



ACTIVA 5800 - EVERYTHING COMES STANDARD

New Zealand owned and operated Adventure Bay Motor Yachts have combined the expertise of respected Taiwanese naval architect Charles Chang and the low labour cost of the Chinese market to produce a 58-foot motoryacht that is competitively priced.

Built by Activa Marine in Shanghai, regular visits to the yard by NZ surveyor Robin Williams throughout the construction process ensured no corners were cut in build quality. While the boats may be built in Shanghai, Adventure Bay's John Winter pointed out that where possible New Zealand products are installed into each vessel. John also made regular trips to China to make sure the required processes were being adhered to and that his requirements were being met. John is clearly enthusiastic as he explains how the Activa yard far exceeded his rather arduous expectations.

"The workmanship is as good as anything local and the standard list of extras came as a nice surprise. I wanted to make sure that they were right for the New Zealand market. This meant that I had to run through some changes with the Activa people. Changes that they embraced," John told me. "For one thing all the electrical work is to ABYC standard and the NZ electrical code. The floor throughout the entire boat is solid teak and holly and, impressively, the handrails around the sides of the vessel are all oval tube, something that I have always been quoted here as an extra."

So what does the boat look like? Designed specifically for cruising, she sits nicely in the water and has pleasing lines. The standard fuel tanks, which carry almost 3,500 litres, means she can easily make Fiji without having to refuel – with the lures out all the way.

I visited John on board the vessel moored at Auckland's Viaduct. The entry to the cockpit is through a small single door off the dive/swim platform. I was to discover, however, that two other entrances were on the boat. One is on the port side about half way along the boat and the other, obviously, on the starboard side. The main difference between the two is that the starboard side one is slightly further forward than the port, thus allowing for access when confronted with varying heights of marina berths.

Whilst the cockpit is small for a boat of this size, the space that may have been utilised here is more than made up for once inside the boat. However, the cockpit does have room for a bench seat for four built into the transom. This, with the removable table, still



shaped galley on the starboard side amidships. The galley is what you would call well-endowed with top products – Panasonic Microwave, Fisher and Paykel fridge, 4-burner gas hob, garbage compactor and many overhead cupboards. The granite benchtop also comes as standard.

Forward of the galley and to port is the internal access to the flybridge, a small dinette with another of those wonderfully inlaid tables and the helm station with all locally supplied products tastefully installed in a great layout. The helm station is in the centre of the vessel making for good all round visibility but also allowing for the skipper to join in the conversation with anyone seated at the small forward dinette. The stairs down to the accommodation quarters are to starboard.

A small but ultra important extra, imperative to vessels in this part of the world, are the drink holders which John managed to get the people from Activa to install. The staircase, to the accommodation quarters, opens to a good old Kiwi size 600mm wide companionway. A freezer unit and a separate laundry are enclosed behind the wall panelling, at the base of the stairs, for easy access whilst out of the way of any entertaining areas.

Accommodation consists of two double cabins and a twin cabin. The guest double is a traditional v-berth forward of the boat and the twin is to port. Both these cabins share a bathroom. The owner's suite is amidships and athwartships and is thereby able to

makes for a very pleasant area to enjoy a chilled glass of chardonnay and watch the sun go down on any given horizon. The outside of the transom has a hatch which conceals the fully retractable cable for power whilst berthed.

