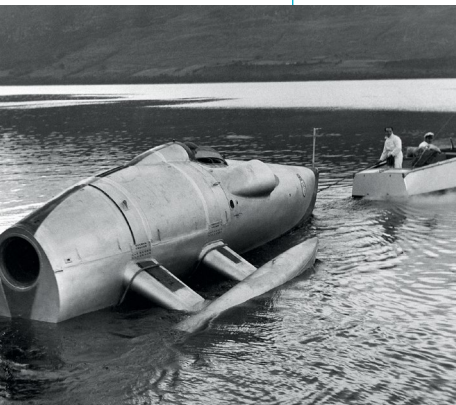
SEE MORE
mby.com/sp32

Welcome...

Forget recycling, these days it's all about upcycling – even when it comes to boats. Our cover star has to be the most extreme example yet. The stunning new Supermarine Spearfish may feature state-of-the-art engineering and a cutting-edge interior but the hull is based on a 50-year-old Alan Burnard design. I'm not sure whether the fact that it still performs and handles better than many modern sportsboats says more about the brilliance of the original or the lack of progress since then.

The Fairline Squadron 58 refitted by SETAG Yachts (p70) is a less extreme example of upcycling but arguably a more relevant one to the many owners of 10- to 20-year-old craft that still have plenty of life left in them but are starting to look a little tired round the edges. It's not a cheap option but compared to the cost of upgrading to a newer craft it makes a lot of sense.

Not to be left out, I've done a little upcycling of my own by commissioning the author of a new book about John Cobb's 1952 attempt on the waterspeed record to write a feature about it for us. The story has been told many times before but Steve Holter brings fascinating new insights into this timeless tale of quiet heroism, revolutionary design and human tragedy.



SEE MORE
mby.com/setag



DON'T MISS OUT!

Now that we're heading into Boat Show season we're determined to bring you the most comprehensive, up to date coverage of all the latest launches at Cannes and Southampton. However, with only so many pages in every issue we're having to be selective so if you want the full chapter and verse on the best new boats with extra photos and video tours, log on to the special show preview hubs on our website, follow our Facebook page and subscribe to our YouTube channel (see below for details).



▲ Mobile
Get your fix
on the go 24/7



▲ Tablet
Subscribe to our
digital edition



▲ Online
Log on to www.mby.com



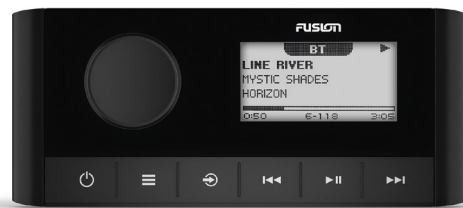
youtube
[YouTube.com/ybwvtv](https://www.youtube.com/ybwvtv)



Facebook
[@motorboatandyachting](https://www.facebook.com/motorboatandyachting)



twitter
[@mbymagazine](https://twitter.com/mbymagazine)



8 TOP 10 NEWS STORIES
Hanse's Axopar rival; world's biggest superyacht; 100ft superboats; Optima electric cruiser; hydrogen foiler and more

25 CANNES SHOW PREVIEW
Sunseeker 90 Ocean; Absolute 60 Fly, Beneteau Grand Trawler 62; Azimut Grande Trideck; Bluegame BG72; Ferretti 1000; Swan Shadow; Princess Y72; Prestige 690; Wally Why; Pershing 6X; Saxdor 320 GTC; Galeon 325 GTO; Pardo 60 Endurance; Fontaine Pajot MY4 S; Sirena 68; Marex 330; Axopar 25; Solaris 44 Open

50 SUPERMARINE SPEARFISH 32 TESTED
What happens when you add modern engines, a new deck and a luxurious interior to the legendary Fairey Spearfish hull? Jack Haines finds out for himself

58 THE GREAT LOOP PART 2
Princess V48 owner Maurice Elliott sets off from Miami to Jacksonville via NASA's Cape Canaveral launch site

64 NIMBUS C11 TESTED
Full UK sea trial of the diesel-powered cabin version of this Swedish commuter

70 THE ULTIMATE UPCYCLE
We take a look at this stylish refit of a Fairline Squadron 58 by SETAG Yachts

78 LOCH NESS MONSTER
The tragic tale of John Cobb's attempt to break the world waterspeed record in his revolutionary jet-powered *Crusader*

