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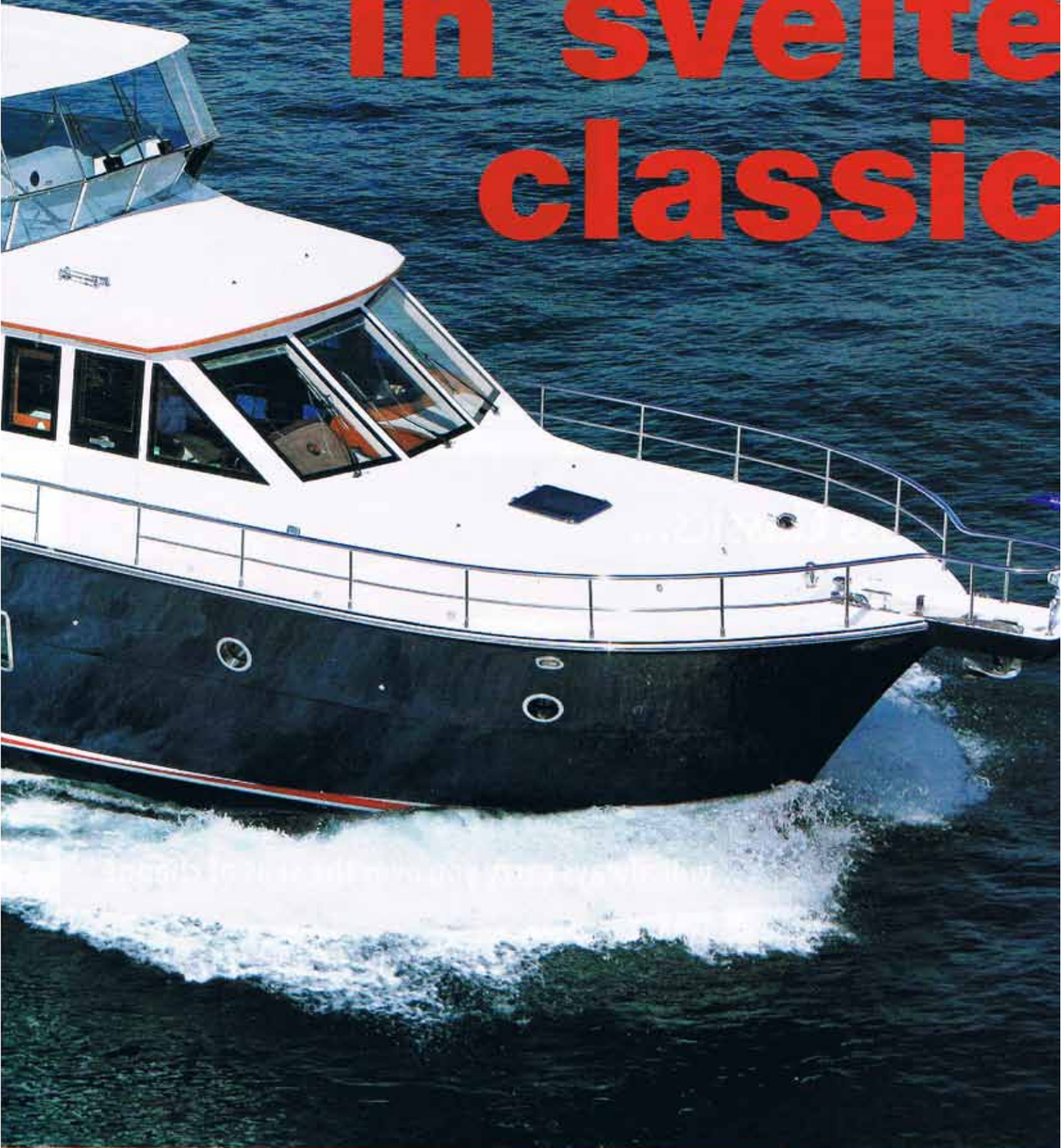
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Traditional styling, timeless elegance and 21st century technology come together in Activa's 68-foot pilothouse launch, a pleasure platform that effortlessly caters to all flavours of boating interests, writes **Lawrence Schäffler**

# Options galore **in svelte classic**



**A** builder of trawler-style luxury vessels, China's Activa distributes its range in New Zealand through Auckland's Adventure Bay Motor Yachts. Their relationship is a little cosier than the typical builder-agent arrangement, however. While the boats are designed by Taiwanese naval architect Charles Chang, Adventure Bay's managing director, John Winter, specifies the interiors. And, as even a cursory examination of the boats reveals, he's a stickler for detail.