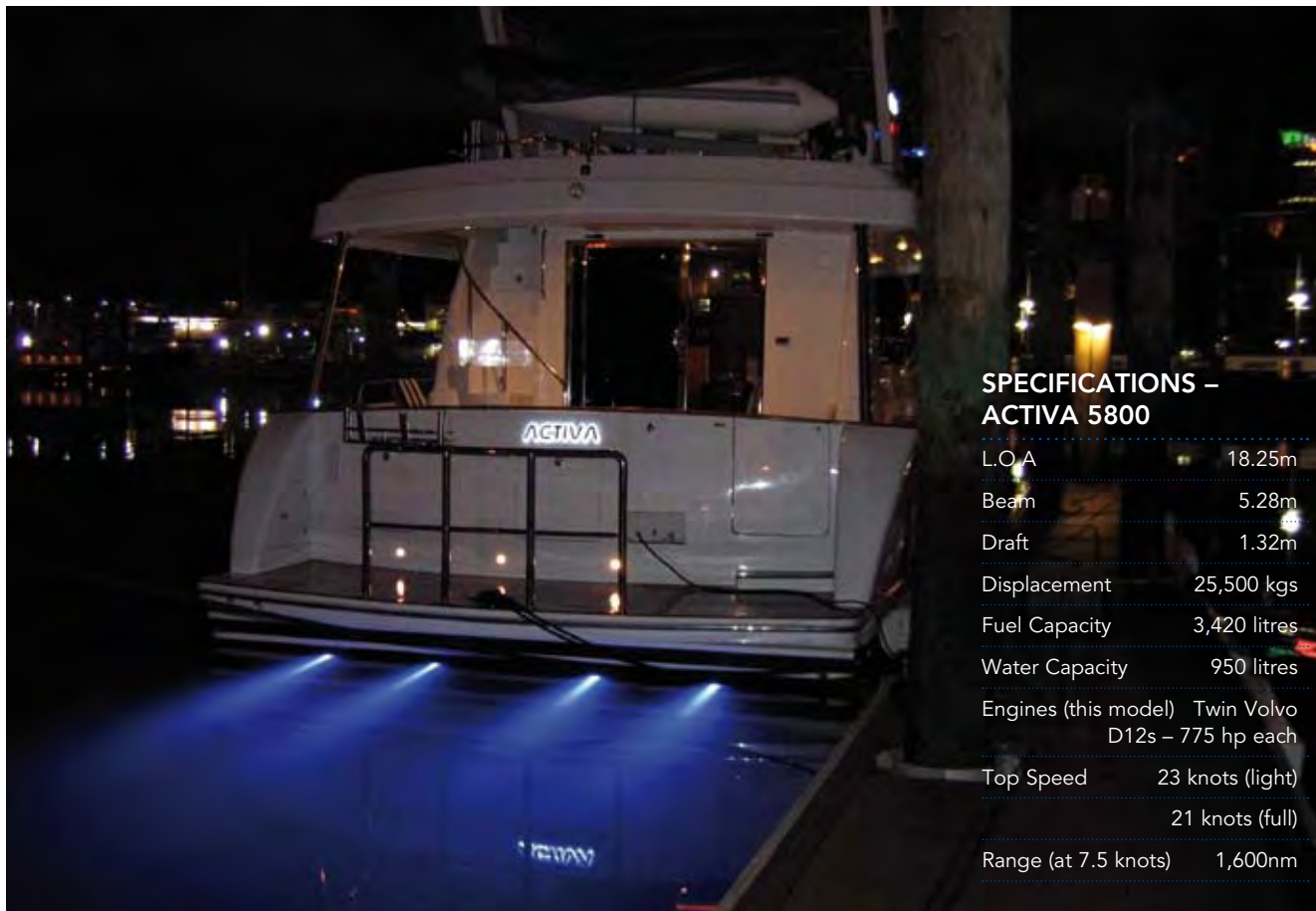
It was evident why John was so impressed with the quality of workmanship and the inventiveness of the builders. There was more to come though.

Two steps lead up either side of the Activa giving great access all around the boat. I half expected to find the tender on the front deck but was informed by John that it was on the rear of the flybridge – over the cockpit area. The cockpit also has the external staircase to the flybridge, one of two stairways to the upper deck. On the starboard side, there is also a solid entry door which is located adjacent to the helm station in the main cabin.

When I entered the main cabin I was tempted to say two words – Grand Banks, but that is a big call. The style, layout and feel though are akin to the aforementioned luxury cruisers albeit without the heritage and aura that surrounds these great boats. John pointed out some of the features. Sumptuous soft leather couches complement the golden tones of the interior woodwork. The main one is a large L-shaped settee to starboard on entry to the main cabin. The subtle lines of the oval shaped table have its own unique part of New Zealand – paua shell inlay around the outer rim of the table. It really is stunning. Against the rear of the cabin and on the port side is a large unit housing a TV and storage area. Various units, cleverly placed around the main cabin, also house the necessary liquor cabinet. The microfibre ceiling panels have the look of a cowhide but the feel of suede.

While there are no grab rails throughout the boat, the fiddles around the edge of the cabinets and tables are of such a height that this does not seem necessary, although in a heavy sea I would suggest a few grab rails wouldn't go amiss. The main cabin continues forward as an open plan layout with the U-





**SPECIFICATIONS –
ACTIVA 5800**

L.O.A	18.25m
Beam	5.28m
Draft	1.32m
Displacement	25,500 kgs
Fuel Capacity	3,420 litres
Water Capacity	950 litres
Engines (this model)	Twin Volvo D12s – 775 hp each
Top Speed	23 knots (light) 21 knots (full)
Range (at 7.5 knots)	1,600nm

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utilise almost the entire 5.28m beam of the boat, thus giving a bit of a WOW factor when you enter. The triple portholes allow more than enough natural light and the Hella courtesy lights, whilst only drawing 1 watt of energy, provide the natural ambiance a vessel of this style and finish deserves. The Hansa tapware in all the bathrooms is an ecotap which means that you only get half the flow of a normal tap initially, unless you fully open the tap – and therefore, like the Hella lights, resources are conserved.

The engine room has two access hatches. One in the cockpit the other through the owner's cabin. Whilst this might not sound ideal, the reality is that the engine room at this point is big enough for me to stand up in – 6ft plus. And the whole area is fully and more than adequately insulated and ideally laid out. The other access, through the cockpit floor, opens up above a workbench so that you can stand up when working.

The last part of the vessel to visit was the flybridge and perhaps John had been saving this as the “coup de grâce”. It has twin helm seats, ample seating for five to six people and all the necessary refreshment areas. The retractable bimini, with clears, makes sure that you can enjoy this area whatever the weather.

My impressions? With a price tag of under \$NZ 2 million, I think John brings to market a cost effective and impressive package. I cannot fault the workmanship, finishing or any of the additional extras on this vessel. The boat is perfectly designed and built for purpose – an enjoyable, high quality, comfortable cruiser. A vessel to enjoy and be proud of. ■

For your personal tour of one of these vessels or to see the others in the range contact - john@adventurebay.co.nz or call him on Ph: + 64 21 454 107