

BOAT PROFILE

KANE DYSART



FORMOSA TOMAHAWK 580 TERRITORY

Kane Dysart believes the Tomahawk 580 boasts a layout that comfortably covers the full requirements of tropical inland and offshore situations.

The boys at Quality Marine in Darwin worked with renowned Queensland boat builder Formosa Marine with the aim to design a boat layout versatile enough to suit the requirements of fishing in the tropics, especially the Northern Territory.

The new 'Territory' model, as it was to be labelled, was based on the impressive Tomahawk hull, albeit with a centre rear console and raised cast deck configuration. This was exactly what I was looking for and to Formosa's credit they were keen for my input during the design process. Eventually it was decided

to send up a bare hull, enabling me to customise it precisely how I wanted and in turn providing a blue print for the new Tomahawk Territory layout. The following review is the culmination of this project.

Construction

Formosa Marine has an enviable reputation for building some of the most bullet proof yet affordable plate alloy boats on the Aussie market. The latest evolution in Formosa hull design is the Tomahawk range, which are built to last using heavy duty 4 mm 5083 marine grade high tensile aluminium plate. Longitudinal hull

structure consists of box section stringers welded the entire length of the hull with the addition of fully welded floor ribs. A sealed self draining alloy deck packed with fuel resistant buoyancy foam comes standard, rendering the hull virtually unsinkable.

The remarkably dry ride of the Tomahawk hull is attributed to the innovative, unique raised sheer line in the forequarters, deflecting spray down and away while giving the hull its distinct flared look. The Tomahawk cuts through the chop much like its namesake with a steep 17 degree dead-rise at the pointy end while providing stability with the inclusion of

100 m reverse chines towards the transom. At first glance the 2.45 m beam of the Tomahawk gives the impression of a much larger vessel and provides ample room for three people to fish and sleep comfortably without comprising manoeuvrability.

Customisations

With the Tomahawk 580 as my foundation I enlisted the expertise of Ray Murphy from Raysea Marine to help design and fabricate the additional components. One of the more significant customisations included fabricating and positioning the centre console as far to the back of the boat as



possible with the helm seating position on the transom. This opened up the useable deck space forward of the console considerably and importantly places the skipper in the most comfortable position at the very rear of the vessel. Four additional seating positions including one either side of the console with strategically placed grab rails also provide passengers with a safe and comfortable ride.

Two large sealed doors on the front of the console allow easy access to the wiring looms and the main fuse board, while also providing handy dry storage. The dual batteries are neatly situated under the helm foot step between the console and the transom, freeing up the stern and console hatches for additional dry storage.

The helm's ergonomics are simply superb, with good reach to the throttle control and comfortable positioning at the wheel. The elevated seating

position also provides great visibility over the bow and back over the transom. One of my favourite design additions is a sneaky rod holder I had welded into the dash, allowing hands free trolling for the skipper.

Up the bow we fitted a 600 mm X 1200 mm sealed aluminium cast deck with an additional 100 l fuel tank butted up against it, which also doubles as a step. Under the cast deck is ample room for a 150 l esky plus swags, camping gear and life jackets. The layout is basic yet practical and most importantly provides a spacious uncluttered platform for serious fishing.

Electronics

The centre console comfortably holds the vessels impressive command centre consisting of two new Simrad NSS8 touch screens linked through an NMEA network with engine interface, structure scan and sonic hub. Everything you need and more is literally at your fingertips with Simrad's amazing new touch screen technology and the dual units linked together opens up a whole new world of possibilities.

Simrad runs the same Structure Scan module as the Lowrance units albeit with faster processing speeds and the advantage of touch screen control. The ability to mark fish or structure with the touch of your finger on the screen gives you an unparalleled advantage over the fish. It's so good it's almost cheating!

Music lovers with an ipod or iphone will also be suitably impressed. The Simrad touch screen and Sonic Hub pairing gives you the unique ability to scroll through the various menus and functions of your device with your finger, all while it is safely locked away from the weather and charged at all times. It's a bit like having your own DJ box while sitting at the helm.





SYDNEY international BOAT SHOW

...like no other

Sydney Convention and Exhibition Centre
& Cockle Bay Marina, Darling Harbour

2-6 August 2012

Halls 10am - 8pm | Marina 10am - 6pm

www.sydneyboatshow.com.au



Proudly owned & organised by   Follow us  

Members of   Proudly supported by 



Reliability

The decision to go with the Suzuki DF175 was purely based on confidence in the product. I have a long association with Suzuki four stroke outboard's stretching over the last 10 years and in the remote waters I regularly fish, reliability is paramount. The DF175 is based on an inline four cylinder DOHC big block power head, the most powerful to date in the four-stroke, four-cylinder category.

Suzuki outboards have a reputation for their miserly fuel usage and the big 175 is no exception. Aided by the inclusion of variable valve timing, the engines long-range capabilities are outstanding. Not lacking in the grunt department either, the big Suzie's low down torque effortlessly lifts the boat onto the plane, even when loaded to the hilt. This is important when fishing the vast tidal mud flats on a falling tide when you really need to get up on the plane quick-smart over the shortest distance possible.

Bling

For the finishing touches I fitted L.E.D lights in all hatches, on the transom and on the main deck at floor level to help maintain night vision. I do a lot of travelling at night so I fitted a pair of 2600 lumen L.E.D spotties under the bow sprit to light the way. For rod storage I used billet aluminium rod racks under the gunnels and I had six aluminium rod holders welded into the extra wide gunnels at various angles for trolling.

A saltwater deck wash further complements the boat's fishability, while a big boarding platform, side grab rails and a heavy duty checker plate ladder comes standard, making boarding an easy affair.

The flooring material I chose is a marine grade non-absorbent recycled cork and rubber

compound, which is super grippy and unlike marine carpet is easily cleaned. This is an important consideration on extended trips when you are sleeping in the boat.

The eye catching artwork is based on the ancient Maori fish hook charm, the Hei Matua, which symbolises safety over water and good fishing. I thought it fitting to have the design on the boat in the hope that it would guide me safely to lots of big fish.

Summary

As I write this piece I have just returned from my first overnight foray in the new rig where we had a blast, catching cricket scores of lure crunching barra, threadies and jacks in the creeks and line burning pelagic's offshore in the blue water. During the round trip we covered roughly 150 nautical miles of open-ocean and tight coastal creeks, all of which the Formosa and Suzuki handled with aplomb, demonstrating the vessel's true versatility. To say I am impressed with my new rig would be an understatement and to be honest I can't think of too many ways I would improve it.

So if you are in the market for a boat versatile enough to comfortably handle the diverse range of challenges associated with fishing the tropics without blowing the bank, I suggest you take a close look at the Formosa Tomahawk Territory. 

SF SPECIFICATIONS

BOAT

Make/model: Formosa 580 Tomahawk Territory
Material: 5083 high tensile plate; 4 mm top and bottom sides
Length: 6 m
Beam: 2.45 m
Deadrise: 17 degrees
Weight: 760 kg

CAPACITIES

Fuel: 220 lt plus additional 100 lt custom tank
Rec. max. HP: 150 but can be plated to 175
Rec. min. HP: 115
People: 7
Max. transom weight: 220 kg

ENGINE

Type: fuel-injected four stroke with variable valve timing
Rated HP: 175
Displacement: 174.9 cu. in. (2867 cc)
Weight: 220 kg
Propeller: 21 inch Viper SS

SUPPLIED BY

Quality Marine Darwin

name of ad