

# Coastal Cowboy – It's bigger than Texas

Text by Jason Snashall  
Images by Bryce Taylor



If you think you have seen *Coastal Cowboy* in *SeaSpray* before, you are correct. It's ok, you're not going crazy and we aren't re-running our stories! This, in fact, is the second Elite Marine Mid-Pilothouse vessel to be called *Coastal Cowboy*. Built for the same discerning owner, design work on version two began a mere six weeks after the launch of the first version.

When I asked boatbuilder Lloyd Stevenson what the major differences were, he replied: "It's just bigger". Sounds like a slogan for a Wendy's burger, not how you would order a new motoryacht! Lloyd went on to say that the owner rang him and said "Can I meet with you on my boat at some stage?" He figured the worst because owners don't usually ring up unless something is wrong! But no, the client simply said: "I ordered this one and half way through I thought, maybe I should have gone bigger."

The first *Coastal Cowboy* was 15.8m long, with a 4.9m beam and 1.1m draft while the new one comes in at 18m with a 5.4m beam and a 1.3m draft. To avoid confusion, the new owner of the first *Coastal Cowboy* has changed the name to *Coastal Cowgirl* which, at 2.2m shorter, is rather fitting. Thus, the *Coastal Cowboy* name is retained as the one and only.

I must admit, it has taken a while for the Mid-pilothouse Elite Motoryacht range to grow on me but I can safely say that it has. Especially now that I have had the chance to take a closer look onboard and get a feel for the workmanship involved and the sense of space gained from the multi-level deck layout. A lot of credit must go to the Lloyd Stevenson yard, as the quality of the build is what impressed me most.

Designer, Bill Upfold, has in excess of 50 vessels to his name now and each one gets better. He has been designing custom boats since he started the Elite Marine brand in 1984 and, despite earning himself a reputation as a Mid-pilothouse designer, he has produced many other



**SPECIFICATIONS:**

Designer:	Bill Upfold – Elite Marine Design
Interiors:	Kim Lilley, Parkhurst Design
Builder:	Lloyd Stevenson Boatbuilders
Length:	18.00m
Beam:	5.40m
Draft:	1.30m
Displacement:	26,700kg
Engine:	2x Cummins QSM11 715hp
Cruise speed:	22kts



vessels, including sport-fishing boats and day trippers.

This type of design allows for a very convenient and spacious interior. The engine room is located forward under the saloon at almost the centre of the vessel's length. As the engine room is so far forward, when entering from the cockpit you step down and this level extends through the galley before stepping up again into the saloon. Access to the engine room is through one of the forward cabins. Internal access to the pilothouse is through the saloon. Because fly-bridge models are quite a bit higher, the mid-pilothouse gives a lower ride and improved stability without compromising on any headroom.

Kim Lilley of Parkhurst Design was responsible for the interiors. Kim has worked on seven of Lloyd Stevenson's vessels, including the first *Coastal Cowboy*. I especially like the earthy tones used throughout, and the carpet has a great feel with its thick pile. When I commented on the carpet, Lloyd said that on first seeing the sample he told Kim: "You can't do that, it's too bloody seventies!" But Kim stuck to her guns and it's been a great success. Even Lloyd now admits: "Everybody loves it; it's just been great." It really is a feature of the vessel's interior.

The challenge for Kim was that the owner was already very happy with the interior of his first boat, but he challenged her to come up with a colour scheme even better than the last. Kim chose a sophisticated palette that involved texture and subtle patterns. Colours throughout are tailored to the owner's personal taste. Her interpretation of the scheme is "high country lodge on the water" ... cream, chocolate brown and beige merge throughout, with accents of burnt orange. Tweed, paisley, stripes and rich velvets are seen in the soft furnishings, and the scatter cushions are accentuated with thick luxurious braids and trim.

