



# ADVENTURE

M A R I N E M A G A Z I N E

VOLUME ONE

## ADD VALUE TO YOUR BOAT

WHAT YOU NEED

TIPS FOR BUILDING AN

## ALUMINUM BOAT

SUCCESSFULLY...

*THE FIRST TIME*

FOLLOW THE  
MAIDEN VOYAGE OF

## THE MOKSHA





# WHY CHOOSE ADVENTURE MARINE?



Adventure Marine has been proudly manufacturing innovative boat parts and accessories since 1974. After 43 years, customers can be reassured they are purchasing marine products that are tested, durable and guaranteed to last. Our parts are professionally designed with customer use in mind, then built with only the highest quality materials and manufacturing processes.

We stand behind our products.

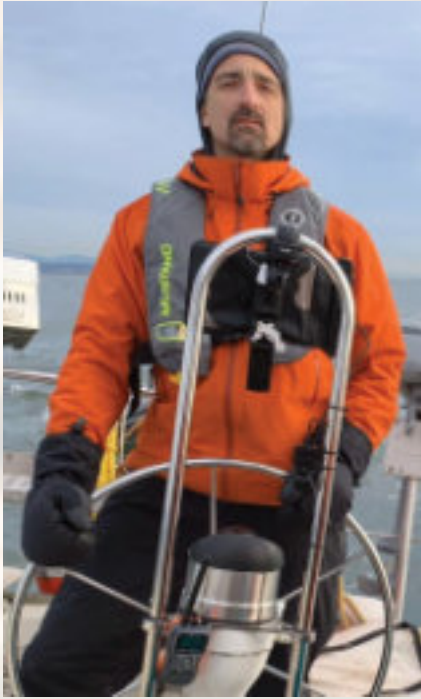
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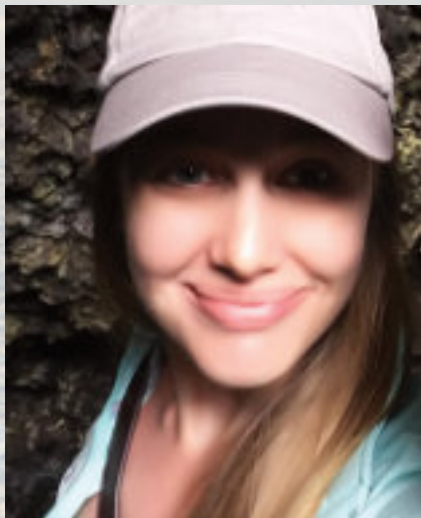
## A MESSAGE FROM THE CEO

Boating offers an unparalleled experience and one I'm proud to share with you. It's my hope that we meet or exceed your expectations in product quality and customer care. It is my personal mission to help you live your adventure.

Everyone at Adventure Marine is dedicated to building high-quality products for the marine environment. In a time when quality is often sacrificed for price, we have continued to manufacture at home in Vancouver, British Columbia, Canada, despite the pressure to pursue lower quality offshore suppliers.

This magazine is dedicated to you, the boating enthusiasts. It's your passion that drives the industry and builds the community. I am constantly amazed by the people who make up this family, from the recreational boaters and commercial users to police, fire, rescue, and military personnel who depend on us to build them high quality marine parts. Your trust in us has not gone unnoticed. Thank you for your support!

Gregory Epp  
CEO, Adventure Marine



Emily Lankhorst  
Contributing Writer

Born and raised in the Pacific-Northwest, Emily is an avid adventure enthusiast who has a slight obsession with mountains. She runs an adventure travel blog, Ridge and River, which provides tips, trail reports, and travel guides to inspire others to get outdoors and explore their playground. Check out her other posts and features at [ridgeandriver.net](http://ridgeandriver.net).

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A weekend  
sailing trip to  
the Sunshine  
Coast

# Liberation:

## The Maiden Voyage of the Moksha

By Emily Lankhorst

The rain on my window was a slow drizzle when my alarm clock went off, and for once, I sort of wanted to sleep in instead of adventure.