The latest arrival – the 6400 pilothouse (LOA 68-feet) – is not only the biggest of the local fleet; it's easily the most sumptuous. Crucially, though, it's also an eminently sensible vessel. 'Luxury' and 'pragmatism' aren't often easy shipmates, but they co-exist happily in this one.

An evolution of the earlier Activa 5800 (reviewed *Trade-A-Boat* March 2008), the 6400 has the same beam and utilises its extra length well, introducing plenty of practical layout changes. My favourite one is the engine room access. Where the 5800 requires the skipper/owner to enter the engine room through a door in the master cabin, the 6400 has a door and stairwell off the saloon (discreetly integrated into the port side cabinetry). In charter operations (ideal for this vessel) it means the skipper can go about his daily maintenance without disturbing the guests.

The vessel (hand-laid, e-glass construction below the waterline and vacuum-bagged foam/balsa/e-glass composite construction above) fulfills a simple design brief: maximum fun, optimum comfort, easy operation.



## Timeless Classics...

## ACTIVA 6400 CLASSIC

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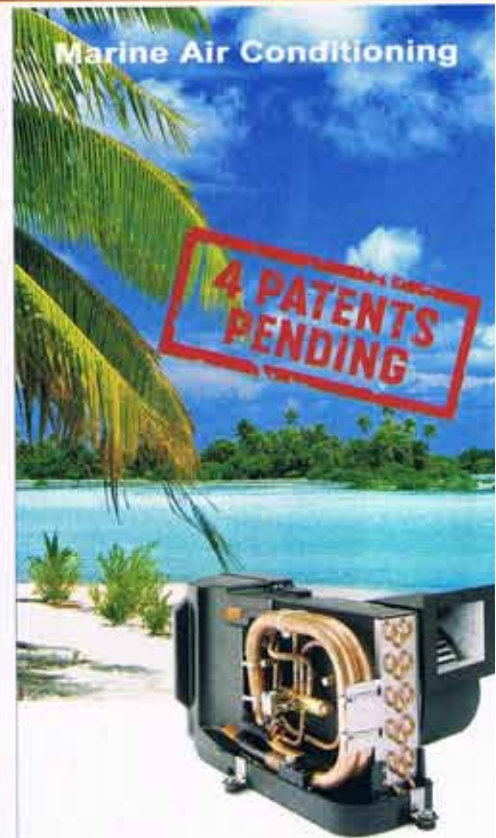
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Offering multiple outdoor/indoor areas (over three levels) for relaxing and dining, she's an entertainer's dream. She caters for different settings, moods and weather conditions, allowing separate activities in distinct parts of the boat and, by extension, for disparate groups in the guest list. Noisy teenagers spoiling your movie? Banish them to the

flybridge, the foredeck, or the aft deck!

Depending on the weather, meals can be taken in the cockpit, up on the flybridge or at the pilothouse dinette – or if you're up for a more formal/romantic setting, in the saloon itself, around a large teak table with Adventure Bay's trademark paua inlay compass rose (the logo graces all three of the boat's teak tables).