*Coastal Cowboy* is built to charter specification and the new owner plans to run her out of Tutukaka Marina. As a location, Tutukaka is fantastic with



the Poor Knights just off the coast. It's the same distance to Great Barrier Island as it is from Auckland and you can be in the Bay of Islands in 90 minutes. The vessel is set up for fishing and diving and will be catering to the discerning corporate charter market.

The cockpit is fitted for either a game fishing chair or an alfresco table, depending on the time of day! A live bait tank, refrigerator, freezer and separate bait freezer are all to hand. In Lloyd's words, "The last thing you want to do is to pour a rum and coke and have your ice taste like bait!"

The swimming platform is quite short. Some people might prefer that it was longer but, in my opinion, it's not necessary on this vessel. There is plenty of room to walk out behind the transom to gaff a catch. The large centre door opening in the transom makes a much better boarding platform anyway. The lazarette is accessed from the aft deck and contains the generator and access to the main fuel tanks, with plenty of space for water toys and fishing gear.

Stepping down into the vessel from the cockpit there is a large leather settee and dining table to starboard. The partition between the dining area and the outside cockpit is a motorised glass window, its operation akin to the electric windows in cars. I especially warmed to this idea as it opens up the living spaces.

Directly opposite the dining table is a double cabin with ensuite. The fact that *Coastal Cowboy* is a lot bigger now meant that space on both sides of the beds could be achieved, making her a lot more appealing to couples, and eliminating the need to climb over each other at bed time.

The galley is a good size and sits just forward of the dining table. The dishwasher, oven, fridge and freezer are all capable of being operated out of port via the generator. The U-shaped layout is extremely functional, and the look is clean and elegant – gleaming stainless steel is offset with warm timbers. Stepping up forward from the galley takes you into the large saloon. Finished with inviting scatter cushions, a comfortable settee and two circular ottomans, the saloon has a very welcoming and comfortable feel to it.

The pilothouse is accessed portside of the saloon, stepping up a few steps to aft. As the pilothouse is fully enclosed, its décor is similar to the saloon with a comfortable settee and plush carpet. A sliding door leads to the upper deck where the crane and tender are stowed. All the electronics were supplied by Furuno, and include the latest equipment including Navnet, sounder, fishfinder, radar, satellite television dish ... the list goes on. The Bose sound system runs throughout the saloon and pilothouse. It is the latest in Bose technology with a hard drive capable of loading thousands of songs which eliminates the need for bulky CD storage.

Up forward there is another double cabin with ensuite. The larger beam of the *Coastal Cowboy* over her predecessor means the double bed has all-round access and is not up against the bulkhead. The cream/brown tweed bedcover fabric was purposefully chosen as it's fully machine washable and, if need be, the bedcover can be washed onboard.

The engine room is accessed through the forward starboard double cabin. She runs twin Cummins diesel engines which are fairly common in the Elite Marine range of motoryachts. Cummins provides good support and service, making them a preferred choice for the designer and builder of *Coastal Cowboy*. The vessel boasts an impressive top speed of around 28.3 knots. She cruises at 20 knots, giving 150 litres per hour fuel consumption at 2,000 rpm. With displacement of 26,700 tonnes, cruising comfortably at 20 knots is quite an achievement. The Westerbeke generator is large enough to run all the onboard services, while the Sea Recovery watermaker is completely automatic, operating at the push of a button from the pilothouse. Even down in the bowels of the engine room, the finish is impeccable.

The future looks good for both designer and builder of *Coastal Cowboy*. Since they firmly believe that there isn't a vessel being built in Australia that compares to the Elite Marine Mid-pilothouse, they are very optimistic about how she will be received at her first international showing at this year's Sanctuary Cove International Boat Show. Elite Motoryachts in Brisbane is geared up and ready to handle sales and leads generated from the show. To sum the boat up: "The best liveable cruising boat you can own. It's not a Ferrari but it's more of a Mercedes SLE500. It's a really comfortable boat." ■

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