Disappointing, I know, but this weekend's adventure did not involve hiking or tropical beaches, but rather, sitting on a sailboat for an unknown number of hours, exposed to the rain and wind. And even hoping for wind

at that, because wind makes everything exciting when you're sailing. You can forget that you're cold and wet when that wind picks up and

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*wind makes everything  
exciting when you're sailing*

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the boat starts ripping! My only consolation as I packed my bag was

that, growing up in the Pacific Northwest, I have a special place in my heart for misty shorelines and moody grey oceans spitting out rocky beaches, and there was guaranteed to be plenty of those.

The second surprise consolation I received, as I stood in the rain on the docks at the marina loading gear onto the boat, was that we had an extra



crew-mate, Simon, an adventurous orange tabby, who would be joining us on his very first sailing trip. His frantic energy promised many hilarious diversions for the weekend.

This was to be the maiden voyage of the Moksha, newly renamed – a thirty-foot sailboat which was our home for two days. Moksha, I'm told, means 'liberation' in Sanskrit; a romantic name that perfectly fits the aesthetic of sailing. We didn't observe as many of the 'maiden voyage' traditions as perhaps we should have, but luckily, we encountered no sea-monsters in the Strait of Georgia, and made it home alive to tell the tale.

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*Moksha, I'm told, means 'liberation' in Sanskrit; a romantic name that perfectly fits the aesthetic of sailing.*

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The plan, once we had escaped the windless confines of the Fraser River, where Moksha was moored, was to sail north towards the Sunshine Coast, skirting Bowen Island through Howe Sound, and ending up in Gibsons on the Sunshine Coast. We'd spend the night moored there (and perhaps grab a beer or two at one of the breweries in Gibsons), then head out to the open waters and wind of the Strait of Georgia on the way home the next day.

Day one was rainy, misty, and cold! While the winds were gentle and we never picked up much speed, it presented a great opportunity for me to learn to manage the helm. As a novice sailor, I was run through the sailing basics – hilarious vocabulary from by-gone days, points of sail, the physics of fluid movement, the anatomy of boats – and had a chance to practice my skills as we tacked (zig-zagged) through the calm winds around Bowen and Keats Islands.

A handful of other sailboats joined us in the Sound, or dotted the horizon, including a massive 50-foot boat with a team of eleven, with whom we



Top Right: *Captain Simon, surveying his sturdy crew with approval.*

Centre Right: *Seriously contemplating boat ownership.*

Bottom Left: *View off the bow.*

Bottom Right: *A rainy Saturday morning at the Marina.*







chatted later that evening in the Gibsons marina (despite a slight resentment that they had been much faster than us...).

The rain began to subside mid-way through the day, with a crack of blue opening above us and a weakly beating sun emerging. Poor Simon, who had suffered a bout of seasickness early in the journey and had been force-fed a piece of a Gravol tablet, was napping off his illness, and almost certainly plotting his revenge for being signed up for this trip. I've always heard that those big ships that crossed the Atlantic from Europe kept cats on board to kill the disease-carrying rats, so I guess I figured that house-cats would have some natural affinity for ocean travel. Not so with Simon. He did not enjoy the rocking waves and aggressive slant (heel) of the boat.

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### *We left the boat off shore and took the dinghy*

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As we pulled into the harbour of Gibsons, the sun emerged in full, as it somehow always does whenever I visit the Sunshine coast (no matter how rainy Vancouver is!). We left the boat off shore and took the dinghy to the dock, and took this opportunity to stretch our legs and walk around downtown Gibsons.

Despite our attempt at being healthy and moving our legs, I somehow ended up with both an ice cream cone in

my hand and a beer from Tapworks in front of me that evening. As the boat was well-stocked with junk-food (peanut butter bars, coconut clusters, caramel-chocolate pretzels) and liquor (beer, wine, bourbon), this was not a calorie-neutral weekend for me.

The day ended with a gentle pink sunset and a barbecue dinner on the boat. We retired to the cabin to continue our celebration of the maiden voyage with wine, bourbon, and the game Taboo, and, when night fell, Simon seized his chance to enact his vengeance.

You know that crazy energy that cats get when night falls? Previously, Simon had been scared

to leave the safety of the cabin, but now, in a stationary boat under cover of darkness, all fear had left him, and

he darted gleefully in and out all open ports and windows of the boat. My pillow was unfortunately positioned directly underneath one of these ports, from which a mischievous Simon leapt at about 2 a.m. After rejecting his use of my face as a pillow on a few occasions, he was shoved unceremoniously back through the port onto the deck of the boat above.