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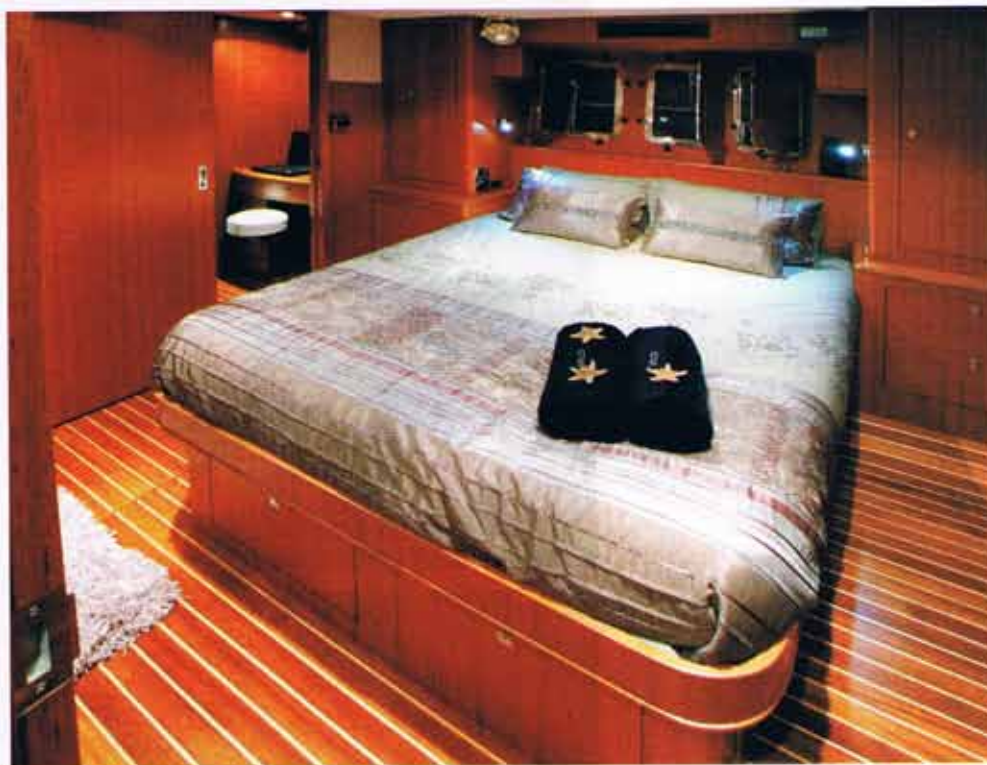
Experience better noise reduction with a built-in cushion system that minimizes vibration to the deck. Additionally, the innovative mounting clips utilize vibration isolators. As shown in the photo, the optional molded compressor sound shield maximizes noise containment.

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Want to veg out? Across the saloon, opposite the leather settee, is a 37" home theatre system (hidden when not in use). If you prefer, though, you can catch new movies in your cabin: the boat's equipped with four LCD TV screens – the large one in the saloon and one in each of the three cabins. Similarly, you can listen to your favourite jazz artist at various places around the boat.

## Accommodation

It's all on the bottom level – down a curved flight of steps – and with the full air-conditioning, there's a soft, crisp air of elegance.

She's designed for six guests sleeping in three, spacious double-berth cabins (with a separate, single cabin aft for the skipper). There are two en suite bathrooms (two cabins share one, the master cabin has its own), with a smaller bathroom for the skipper.

Tasteful, stately, attention to detail – they're all words that come to mind as you meander through the cabins and the bathrooms. It's a rich setting – the warm tones of teak and holly floors and teak paneling are off-set with off-white leather and vinyl upholstery/headliners, illuminated by discreet halogen lighting.

Lockers and drawers open and shut smoothly. The bathrooms – marble bench tops, marble floors, electric toilets, separate showers – seem even bigger than they are thanks to the clever use of fully-mirrored ceilings.

The forward part of the boat is shared between a forepeak guest suite (with a queen-size island berth) and a second suite further aft (to port) with two single berths (upper and lower) in an L-configuration.



Moving further aft brings you to the master's domain, a sumptuous, full-beam setting with an athwartships, king-size double bed. This orientation will appeal to those who suffer in roly anchorages, but a much greater advantage is the space it creates. Not to mention the great views from the bed – both sides of the cabin have large oblong portholes providing lots of natural light.

In the en suite you'll find features such as heated towel rails, his-n-her sinks and a separate station for applying the all important make-up.

## Gourmet cooking

Chefs have plenty of scope to spice up their creative instincts in the 6400's galley. Slightly detached from – and forward of – the main saloon, it's discreetly positioned out of the way but not too far for easy serving. Fittings and appliances include a double sink, a gas hob (with electric oven below), a Fisher & Paykel fridge/freezer, Akso dishwasher and a microwave.