84 COX CXO300 DIESEL OUTBOARD TESTED
First full sea trial of this remarkable new diesel outboard engine on an Axopar 37

90 180HP ELECTRIC OUTBOARD
Is this the motor that will kickstart the electric revolution? We take a closer look

92 NEW GEAR
878's 'smart' clothing; Torqeedo 603 Travel; satellite anchor marker; Fusion stereo and U-Boat's mini submarine

96 OUR BOATS
Hugo tackles trailer troubles and Richard Hall rides to the rescue in his Marex

100 HOW TO SET UP A VHF
All you need to know about licensing, setting up and using a VHF radio

102 BUYING USED: ATLANTIC 444 & 460
This sturdy aft cabin cruiser could prove a wise investment for serious cruising types if you can live with the engine access

108 FIND ME A: GOOD LIVEBOARD BOAT
Nick Burnham tracks down four comfortable options for living on board from a wide-beam barge to a former drugs smuggler!







THE ULTIMATE UPCYCLE

Why upgrade to a newer boat when you can make your current one look as good as new with the aid of a designer refit service?

Words Hugo Andraee Photos Hugo Andraee and SETAG Yachts



e've all seen fabulous restorations of classic wooden boats and full refits of 30-year-old GRP cruisers but what about more modern craft that are perfectly serviceable but have just got a bit tired and outdated? Does it now make sense to start spending serious money on restoring or even modernising them, given the ever increasing price of brand new boats?

Chris Gates, the former CEO of Princess Yachts, certainly thinks so and has set up a company to do just that. Called SETAG Yachts (Gates spelled backwards), it aims to make refitting as slick, painless and professional as buying a brand new boat. By calling on his extensive list of contacts in the industry, many of whom have worked for one or more of the three big British yards, Gates has managed to bring the entire refit operation under one roof at a purpose-built facility in Plymouth. From bespoke design concepts for a full interior refit to replacing teak decks or even enhancing the specification with stabilisers or extended platforms, SETAG Yachts claims to deliver it all.

The advantage for the customer is that you only need to have one point of contact, rather than dealing with multiple separate contractors and the whole job is completed in a much faster time frame by carefully vetted professionals. That is the claim at any rate, so how does the reality stack up?

The owner of the first boat to undergo the full SETAG Yachts treatment, a 2009 model year Fairline Squadron 58, preferred not to be featured in person but was quite happy for us to see his finished boat and let James Barke, from Boats.co.uk, speak on his behalf.

THE OWNER'S STORY

"We've known the owner for years," James tells me. "He's a repeat customer who buys a new boat every few years. He bought this one from us about five years ago and has kept it in Mallorca for most of that time. The high heat, humidity and UV levels mean boats deteriorate more rapidly in the Mediterranean, especially if they're not being regularly used and maintained. Due to Covid restrictions, the owner wasn't able to get ▶

OPPOSITE: The refit process starts with an assessment of the boat, the design team then presents its ideas to the customer (bottom) before the refit specialists swing into action

OWNER'S UPGRADE



The linings on the bulkheads and ceilings had started to sag



Stained helm seats and dated orange upholstery were in dire need of a complete refresh



Plenty of life left in this 2009 Squadron 58 but the gelcoat and brightwork needed a thorough polish along with fresh antifoul for the hull

It still had plenty of life left in it but had fallen into disrepair and needed a complete refit inside and out

to it at all last year so in March this year he asked us to bring it back to the UK so that he could at least enjoy it with his family over here in time for their summer holiday.

“When it arrived it was in a terrible state. Even a brand-new boat looks the worse for wear after two weeks on the deck of a delivery ship but this was in a different league. We both knew it was going to be a bit grotty after being left untouched for the best part of a year but we were still surprised by how bad it had got. The glue on the foam-backed bulkhead and ceiling linings had let go so it was sagging and wrinkled in all the wrong places, the flybridge dashboard looked like it had been sprayed with acid, there were rust streaks on the GRP, the carpet and upholstery were faded and covered in stains and the whole boat stank. It wasn't in any fit state to use and we couldn't really sell it looking like this so something had to be done.