Whether Simon settled down and slept or spent the night on the deck under the stars, I'm not sure, but morning soon dawned sunny and blue. We motored to shore again through a surreal mist to gather caffeine for the journey.



Top: Gorgeous blue monochromatic scenery

Left: Morning coffee run.

Right: Mooring at Gibsons Landing.




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### *we plotted our course and set off home, excited for the whitecaps we could see in the Strait*

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After breakfast on the boat, we plotted our course and set off home, excited for the whitecaps we could see in the

Strait. The heat was already noticeable, even at 8 a.m. on the water, so the day promised to reach



summertime highs. Luckily, we had the wind and shade of the sail to keep us cool. Raising the mainsail in the wind was exhilarating and intense, and set us off at a good pace, and when we got the headsail up, we were just racing.

With the sun high overhead, the wind surrounding us, and the constant attention required at the helm to maintain our course through the substantial waves, I could see why people fall in love with sailing. And when the more competitive people on board began eyeing a nearby sailboat to race, the excitement definitely swept me in. Running around to grab the sheets and constantly fine tune the sails, gybing (zig-zagging) aggressively through the waves, trying to assess if we had pulled ahead of our neighbour, all while trying to eat a ridiculously messy snack of chips and salsa, certainly got the adrenaline

pumping! Sailing is a curious mix of sitting around and drinking beer, then

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*Sailing is a curious mix of sitting around and drinking beer, then random moments of full exertion*

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random moments of full exertion, like trying to keep your balance while

pulling as hard as you can on a sheet in tumultuous waves.

As we neared the mouth of the Fraser, the wind

began to die down, and we lowered the sails to motor up the river. The



Top: *The Moksha at rest in this misty morning paradise.*

Bottom: *A view from our journey home.*

boat and pace of the day, slowed down considerably; as we were fighting the current, we inched back to the marina. Fortunately, the heat of a sleepy afternoon had settled around us, and we dozed on the deck in the sun. Some deft piloting brought Moksha back safely to her parking stall in the marina, and we packed and unloaded the boat, and spent a considerable amount of time trying to coax Simon out of his impossible-to-access hiding spot. While I'm sure he was exceedingly relieved to have his paws back on dry land, I think we were all happy to substitute the constant motion of the boat for static ground.

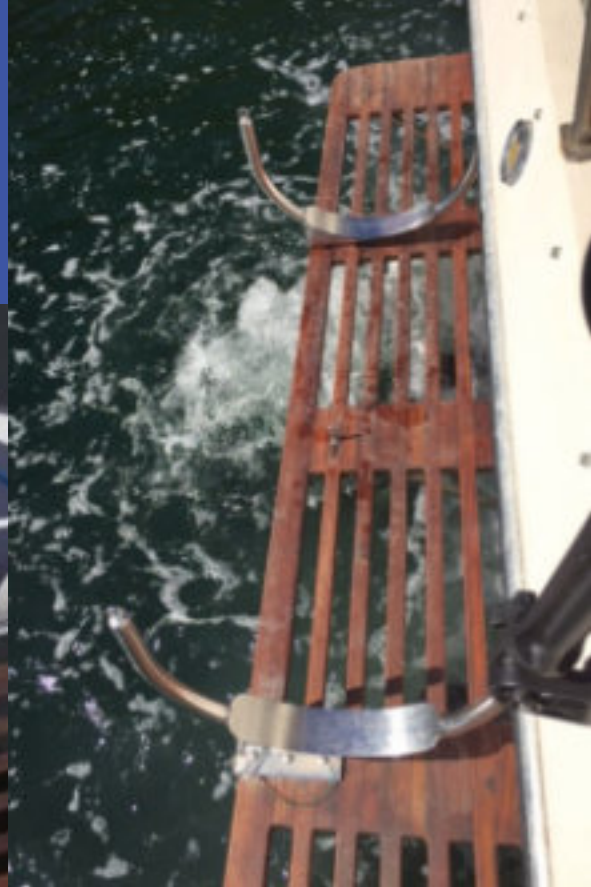
As I pondered all the pros and cons of boat ownership on the drive home, I think that, with the amount of dedication and love required to keep a boat in top shape, I'm happy to stick to friends with sailboats for now, instead of indulging in the SS Emily!





