



# Time to Activa-te your fun side

Text by Gary Dickson



Adventure Bay Motor Yachts, the New Zealand importer of the Activa range of boats, certainly made a big splash with their fantastic stand at the recent Auckland International Boat Show. So, when invited by Managing Director John Winter to join them on the Activa 4500 recently, I took the opportunity.

I am not usually a big fan of the traditional trawler style motoryachts. However, a day on the water is better than a day in the office, and the Activa 4500 soon set about dispelling any apprehensions I may have had.

There is no doubt that all the models in the Activa range have a quality finish. What most yards would deem as extras, Activa include as standard. John has personally made many and often frequent visits to China to ensure that he's getting the very best quality for the New Zealand market. He sets high standards, and the yard is adept at meeting these head-on. The paua shell inlays in and around the tables are a prime example of this quality, as is the rope belting which is so much more practical than steel.

For the first time in many weeks, the Auckland Harbour was not at its best on the day of our review. As we journeyed out of the Viaduct Basin, the wind was opposing the tide, and a reasonable chop awaited us on our short journey to the new home of Activa at Orakei Marina. The 4500 was pushed from the port side by the swell and, whilst you would be naïve to expect a totally calm ride in these conditions, the ride up in the flybridge was remarkably smooth. Given that the Waiheke Island Ferry further contributed to the watery turbulence, she performed very well indeed.

The Activa 4500 may not be the fastest boat on the harbour, but

you will most certainly arrive at your destination in comfort and style. The fuel consumption figures will also keep the family accountant very happy. At 2,500 rpm she was only draining 22 litres per hour, with a jump to 46 litres when we cranked her up to 3,100 rpm. She does have a top speed of 14 knots (around 3,300 rpm) but cruising is what the 4500 is designed for and 10 knots (around 2,600 rpm) is optimum. The props were due for a slight repitch and, according to John, would result in the optimum cruising speed only affording 2,500 rpm, once done.

On board, the 4500 looks like many other vessels of a similar nature but the little extras make a big difference. Granite benchtops and solid teak flooring add up to an above-average interior. The finishing detail of the helm seats is exquisite and all fittings throughout the boat are of a very high standard. We found much the same when we featured the 5800. Rope lighting positioned under the cabin seating provides ambient mood lighting, timberwork used in both flooring and cabinetry provides a warm glow, while the lighter tones of the upholstery add contrast. The ingenious design of the fly screens is something special – they simply roll up out of sight when not needed, saving the views from being hidden behind traditional panels that have nowhere to hide.

The accommodation consists of the main bedroom (a V-berth double) with more than sufficient storage, as well as a twin room to port as you move forward. The twin actually boasts a double with a single bed above. There is a well-appointed ensuite plus another full bathroom to starboard, both boasting contemporary fittings and clean lines. The table and seating in the main cabin convert to a further double, allowing the 4500 to comfortably sleep seven. With the two full bathrooms there are ample facilities onboard.



The solid teak dive platform leading to the cockpit is large and a great place for coming aboard after that early morning swim or dive. The cockpit itself, whilst not huge, provides good flow from the main cabin, resulting in a spacious combined entertaining area. Thanks to the large raking windscreen and vast side windows, the interior is light and airy, even with an abundance of timber. To port in the main cabin is a large L-shaped seating area wrapping around the table with another 3-seater directly opposite. The television stores neatly in the aft cabinetry. The galley is more than sufficient for a vessel of this size and has all the necessary accessories as well as plenty of storage, all with push-button locks.

Opposite the galley, to starboard, is the inside helm with sliding side door access to the walk around sides. The helmstation is appointed with a comprehensive electronics package, as is the flybridge helm. John ensures that New Zealand-sourced products are used as much as possible on the vessels he imports. Items such as the electronics are purchased here and shipped to China for installation. In this way, he can guarantee the best possible backup for his clients.

Something I thought could be of benefit on future vessels is a tender crane on the foredeck. But, as John explained, they purposefully left this off. "There are so many options and different tender sizes that we thought it best we discussed this with each client to glean their preference before we went ahead and presumed to know what they wanted."

The flybridge is a large area with twin helm seats and plenty of room to enjoy "sundowners" or crank up the stereo and enjoy your investment. The all-round clears can be totally removed or, if there's a breeze coming from one particular quarter, simply remove the clears as preferred.

This is a boat that a family can enjoy. For the price John lands these vessels in New Zealand, it certainly is worth looking at the Activa range.

For more information on the entire Activa range and to discuss your requirements with Adventure Bay Motor Yachts call 0800 4 LAUNCH (0800 452 862). Why not narrow down your search by visiting [www.adventurebay.co.nz](http://www.adventurebay.co.nz) first. 🇳🇿