Most of this equipment runs on 240-volts AC (as do the two bar fridges, the Whirlpool washing machine and Fisher & Paykel drier tucked into a mid-ships locker). To operate these appliances, the vessel's equipped with twin 2000-watt/60-amp MasterVolt inverters. As with everything on the 6400,



there is plenty of built-in redundancy: if the inverters fail for whatever reason, there's a back-up 12kW MasterVolt generator.

When things are more casual, the cooking can move outdoors for alfresco dining to the flybridge BBQ, where there is also a bar fridge.

## Water toys

Nowhere is the fun-focused vibe of the Activa 6400 more evident than in the range of water toys it carries. And they're all easily deployed. Foremost is the 4m Aquapro tender with its 60hp Evinrude sitting on what appears to be a large, permanent swim platform off the transom. But it's actually a superb piece of hydraulic engineering – a submersible platform that descends to below water level at the touch of a button.

While this makes launching/retrieving the Aquapro very simple, there's more to the structure than meets the eye. With the tender launched, the swim platform becomes a quiet sunbathing area; a place for divers to enter and leave the water; or where fishing enthusiasts can stand and ply their trade. Even better, the tender cradle on the platform swivels up 90° to reveal a generous bait board complete with a brace of rod holders.

# MARINE EXCELLENCE THROUGH INNOVATION AND DESIGN

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## Performance

Like her smaller sister (the Activa 5800), the 6400 is powered by twin 775hp D12 Volvo diesels (direct injected and turbocharged with after-cooler), and they respond instantly and precisely to the electronic, fly-by-wire throttles.

The interesting thing is that while the 6400 is six tonnes heavier than the 5800 (38 versus 32 tonnes), the engines give the bigger boat a speed advantage, with the same efficiency.

This is largely a function of the longer water line length (the 6400 and 5800 use identical moulds, with the new boat sporting a slightly extended aft end). Winter says this extra length also provides a bit more "lift" to the back end. She also carries new spray chines/planing strakes – a design input from New Zealand's Max Carter – again to enhance lift and to enhance stability and performance. A full keel makes for true tracking and prop protection.

Driving 750mm diameter, four-bladed props, the Volvos are nicely muted (excellent insulation in the engine room) and give the 6400 a top speed of around 22 knots, and 17 knots cruising. With 6000 litres of fuel and the throttles eased back to a more leisurely 7-8 knots, she has an effective range of around 2000 nautical miles.

Around 12 Activa 6400s have been built – and the interesting thing is that no two are exactly alike. Buyers have plenty of options to customise and stamp personal preferences on their boats – and when Winter's involved, the variations are limitless. For example, his next 6400 (due later this year) will feature a more streamlined, contemporary look, with the traditional square-style windows replaced by elongated, tear-drop style models.

No doubt the interior will also receive a tweak, though it will be difficult to see how he could improve on the current model. ↓

**For more information contact John Winter, ph 09 620 4620, mobile 021 454 107, email [john@adventurebay.co.nz](mailto:john@adventurebay.co.nz), or visit [www.adventurebay.co.nz](http://www.adventurebay.co.nz)**

## Specifications

### Activa 6400 Pilothouse

(Price as reviewed – US\$1.65m)

LOA	69' 11"
	inc hydraulic platform
Beam	17' 6"
Draft	4' 8"
Displacement	38,000kg lightship
Construction	FRP to NZ Survey
Engines	2 x Volvo D12 775hp
Max speed	21kts approx
Range	2000nm approx
Fuel	6000 litres
Water	1200 litres
Holding tank	500 litres

A second, smaller tender (2.7m Aquapro with a 2.5hp Johnson engine) lives on the flybridge's aft platform, as well as a pair of two-seater kayaks. They're lifted into and out of the water with a flybridge-mounted davit. Storing these toys on the flybridge has a further advantage: it keeps the foredeck area clean for sunbathing with uncluttered views.

## Navigation

Finding your way to secluded anchorages – or across long tracts of open water – is handled by the dual-station Furuno navigation equipment (one at the helm, one on the flybridge). It's a sophisticated twin-screen set-up – radar/chartplotter and autopilot – at each station.

There are actually three helm stations on the boat – the third, located in a fold-out locker near the transom, facilitates manoeuvring into tight berths. It's supplemented with a remote for the bow and stern thrusters.

