



# All needs **met perfectly**

David Pohe went boat shopping last year with a wish list as long as Ned Kelly's charge sheet. **Lindsay Wright** reports that, after a few months with his new Profile 750H, Pohe couldn't wish for more.





“

've been fishing and diving out of Wellington for most of my life," says the Eastbourne-based land agent, "and have owned a few boats

over the years. I started out with a couple of old Haines and my last boat was a Senator 620.

"There aren't too many days a year that you can get out into Cook Strait – so you need a boat that can handle rough weather without hammering you to pieces. I wanted an oversize bait board, a gas cooker, a fresh water shower to rinse off after diving, a starboard step-through in the transom so the skipper can see what the divers are doing, soft ride, good stowage spaces... heaps of stuff."

David's partner, Fenella Nicola, is also an experienced fisher and diver with strong ideas about boats, and her input helped give their Profile 750H its all-rounder appeal.

Pohe approached Firman's Marine Centre in Napier, where he'd bought his Senator, to check out what was on offer. Sales manager Steve Goss steered him towards the Profile range and took over as project manager to make sure the new boat would meet all of David's requirements.

"They were great," says Pohe. "Nothing was too much really, and I've ended up with a boat that's sort of semi-custom – quite different to anything else."

For rough water capabilities the Profile 750H has a 26-degree deadrise at the bow and 18 degrees aft.

"I wanted a deeper vee at the start, but they talked me out of it – and it was good advice. Pontoon boats with steep forward sections tend to bury their bows up to the pontoons then pop out with a sharp, uncomfortable motion. The new Profile has



an incredibly soft ride and feels very solid.”

Profile builder Mark Lincoln builds his boats with a little bit of rocker in the underwater sections, which gives extra buoyancy below the water, is stronger, and avoids flat plate surfaces that can pound. The Profile range is currently being drawn on a CAD programme for more efficient manufacture and material usage.

“Mark’s absolutely amazing,” says Pohe. “He’s very particular and has an excellent, precise eye for detail.”

The new boat, *Legionaire*, showcases Lincoln’s eye for form and function. The hardtop roof has a series of creases running lengthways that taper at the forward end. These are aesthetically appealing, add extra stiffening to the 3mm thick plate and

also reduce any reverberation or drumming that may occur.

The hardtop sides sport similar attractive creases to break up the flat area and the 6mm thick toughened glass windscreen is stylishly designed to give a rakish and purposeful look to the boat. The creases look – and feel – good, so it’s hard to resist running your fingers over them.

A Simpson Lawrence electric windlass with remote control handles the heavy haulage end of boating without you even leaving the skipper’s seat, and the bowsprit keeps the anchor clear of the hull.

Inside, the 750H combines generous form and function too. Treadplate footrests are welded to the forward bulkhead and handrails fall right where

you need them. Deep bins take care of stowage – no chasing your cell phone or car keys round the floor in a choppy sea in this boat.

Charman’s Motor Trimmers and Upholsterers has excelled itself on the dark grey Fronrunner marine carpet in the 750H’s accommodation. The front, bottom cushion of the BLA Ocean series seats folds up and makes a soft posterior perch for people who’d rather stand when driving.

“We’ve gone all-out with the finish on the Profiles,” says Firman’s managing director, Brian Firman, “from applying extra layers of undercoat to take out any stray grinding marks or blemishes to ensuring a modern-style boat of high quality with excellent attention to detail.”

*Legionaire*’s domestic amenities are designed



to cater for occasional overnight stays in the bays that indent the south Wellington coastline. A Weaver tinted hatch spills muted sunshine into the forepeak, making it an inviting spot for between-dive catnaps. The bunks are wide and comfy, with enough foot room for a 1.86m person, and are covered in a restful, dark blue patterned cloth. A chemical toilet is hidden in the vee beneath them, accessible through a lift-out insert, and more stowage space is below them or in a full-length bin to port.

It could be handy to have fishing rod racks fitted in the forepeak, but David and Fenella aren't too fussed, because most of their fishing is done by longline, for groper and bluenose, in the 250-300m deep trenches of Cook Strait.

It takes forearms like Popeye's, or some solid mechanical assistance, to recover that amount of monofilament and its fish harvest from those depths. David and Fenella went for the latter option, and an electric line hauler is mounted on a davit just behind the hardtop. The davit is neatly stowed behind the hardtop roof and pivots overboard when it's needed for line or pot recovery.

From the gunwale up, the 750H flows with style and form, but from the gunwale down she's all function.