# C RING DAVIT:

## THE BEST CHOICE IN DAVIT SYSTEMS



Sandy Mason had a problem.

She had a boat, she had a dinghy, but she didn't have a way of getting her dinghy onto the swim step. Sandy tried lifting it on but realized a loaded dinghy with motor isn't easily tossed onto a boat in calm water, let alone in an approaching storm. Her solution was going to be Adventure Marine's C Ring Davit system.

### The Difference with the C Ring Davit System

Davits are nothing new to the boating world, there are many manufacturers and styles out there. The styles vary in price, style, and application. What Sandy needed was a simple system that she could bolt to her swim step with basic tools.

Ruling out the more complicated and expensive systems, Ms. Mason narrowed her search down to two styles. Both styles mounted to the

swim step, but one left clunky parts on the step and required gluing attachments to her dinghy. Sandy had a sailing background and considered herself smart and capable, yet the thought of using a chemical based glue on her boat seemed a little worrisome. What if she glued herself to the boat? She might have had an unrealistic fear of sticky glue and chemicals, but the process didn't sound fun.

She found her solution at Adventure Marine. We had an inexpensive and



simple to install option, the C Ring Davit system. Sandy found it on the internet simply by searching for "C Ring Davits." The advantage of the Adventure Marine system is that there are no parts to attach to the dinghy. No gluing, no drilling, and she didn't have to permanently attach anything.

Best of all, there were no worries about gluing yourself to the boat!

The model 6100 uses quick release C rings. This means when the tender is in the water you can remove the C rings and have the swim step back. Two small parts are attached to the step, but nothing large and bulky like with other systems (see picture above).

Adventure Marine has been building davits and boating dinghy accessories for 43 years. If you're interested in learning more about our products, head to our online store at [adventuremarine.ca](http://adventuremarine.ca) or contact our sales department at **1.888.669.4300**.

## C Ring Davits are easy to install, easy to use, and inexpensive





# 7 Tips for Building an Aluminum Boat *Successfully the First Time*

By Gregory Epp

Building your own boat is a huge accomplishment and something that will never be forgotten. Boats bring people together, and can take you places a car just can't go. For those of us who get satisfaction out of creating something by hand, there is nothing quite like building a boat. There are few straight lines and the skill required is high, even for those that have years of experience.

There are a number of companies online now, such as **Metalboatkits.com**, who offer reasonably priced designs that you can download and build at home. If you're a knowledgeable welder, building your own boat is quite doable and very rewarding. A skilled welder can learn the basics of aluminum boat building with some practice. However, there are a number of pitfalls that could cost you money and sink your dreams prematurely. So, before you go rushing into building your first boat, consider the following:

## *1) What kind of aluminum should I use?*

Boats are not just made with any old aluminum that you find at the metal store. The aluminum you want is marked

by a few possible grades, either 5086 or 5083. It's important you look at what your designer specifies and ensure that your metal supplier is aware of the grade you require.

In general, 5xxx series aluminum contains magnesium. This gives the metal a higher tensile strength without having to heat treat, and still allows for excellent workability and welding. It's also important that you use an appropriate filler material. The 5356 was specifically designed to work with 5000 series metal, and should be used when welding either 5086 or 5083 aluminum.

## *2) Laser-cut vs waterjet vs router table?*

After you purchase your design files, you will need to contract someone to cut the material for you. There are a number of options; the availability in your local area will likely dictate this choice for you. We used CJM Technologies, who specialize in CNC boat kits. They will fully cut your kit and form all parts to spec. They even draw on the assembly lines for you. Here are some things to consider for the options:

**Laser:** the limiting factor in laser-cutting is not speed or quality, but the size of the table. Many companies won't be able to nest your design. For example, we needed a 5'x20' sheet of aluminum for our boat. Only a large router at CJM was able to tackle this.

**Waterjet:** a good option and many shops have a machine large enough to cut your parts. The downside is edge prep: the waterjet leaves sand particles in the surface of the weld. You will need to grind all the edges before welding.

**Router:** the best option for boat building due to large tables and no edge prep. The downside is that detailed cutting is limited to the size of the end mill being used. As most boat designs have been designed for a CNC router, this is not normally an issue unless there is an operator error.

