

Building Z3 aluminium boat

LOA: 35 feet, 10.66 m

Length excluding pulpit and rear platform: 30 feet, 9.2 m

LWL: 28 feet

Max width: 11 feet

Dead rise angle: 20 deg, draft 32"

Dry weight (without engines/equipment): 6600 Lbs

Weight with all equipment and 120 Gall Diesel: 11800 Lbs

Fuel 320: gallons +

Water: 100 gallons+, Live well 70 gallons

Power: up to 800 HP

Existing power: Two IVECO AIFO turbocharged intercooled diesel engines 8061SRM30.10. 300 HP each @ 2750 RPM.

Transmissions: ZF 220A 10 deg down angle, ratio 1.533:1

Propellers: ZF "New foil" 19x29.5" four blades

Propulsion: Straight shafts 1.75", Aquamet 22, cutlass bearing locked in housing, PSS shaft seals, Teleflex steering

Cruising speed with 2x300 HP engines: 30 MPH fuel consumption 14 GPH

Max speed 41 MPH

Material: Aluminium 5086 H116

Material thickness: bottom sides, decks, ribs, cabin 0.25"

Construction: Welded, foam filled/unsinkable

Design/mfg:

Z-tech-Zlatko Salihbegovic

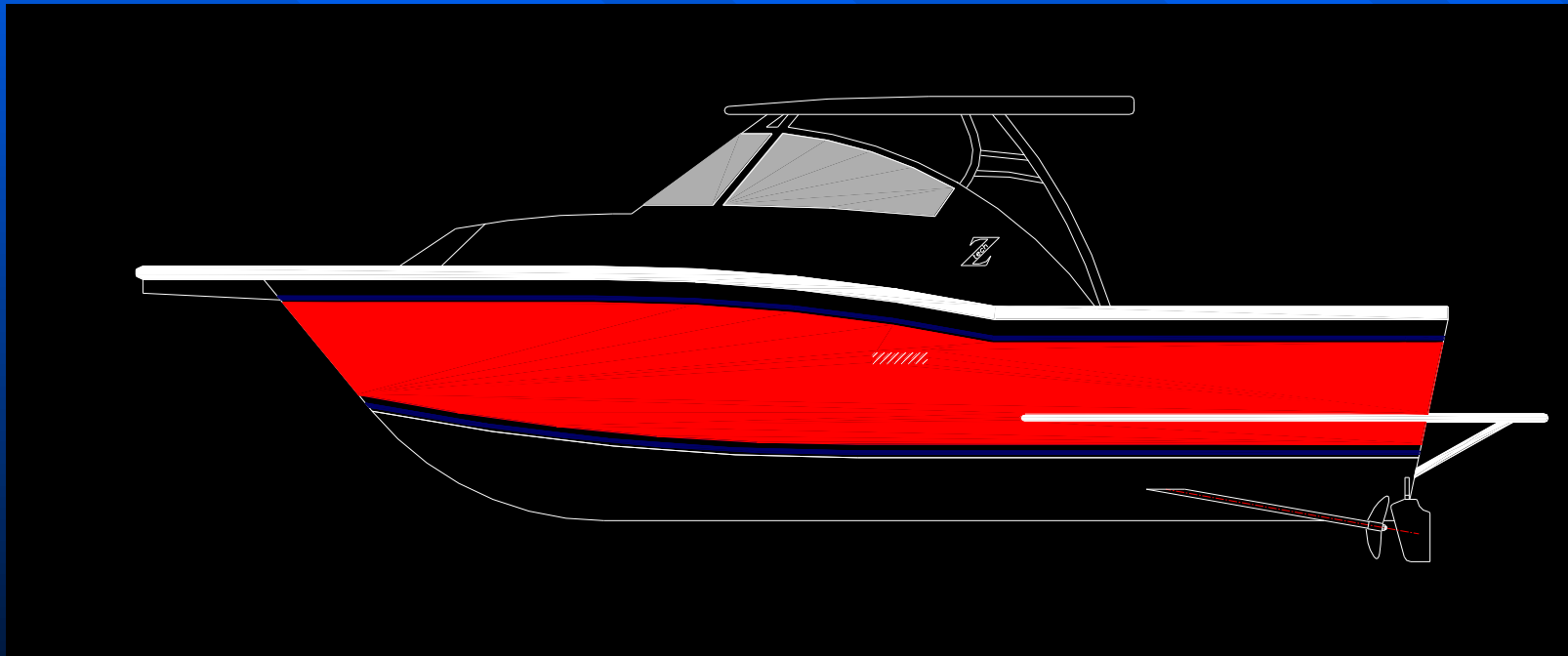
2018 Le Belle Villa

New Iberia LA USA ozo@cox.net

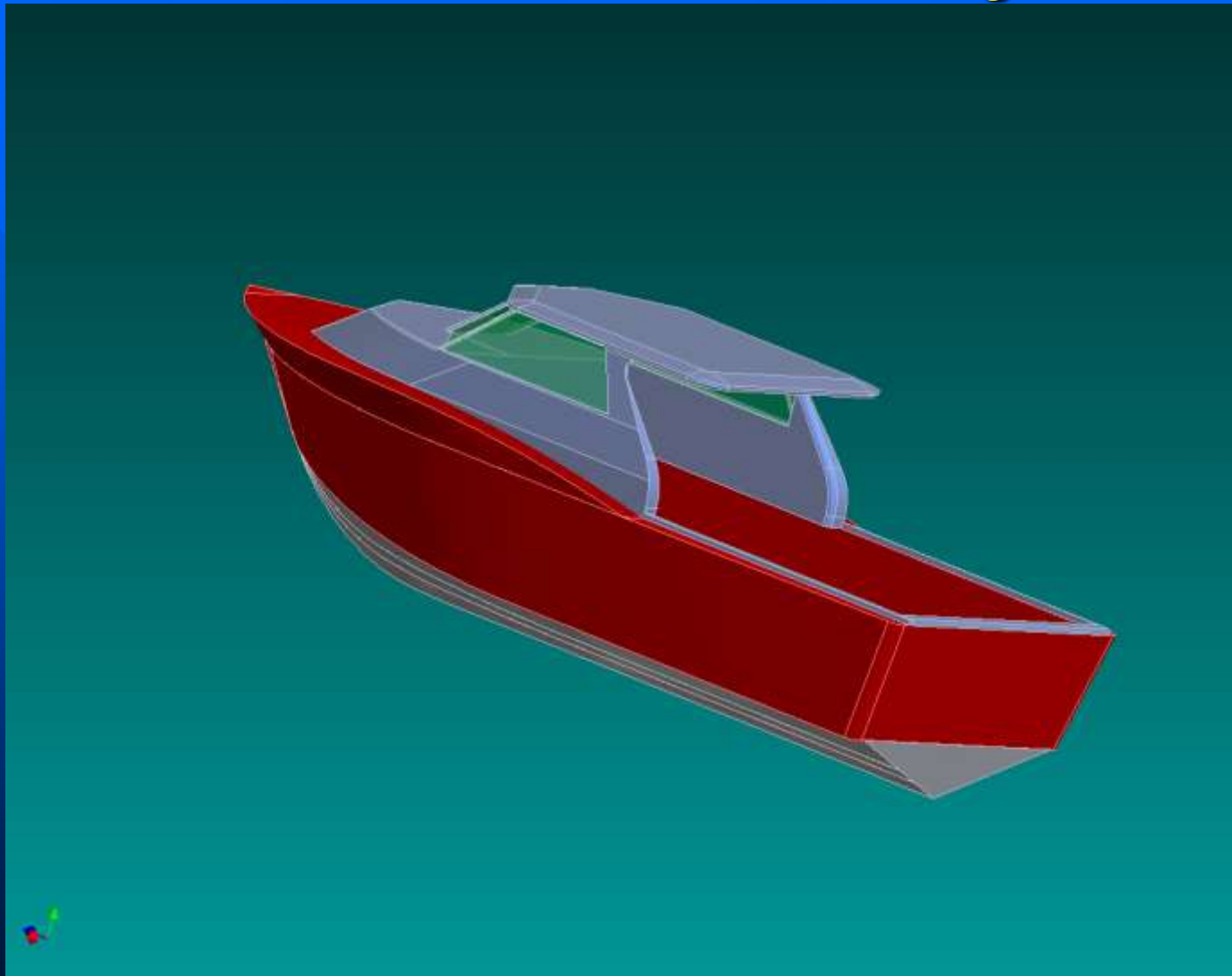
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I like boating, fishing, cruising . I used to own several fiberglass boats with different engines but I wanted real tough boat with very little or no maintenance. 60 years ago my father and I built 18 ft riveted aluminum boat that is still being used today. Aluminum is ultimate material of choice. Well, I have knowledge, so here is it. I completed design myself, started to build in my free time, on weekends when it was possible.