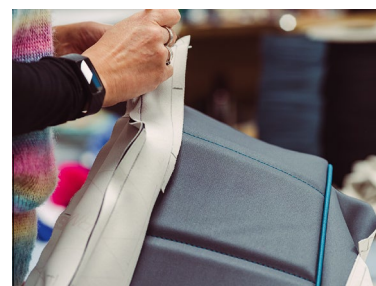
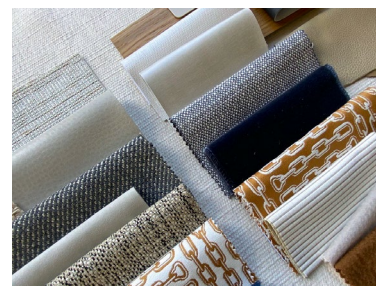
“Initially, the owner asked us just to rehang all the linings and clean up the rest of the boat but that would have cost around £30-£40k and he still would have been left with a rather dated-looking craft. As it happened I'd already been

speaking to Chris Gates about refitting the saloon of our new Princess 88 charter yacht J4. I liked the sound of the fast, professional service which SETAG Yachts was promising but couldn't justify the cost of it on our charter boat as the 88 is still a fairly modern yacht. The older Fairline Squadron 58, on the other hand, needed all the help it could get.

“It's a tall order convincing someone to spend the best part of £100k on refitting a secondhand boat that was probably only worth around £400,000 at the time but what were the alternatives? Either he'd need to sell the Squadron 58 and buy a newer boat for around £700,000 or he could spend around £90,000 (plus VAT) modernising his existing boat so that it would look as good as new and hopefully add the same or more to the value of it.

“Chris [Gates] and the SETAG team came to assess the boat and work out what needed doing. They agreed it was a quality boat that still had plenty of life left in it but had obviously fallen into disrepair and needed a complete refit inside and out. Their design director Sarah Luck came up with several different interior schemes which were presented to the owner complete with renderings of how it would look and samples for the various different fabrics. The quote also included a really comprehensive breakdown of all the costs including collection by sea from Essex and delivery back to the Solent in time for the British Motor Yacht Show in mid-June. All the owner had to do was choose the one he liked best and sign off on the cost of it.

“As a dealer, the thing that impressed me most was the time scale. We do a lot of refit work ourselves at Boats.co.uk and pride ourselves on being quicker than most but even we couldn't have matched the five weeks door-to-door that Chris promised. ▶



TOP: Choosing fabrics for the new design scheme

MIDDLE: Reupholstering the flybridge seats

BELOW: The result is smarter, fresher and more richly detailed than before





The owner brought his family with him for the big reveal and it's fair to say they were left speechless

“The other joy is that neither we nor the owner had to get too involved in the detailed design work or project management. Neither of us are interior designers nor did we have the time to micromanage it so we were quite happy to let SETAG's team get on with it. SETAG gave us a full breakdown of all the works and in the end barely anything was left untouched.”

THE REFIT BEGINS

The list of works is every bit as exhaustive as James said (see panel on following page). Every single wall, bulkhead and ceiling lining was replaced except for the linings in the two guest cabins, which were thoroughly cleaned and refurbished. Every piece of soft furniture both inside and out was taken out and reupholstered with fresh fabrics, cushions and mattresses and added details like bolsters and contrast piping. The only exception were the leather Recaro seats at the inside helm, which were reconditioned instead.

All the wooden cabinetry was cut back and repolished with leather inserts adding a contemporary touch of style. The same goes for all the surfaces in the galley and bathrooms while the toilets, sinks, taps and galley appliances were either refurbished or replaced where needed. Fresh carpets and curtains were added throughout along with designer bedheads, LED lights and state-of-the-art televisions. Even the helm dashboards panels were redone in gloss black while the flybridge wheel was restored and resprayed in gunmetal grey. Outside, the teak decks were sanded back and thoroughly cleaned, the hull was cut and polished and every piece of brightwork polished to within an inch of its life.

So what did the owner make of his 'new' boat?