While a router is a great option, a bit of cleanup might be required. I found some interference issues in the joints of my jig, which required me to get in there with a little file and take out the cutter radius to make the jig fit correctly.

### *3) What is a pulse mig welder and do I need one for boat building?*

Don't think you're going to get away with your trusty TIG welder to weld this boat.  $\frac{1}{8}$ " aluminum transfers heat very quickly, even if you don't burn through while welding. TIG WELDING WILL WARP AND DISTORT YOUR BOAT. This is bad.

Let me say that again: DON'T TIG WELD EVERYTHING. Got it!? Ok good.

So you're going to spool-gun it then, right? Well, if you can afford a pulse mig machine, this is what you want. Professional boat builders will only use this kind of machine. However, they cost your first born child to buy, so maybe see if you can rent one for your build.

If a pulse mig is not an option, you need a spool gun for your welding machine. They are reasonably priced and most major manufacturers make them. You will need exceptional welding skills to use a standard spool gun though. Your boat kit will come with lots of crop/scrap aluminum. Practice your different welds. Avoid burning through. I have been welding for 17 years and completely burned through my first boat.

I can't stress this enough: take your time and PRACTICE.

Even better, hire a friend with boat-building skills. Have them go over the welding techniques with you. You will thank us later.

### *4) Setting up the jig?*

The design files come with a jig. I chose to put mine on some custom-built sawhorses. You don't need to do this; you can work off the floor. But it's very important that the jig can't move and is completely square. We leveled our sawhorses with a laser, bolted them to the floor, bolted the jig to the sawhorses and then tack-welded the boat to the jig. Some builders choose not to tack weld the jig. If it's your first build I would highly recommend tacking the boat to the jig, as this will help you control distortion from welding.



### *5) What is incremental backstep welding?*

Boat builders use the 'incremental backstep' process. Read the instructions that have come with your kit carefully on this one and follow your designer's standards.

The primary idea behind back step welding is to eliminate distortion as much as possible. Starting from the center of the boat, work your way out in 6" increments, but welding towards the center. This is very important. Weld towards the middle of the boat, but sequencing your welds out for the middle.





It's important to work your way out in all directions, skipping every other weld in the process. Try to keep the heat from being concentrated in one area for too long. My designer stressed the importance of this process. **DO NOT GO CRAZY WITH THE WELDING.** Follow the incremental back step process.

### *6) How do I form handrails?*

This one is easy. **DON'T DO THIS YOURSELF.** Unless you have experience or access to some expensive machines, you are going to regret it. I certainly did on my first build. Learn from me: I bought the \$800 manual bender from the local store. After about eight hours of sweating profusely from manual tube bending, I will never do this again. Yes, you could heat the aluminum with a torch and make things easier. But if you don't have these tools already, or access to them, just get a pro to do it. You'll have enough on your plate already if this is your first build.

### *7) Transom height?*

It's important you decide what motor you're going to mount on your boat before building the transom. Talk to the motor manufacturer and determine the best operating height of the motor. Not doing so could damage your motor or greatly reduce the performance.

It's a lot easier to measure in the beginning than to cut the transom down after you realize your motor is either too high, and sucking in air, or too low, causing excessive drag.



We hope these tips will help successfully build your first aluminum boat. Take these lessons from us, and get a specialist or a friend with the preferred experience to assist you. It will make the process that much smoother, and for those that feel boat-building just isn't for them, no worries! We can do it for you!

Visit **AdventureMarine.ca** to learn more about our custom-built aluminum boats.



# ADVENTURE MARINE PRODUCTS 101

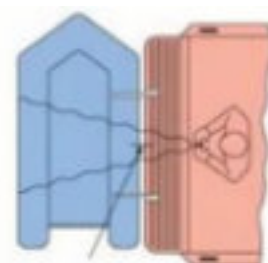
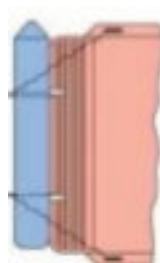
## ADDING VALUE TO YOUR BOAT

Adventure Marine prides itself on making high quality, reliable products specifically designed to keep you and your rig safe and fun.

### DAVIT SYSTEMS

Simply put, a davit system refers to the system in place to raise and lower your dinghy into the water. They are designed to make it easier, faster, and safer to control your dinghy.