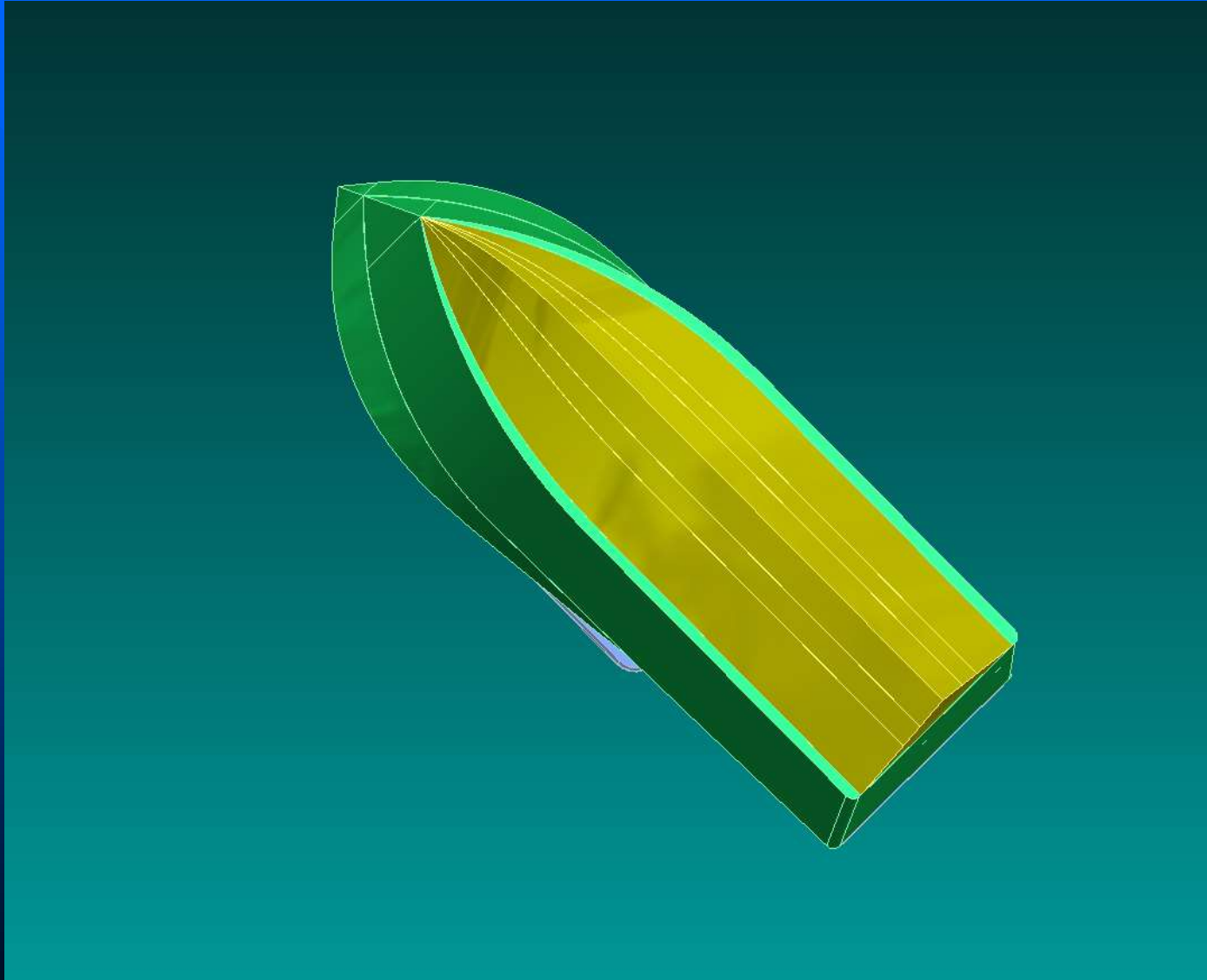
ACAD rendering



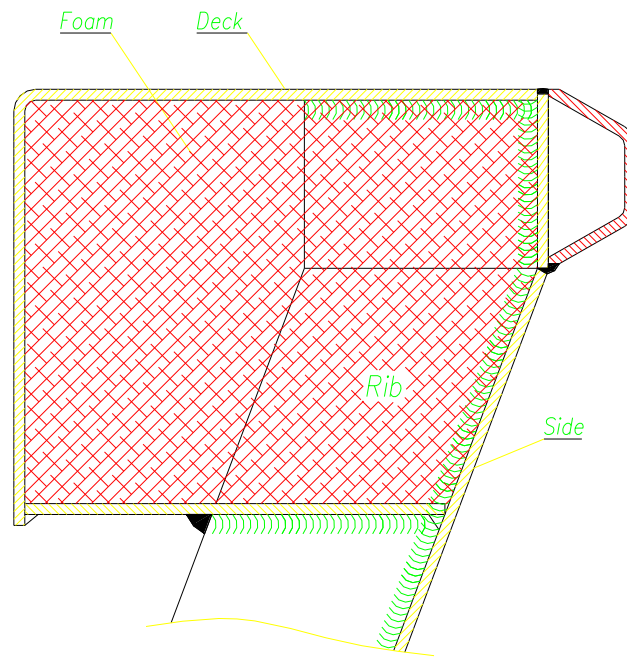
Autodesk Inventor 3D rendering



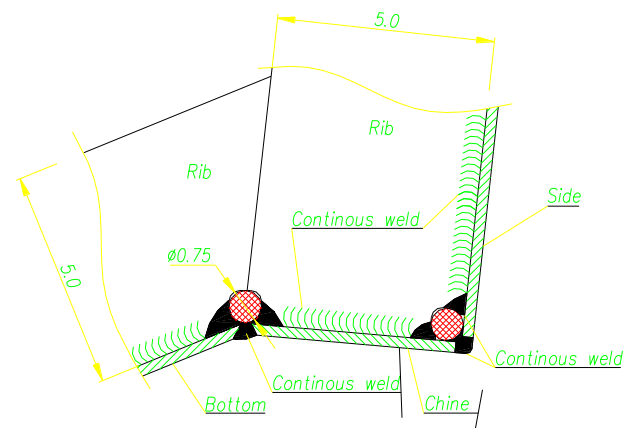
Bottom view of the boat created using Inventor 3D software from Autodesk



Manufacturing details



Gunwale cross section



Side-chine-bottom cross section

Beginning February 2002



Two models were built to confirm design



Skeleton building June 2002



Skeleton building continue



Skeleton completed, February 2004



CAD drawings were exported
to CNC plasma cutting
machine. This provided perfect
fit.



The hull, getting there



Flipping the boat, pay attention to amount of bracing



Almost there. The top is removable, supported only at 6 points, there is no additional pipe bracing required. Both front and main cabin height is 6'5" sleeps up to 4 persons, with toilette and kitchenette.



Sandblasting and painting. There is large swim platform-deck at stern.



Painting. All rib welds are 100% on both sides of the ribs and ground from the outside as visible on the picture.



Two IVECO AIFO 8061 SRM 30.10 turbocharged intercooled marine diesel engines
300 HP each, with ZF 220A transmissions 1.5:1 ratio, straight Aquamet 17 shafts 1 3/4" dia.

This is most simple and reliable propulsion system.

There are three hatches, two smaller for access and main hatch for engine removal/installation.

Dripless PSI shaft seals are installed.



Helm with VDO gages Simrad NX45 GPS, ACR EPIRB two radios



Rear view



Several more pictures. Someone said that aluminum boat can't be pretty: Well, check these pictures.



Painting not completed yet.



Final painting pending.



The boat is running great





Props ZF “New Foil”, Nibral, 19”x29.5”



The first sea trials took place on June 14th 2008. The boat is running great, handles excellent, gets on plane with ease: There is 600 HP available, props are ZF latest design “New foil” type with 19” diameter x 29.5” pitch with four blades. All this contributes to excellent handling.