

The Greenest 40 knot boat on the planet,

In today's global economy everyone is trying to save money or not spend as much. This has become especially difficult for the avid boater. With fuel prices near \$4 per gallon, efficiency of the boat has become so much more important to the frugal minded consumer. At Brooks Boatworks, we are trying to make this pill we are forced to swallow a bit easier to take. We have developed an offshore sportfishing boat that is relatively easy to own and operate. We, with the help of Ward Setzer, renowned naval architect have developed a 34' pocket yacht that is capable of comfortable offshore fishing, and **cruising** while being a fuel miser at the same time.

Let's look at what most boaters of today want from their boats.

1. style
2. practical usability and comfort
3. storage space
4. performance and relative speed
5. efficiency

Since everything is a trade-off, it is difficult to get all these **attributes** to come together on the same vessel, given the size of the vessel. We feel we have done as good a job of getting the most of each one of these wish list items as is reasonably possible. Different items take more precedence with each buyer. But I think it is safe to say that in today's economy along with relative fuel prices, efficiency is going to take top billing in the "decision to purchase" process. If it is not efficient, the other criteria carry little decision making weight.

Over the years the EPA has given thresholds for different industries to meet. This has driven the marine engine builder to develop cleaner, more fuel efficient engines. One of the terms when talking engine jargon that we have become familiar with is "Common Rail Injection". This is one of the items on most new diesel engines that the engine manufacturers have developed to help them achieve certain EPA emission levels of less harmful emissions. Couple that with new mechanical technology that has been made available to the boat builder, like the IPS system from Volvo or the Zeus system, you start to get a cleaner, more efficient, more owner responsible type of boat. This technology is available to most all boat builders. So we will see more ecologically friendly boats on the water as we progress into the future.

These EPA thresholds also affect the manufacturing process. Over time the EPA has reduces emissions levels allowed by the builders. One of the EPA's biggest concerns in boat manufacturing is the off gassing of Styrene into the atmosphere. It is suggested that styrene attributes negatively to "Global Warming" and it has just been listed by the government as a "Carcinogen". The new EPA thresholds

have moved raw material manufacturers to develop more ecologically friendly products for the boat builder to use. This has helped the off gassing of the Styrene. At Brooks Boatworks Inc., we take this very seriously and have moved to a higher level of ecological responsibility. Ninety percent of the fiberglass molding that is done at Brooks Boatworks Inc. is done in some form of "Closed Molding Process". This is whereby all materials are layered into a mold and the mold is then covered by a vacuum bag or another mold (see accompanying pictures) and the bag or mold is vacuumed tightly to the bottom mold. This process prevents the Styrene from escaping into the atmosphere. As the parts cure, the styrene is captured in the matrix of the component, thus in the part, not in the atmosphere.

Several things have come together under one roof at our new facility in eastern NC. These processes and components work together to **exponentiate** the green advantages of our new Brooks 34 SFX. By using certain build techniques like "Infusion", and "Closed molding" we make the boat stronger. (See accompanying pictures). Those same processes make the boat lighter. More importantly, those processes are more ecologically responsible because they heavily reduce the emissions that are associated with standard boatbuilding. So now that we have a stronger, lighter boat, this allows us to use smaller engines. Not only are these engines smaller, they have met the latest EPA thresholds for emissions. Because our boat is lighter the smaller engines will produce the same or better performance as a similar size boat with larger engines. So now we have smaller engines and smaller engines burn less fuel. Therefore, this boat produces less harmful emissions. Smaller engines make the boat less expensive in the initial purchase and make long term ownership less expensive due to lower fuel consumption. All of this is why we say this industry has come together to exponentiate the green advantages of owning a Brooks 34 SFX

Our boat has a high level of fit and finish. It has built into its design, a practically, "Care Free, Hose it off and go home" type ownership. We offer different fuel efficient engine packages. We think it is the most fuel efficient twin engine boat in its class and size. The cabin with its full galley and full head are quite comfortable for overnighting and the large helm and cockpit are ideal for entertaining fishing buddies or cocktail cruising with friends, with a DD of course. We offer a challenge to other boat builders and manufacturers. Let us know how your product of similar size and amenities compares to ours from a fuel efficiency and ecologically responsible standpoint.

Performance Data:

Test conditions.

Displacement:.....10,400 lbs

Wind:.....Light

Temp:.....75 deg. F

RPM      SPEED      FUEL      MPG      ANGLE

		RATE		
700	5.3	0.8	6.2	0
1000	7	1.6	4.37	1
1500	8.3	5.2	1.59	5
2000	16.3	7.8	2.08	5
2500	23.5	11.8	1.99	4
2700	26	12.8	2.03	3
3000	30	15.4	1.94	2.5
3500	35.8	22	1.62	2.5
WOT				
3640	38.2	25	1.52	2.5