Adventure Marine manufactures two davit systems, specifically designed for inflatable dinghies: fixed position and quick release.



The quick release has some advantages such as ease of use and experience in emergencies. We also make a number of add-on products designed to increase the function of these systems including adjustable standoff bars that take the

guesswork out of measuring before purchase and the 4:1 lift-assist is designed to reduce the effort of raising and lowering the dinghy. The built-in locking cleat allows you to maintain control.



### DAVIT SYSTEM 4:1 LIFT ASSIST

Model: 7000

Designed for: Use with the model 6000 and 6100 Adventure Marine C-ring Davits.

### ADJUSTABLE STAND-OFF BARS 20" TO 40"

Model: 8000-40

Works with Dinghy Hauler System.

Comes in a set of two.

Designed: To keep dinghy in an upright position on swim step, once mounted with Dinghy Hauler Davits. These bars are adjustable from 20 inches to 40 inches and have 6 locking positions in between. Ideal stand off bars for any situation.



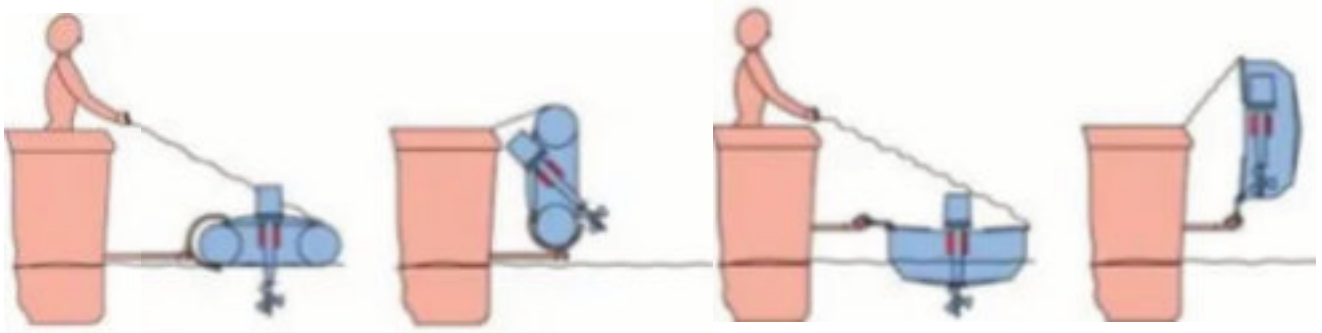
### DINGHY DAVITS EXTENSION

Model: 6000-18

Works together with Dinghy Davits System. This system comes in a set of two.

Designed for: Dinghy Davit System





## MOTOR BRACKETS

A motor bracket is what keeps your outboard motor in place. Purchasing a solid motor bracket could end up saving you a lot of money. Imagine you have to leave your boat in an emergency without time to store your outboard. Will it be there when you get back?

Again, there are lots of options for motor brackets. Adventure Marine's motor brackets are made from high-quality aluminum that will never rust, saving you the cost of replacing it in time. The swim step motor bracket mounts to your swim step, rather than directly to your boat. This can free up space on deck for you to enjoy, reduce

drag, and when installed correctly, can reduce stress on your transom. We also stock motor brackets designed for high thrust outboards as well as auxiliary motors. Running a smaller motor, rather than the main drive, while trolling is more efficient as well.

And what about your dinghy motor? We have brackets for those too! Our dinghy swivel outboard bracket is designed to work alongside a davit system. As you raise your dinghy to the vertical position, the motor back swivels, allowing the motor to stay upright while raising it out of the water.



### HIGH THRUST OUTBOARD MOTOR BRACKET

Model: 4100

Attach your outboard motor with our durable motor bracket. Designed for: 9.9 HP high-thrust four stroke outboard motors, with or without power tilt option, for mounting on a transom.

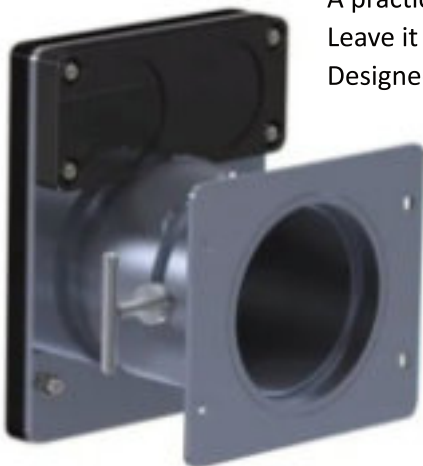
### DINGHY SWIVEL OUTBOARD MOTOR BRACKET

Model: 3000

A practical solution for outboard dinghy motor...

