

More less drag

In last month's Talking Shop, I mentioned a new hull design from Marine Dynamics of Sweden. The company claim their Dynalift hull reduces hydrodynamic drag by up to 50%. In response to a request for more details, Marine Dynamics have sent me a bar graph comparing the top speeds of several production boats with a Dynalift test hull of roughly similar dimensions. The first bar in each case is the manufacturers' top-speed figure, while the second bar provides a visual comparison of the installed power of each production boat with the 135hp Mercury in the Dynalift test boat. The chart, claim Marine Dynamics, shows that conventionally hulled boats need a lot more horsepower to match the Dynalift's speed.

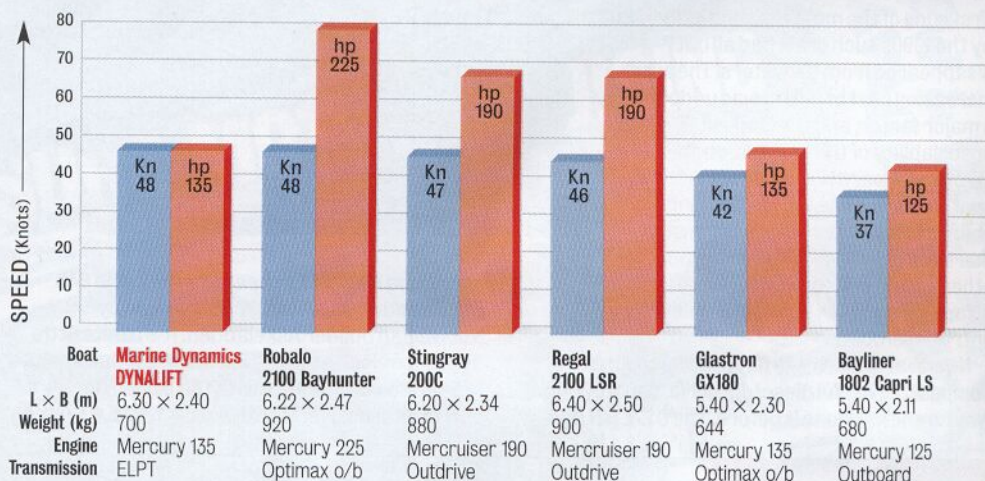
The only production boat with the same engine as the test boat is the Glastron GX180, which weighs 56kg (123lb) less than the Dynalift but lags behind by six knots. The Bayliner Capri 1802 LS is only 20kg (44lb) lighter than the Dynalift and loses out by 11 knots. Or, to express it another way, with all other things being equal, the Bayliner would supposedly be 11 knots faster if it had a Dynalift hull instead of a conventional medium vee.

That's impressive, but one needs to be cautious about drawing conclusions regarding

some of the other boats that differ markedly in size, weight or installed power.

Assuming that the production costs involved in the Dynalift hull aren't prohibitive, we could be seeing several major manufacturers adopting it in the near future. As soon as I have more details of the Dynalift hull, I'll let you know.

Enquiries: Marine Dynamics, Kvastekullazagen 8, SE-433 41 Partille, Sweden. Tel: +46 31 3360 609.



It's goodbye to the ply

Suzuki have upgraded some of their Suzumar inflatables by fitting aluminium sectional floors in place of the old ply ones. The models to benefit are the four biggest: the 290, 320, 360 and 390, and there is no price increase. The two smaller models, the 230 and 265 retain inflatable floors and keels.

Enquiries: Suzuki GB, 46 62 Gatwick Road, Crawley, West Sussex RH10 2XF. Tel: +44 (0)1293 766000. Fax +44 (0)1293 545315.

Website: <http://www.suzukimarine.co.uk>

Powder play

Two new powder extinguishers from Firemaster are designed to replace halon units. For well-ventilated boat engine rooms, the advantage of powder over gas is that it doesn't disperse so readily. Powder doesn't just blanket flames, it reacts chemically with them to lower the temperature. The drawback is that it leaves a bit of a mess. Far more important – and something that applies to all standalone extinguishers – is the absence of a remote alarm. If something happened in my engine room to trigger the fire extinguishers, I would want to know about it. So I personally consider these units more suitable for enclosed spaces, like bow thruster compartments.

The 1kg unit costs £29.88 inc VAT, and the 2kg, £40.43 inc VAT.

Enquiries: Firemaster Extinguishers, Fire House, 174-176 Hither Green Lane, London SE13 6QB. Tel: +44 (0)20 8852 8585. Fax: +44 (0)20 8297 8020. Email:

info@firemaster.co.uk Website: <http://www.firemaster.co.uk>