"I wanted a useable fishing boat – the clean and easy commercial boat concept," says Pohe. "Hose it down, walk away and forget about it 'til next time."

The 715mm high gunwale gives a secure feel when moving around the cockpit and, back here, the 2.1m interior beam reinforces the valid impression of useable space. The gunwale is 280mm wide and features an addition from David and Fenella that may appeal to other boat owners who take large parties bottom fishing. The couple have glued thin foam rubber material to the gunwale top, which provides good grip for walking, comfy seating and a clearly defined perimeter to the cockpit.

"When it wears out – we'll just glue some more on," says Fenella.

Battery cables, engine control cables and the wiring loom are tidy and hidden behind a full-length panel screwed along the starboard side of the cockpit and shallow ledges run along each side, provided as much for structural rigidity, I suspect, as for stowage. The deck is 4mm thick treadplate and a Rule bilge





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pump in a sump aft handles any wayward slops of water finding its way aboard.

Three widely-spaced rod holders are set into the gunwale top and there are seven more on the stylish rocket launcher that curves across the aft side of the hardtop.

"Some boats have rod holders jammed all over the place but people just end up catching each others' lines," says Pohe.

Profile's characteristic circled "P" logo is attractively set into the ends of the rocket launcher and into the bait board bracket further aft. The large, solid alloy bait board, with nylon cutting surface, dominates the transom and allows two anglers to work side by side.

A gutter on the aft side drains through the Portofino deck, which also houses a small live bait tank to port. The slider used to block off the walk-through transom is neatly stowed in brackets under the bait board. A wash down pump is located in the transom, with an outlet on the port side to keep things clean and smell-free.

"We can fit six dive bottles in here," says Pohe, lifting the lid to an under-floor storage space, "and it can be flooded for keeping fish or whatever."

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## Boat Review Profile 750 Hardtop



Two seats nestle against the rear bulkhead of the hardtop. Lifting the squab from the port seat reveals a two burner gas stove with a 3kg bottle in the locker below. The starboard seat houses a sink and extendable fresh water shower head, which is fed by a 50-litre freshwater tank under the floor – “You’ve got to be able to rinse off after a dive”.

*Legionaire* has a 250-horsepower, four-stroke Yamaha outboard hanging off the stern, which Pohe says powers the Profile 750 to 61km/h (33 knots) at 6100rpm. Comfortable cruising is about 40km/h (22 knots) at a shade over 4000rpm. The all-up towing weight of this rig is 2050kg.

Cranking power comes from a battery stowed in a watertight transom locker, which it shares with a house battery, battery switches and fuel filter. Fuel is drawn from a 230-litre under-floor tank; pressure tested and mounted independently of the hull and cockpit sole.

*Legionaire* sports a pair of Lenco electric trim tabs and I asked Pohe if they were fitted to help counteract the 280kg weight of the big Yamaha.

“Nah, I’m a bit of a fussy driver – and we get a lot of wind around here – so I use the trim tabs to balance the boat and keep her on an even keel. We went across to the Lake Ferry mouth in messy 2.5m broken swells the other day and it went like a train.”

Bashing a boat around like that, the Profile hardtop’s 6mm bottom plating and full length flat bar stringers give a peace of mind that’s worth a thousand feeds of fish. Once the two hinged-doors are closed, crew inside the hardtop can settle back for a quiet, dry and comfy ride home.

It just takes a quick squirt on the throttle to heft the boat out of the water in a fuss-free transition from displacement mode to level plane and the Yamaha settles to a steady hum to maintain it.

Taking *Legionaire* to the water is handled by a tandem axle, single-braked DMW trailer with multi-rollers.

“It’s a roll on – roll off operation,” says Pohe. “We’re chuffed with the boat,” he adds, “it does everything we need perfectly. We wouldn’t change a thing.” ↴



### SPECIFICATIONS

PRICE (AS REVIEWED \$145,000)

LENGTH ON DECK	7.5m (plus bowsprit)
BEAM	2.6m
BOTTOM PLATE	6mm
PONTOONS AND HARDTOP	3mm
DECK	4mm
HORSEPOWER RANGE	200-300hp
TRAILER	DMW tandem, single brake, multi-roller
WEIGHT (TOWING)	2050kg

### TO OWN THIS BOAT:

	EXAMPLE BASED ON
Purchase Price of	\$145,000
Deposit	\$58,000
Final Balloon Payment	\$30,000
Term	60 months
MONTHLY PAYMENT	\$1625*

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