Leave it attached!

Designed for: inflatables and hard shell dinghies



### SWIM STEP MOTOR BRACKET

Model: 10000

Attach your outboard motor with our durable motor bracket.

Designed for: all outboard motors up to 140 lbs in weight.





## PROPELLER GUARDS

It is no secret that boating can be dangerous if you are not careful, alert, and prepared.

A quality propeller guard will ensure that your propeller is protected, and you are protected from your propeller. Adventure Marine makes two propeller guards with different primary functions.

The propeller line guard is primarily

designed to ensure your propeller stays safe from underwater and hidden obstacles.

This relatively small investment can save you lots in the future should a low tide sneak up on you, or a natural disaster such as storms and flooding make navigation challenging.

The propeller safety guard covers your propeller in a stainless steel cage. You

will see these often on emergency response boats as well as scuba diving and sailing club boats. Increasingly, we are seeing orders from companies committed to ensuring water safety on their outings.

Ask your insurance company about potential premium reductions when installing this product!.

Happy Boating!



### PROPELLER LINE GUARD

Protects your outboard motor, propeller and skeg. Designed for: the 'Serious Boater'. Keeps fishing lines and downrigger wires away from the propeller. Prevents unnecessary repairs and protects your investment.



### PROPELLER SAFETY GUARD

Protect swimmers, water skiers, divers and children, who are in proximity to the motor. Designed for: Rescue boats, life boats, water ski boats, dive boats, house boats, pontoon boats, rental boats, children & swimmers in water around boats, etc.



# An Introduction to Kaizen: Our Mission and Ethos

Boating is for creative thinkers and problem solvers. So is Kaizen!

Kaizen is a Japanese word that translates as “change for the better.” On the frontier of this innovative process is Toyota’s Production System. They utilize Kaizen to encourage constant innovation and improvement. Thus aiming to create better quality products at reduced prices with less waste.

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*we identify waste in the manufacturing process and work to end it*

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Globally, companies are using the foundations laid out by Toyota, but how do we apply those teachings at Adventure Marine? Well, first of all, we identify waste in the manufacturing process and work to end it. The Eight Wastes of Lean give us hints on where to look. For example, waste can occur in areas such as packaging, damage to products, wasted manpower, and over-production.

Take our Model 6000 C-Ring Davit, for example. This davit system is packaged, unpackaged, and repackaged again three times before making it to you, the customer. That’s a lot of plastic packaging destined for the landfills! Not to mention wasted time and energy for our staff and manufacturing partners.

Adventure Marine sought a better

solution. Thus, we created our own custom pallet to serve three very important functions.

First, it’s designed to fit our parts and prevent costly damage. Second, it eliminates the need for plastic and other wasteful materials that end up in the trash. Third, an empty pallet signals the need for production, streamlining the manufacturing model. The Model 6100 C-Ring Davit System benefits from the same innovation.

Adventure Marine produces and ships hundreds of products to customers all over the world. By prioritizing innovation, we are able to pass on the benefits of shorter delivery times, improved product quality, reduced financial losses, and better customer service. As an added bonus, check out how cool the new davit system crates look!

We want boating adventures to be accessible to all. As our name implies, Adventure Marine works to ensure that this creativity and innovation reaches beyond the manufacturing process.

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*By prioritizing innovation, we are able to pass on the benefits*

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We’re excited to extend our enthusiasm for Kaizen to all aspects of business and life. The C-Ring Davit Systems are only the beginning!

Kaizen in mind, how can you innovate to make your life better and more efficient? All changes for the better can make a difference.

Thanks for joining us on our adventure in innovative change, stay tuned for more developments in the future!



# **ADVENTURE** STARTS WITH QUALITY PRODUCTS



**ADVENTURE**  
M A R I N E

EST. 1974

**INNOVATIVE MARINE PARTS AND MANUFACTURING**  
**DURABLE | EASY TO INSTALL | WORLDWIDE SHIPPING**



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