“As promised, the fully refurbished boat arrived in time for the show and we arranged the handover for the opening day,” recalls James. “Even though SETAG kept us rigorously updated with every stage of the process we deliberately didn't share all of the finished photos with the owner to ensure there was still an element of surprise. The owner brought his family with him for the big reveal and it's fair to say they were left speechless. It looked, felt and smelled like a brand-new boat. Even an old dog like me agreed it was better than expected. It's the level of detailing that really impressed me; like the SY logo embroidered ▶



ABOVE LEFT: Nothing wrong with the layout and cabinetry but the dated brown sofa, saggy linings, and ageing galley and AV appliances needed replacing

BELOW: Lighter fabrics, carpets and linings lift the look and feel while the woodwork and surfaces were brought back to life

It looks like a well-kept boat from the outside; on the inside it looks and feels like it's just come out of the factory

into the new sprung mattresses on all the beds, the contrast piping on the new flybridge helm seats and the different fabrics and textures that help modernise the interior. It may still look like a very well-kept 2009 boat from the outside but on the inside it looks and feels like it's just come out of the factory.

PREMIUM QUALITY

“You do pay for that level of service and professionalism and not everyone's going to want or need such an extensive refit but it does take a lot of the stress and hassle out of a project like this. We sell around 25 used boats a month and around five of them need some degree of refit work. I can't see us using SETAG for our own stock boats but as a retail service for customers it makes a lot of sense and could be a really useful tool to help us sell boats. When you buy a house you don't live with the previous owner's beds,

furniture and decor, you change it all to suit your own taste and style. Now you can do the same with your boat.”

IS IT WORTH IT?

Having now seen the boat for ourselves in its finished state, if not how it looked before the refit, we can vouch for the quality of the work. As to the question of whether it's worth ploughing this sort of money into an older boat, it rather depends on what you are looking to achieve from it. There's no question it will make your current boat a lot nicer to look at and live with as well as making it much easier to sell when the time comes to move on. Whether you will recoup some, all or even more than the cost of the refit is hard to say at this stage. Ultimately it is still a 2009 boat, albeit a very stylish one, and however nice it is there's no saying your taste will be the same as the next owner's. Chris Gates hopes that SETAG Yachts will become a recognised brand name for top-quality refitted boats in the same way that an Overfinch Range Rover or Brabus Mercedes might be viewed by a prospective buyer. Ultimately, the real test will be when the owner of this boat decides to sell, as James tells me he might well do after enjoying the summer on board with his family. “That will be the real proof of the pudding,” muses James. It will indeed.



LIST OF WORKS

SALOON

Sofa remodelled in a contemporary design using woven material
Carpet and underlay to saloon and dining area
Dinette sofa recovered in leather
All side and head linings removed, recovered and replaced
Headlining remodelled to a more contemporary style
Paint repair to furniture, along with polish to galley and starboard unit
Stitched leather panels added to the surfaces by helm seats and stairs
New patio curtain and six scatter cushions
New LED lighting throughout
Replacement TV
Replacement galley fridge, tap and oven

OWNER'S CABIN

Ceiling panels stripped and recovered in a lighter material
New custom made SETAG-branded sprung mattress
New headboard
Bulkheads re-upholstered
New curtains/blinds
New reading lights
New LED ceiling lights
New carpet

GUEST CABINS

New carpets
New custom-made foam mattresses
Bulkheads reupholstered
New curtains/blinds
New reading lights

EXTERIOR

Replacement upholstery to cockpit, flybridge and foredeck sunbeds
New covers and bimini for cockpit and flybridge
New covers for outside helm, seats and tables
New flybridge fridge, refurbished icemaker
Hull, deck, flybridge and stainless cut and polished
Teak lightly sanded
Fibreglass repairs to bathing platform
Flybridge dash panel respray
New upper helm steering wheel
Refurbish flybridge tabletop
Replace name on transom
Deep clean

COST £90,000 ex VAT



Embrace the unbelievable

65 SPORT YACHT



[SUNSEEKER.COM](https://www.sunseeker.com)



London | +44 (0)20 7355 0980
info@sunseekerlondon.com
Poole | +44 (0)1202 666 060
info@sunseekerpoole.com
Torquay | +44 (0)1803 293 939
info@sunseekertorquay.com

Southampton | +44 (0)1489 579 824
info@sunseekersouthampton.com
Scotland | +44 (0)1389 467 373
info@sunseekerscotland.com