

# Tried & tested

MBM's tough taskmasters put some clever new boating kit through its paces. The result? You can buy with confidence



Before



After

The bow no longer rides nose-high, which makes it easier to see ahead



Before



After

With ACS the boat always rides level in the water, regardless of the conditions

## Automatic trim system

### A must for all powerboat owners

When we took delivery of our new Doral Elegante from Essex Boatyards, we booked ourselves on an intermediate powerboat course with RIBATTACK at Essex Marina.

During the course the weather was a bit lively and the boat seemed to struggle. The instructor suggested she seemed underpowered. He also mentioned that he'd delivered a boat to Jersey that had automatic trim tab control, which he thought would help us, as we were constantly fiddling with the trim every time we wanted to get up on the plane.

After some investigation it turned out that the reason the boat wasn't performing was because it had the wrong gear ratios in the outdrives. These were quickly replaced by Essex but I was still curious about the automatic trim tab set-up.

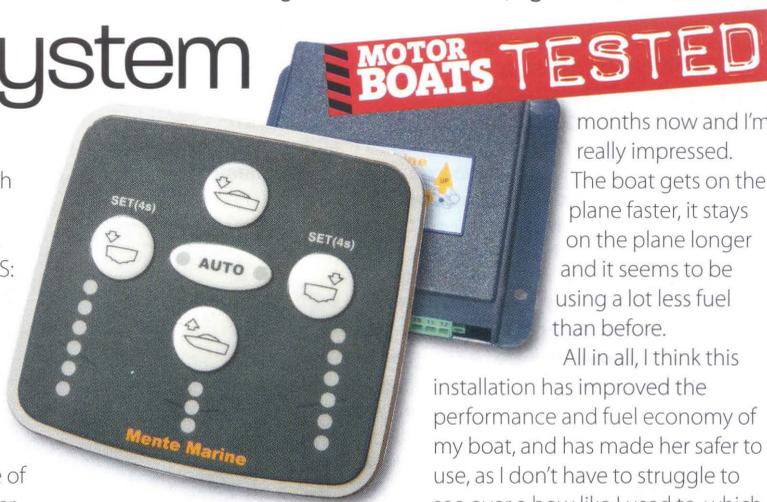
Shortly afterwards, I came across the **Attitude Correction System**

(ACS) from Mente-Marine, which was showcased on the Keypart stand at the London Boat Show. Keypart offered two types of ACS: one to control the trim tab operation only, and another to control both outdrive trim and trim tabs.

Owning an outdrive boat I decided to go for the latter option. Logic told me that by allowing the ACS to take care of the trim tab operation and power trim, I could focus on my heading and what was around me.

The kit was purchased from Keypart and fitted by Essex Boatyards. Once fitted we were left with the job of setting the system up. This wasn't difficult though, thanks to the manual – all we had to do was save our desired cruising trim into the memory.

With this done, we put the system to the test and the boat maintained our desired settings no matter what



we did. We ran across the tide, against the wind, took the wind on the port side, then the starboard side. We even tried moving everyone over to one side of the boat and the ACS took care of that too. It even retracted the tabs when we moored up.

The system works by using three electronic gyros and comes with a control panel with lights to tell you the position of the tabs, should you need or wish to know. You tell the

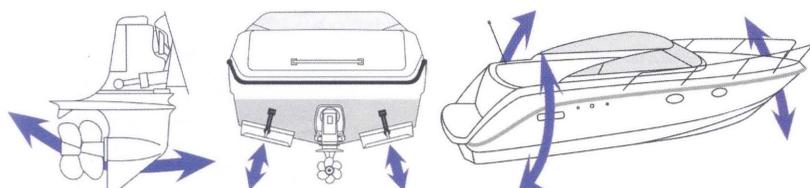
system what your perfect cruising attitude is, and it will, using the gyros, maintain that position using trim tabs, power trim or a combination of the two. I've been using the system for a few

months now and I'm really impressed. The boat gets on the plane faster, it stays on the plane longer and it seems to be using a lot less fuel than before.

All in all, I think this installation has improved the performance and fuel economy of my boat, and has made her safer to use, as I don't have to struggle to see over a bow like I used to, which is fantastic.

I would definitely recommend ACS for all powerboat owners with trim tabs, (with or without sterndrives), and ACS can be retro-fitted to most electromechanical or hydraulic systems. For us it has helped turn boating into child's play, leaving me free to relax...well, almost!

Peter Hills



ACS can manage your outdrive trim and tabs, keeping you on the straight and level

✓✓✓✓✓  
**Price: from**  
**£532**  
 Enquiries: Keypart Ltd  
 Tel: 01923 276000  
[www.keypart.com](http://www.keypart.com)

## MOTOR BOATS TESTED

### DIY Torpedo Boat inspirational DVD

There are people who spend their entire lives scrimping and saving for a far off day when they can retire with a decent BMW and a three-bed cottage in Devon, and then there's Paul Childs, who staked everything on a dream to completely restore a rotting warship that had been sitting in a boatyard for 27 years.

Paul sold his house, gave himself a target of two years and set to work on HMS Gay Archer, the last surviving boat of its kind. This film, 'Build your own Motor Torpedo Boat', documents the entire process from purchase – the boat cost just £1 – to the boat's first proper seatrials.

It's riveting stuff, despite the fairly dodgy production values. The scale

of work involved is staggering. Interspersed with archive footage and interviews this documentary is just about worth the money.

Stewart Campbell

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**Price: £10**  
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