



MONARO 235

An ideal boat for sport fishing or coastal weekending

Boaters and sport fishermen looking to reach their destinations fast and efficiently without sacrificing the amenities that make time spent aboard enjoyable should look at Monaro's latest model, the 235.

Monaro began building boats back in the mid 1970s when founder Dan Parker came up with a hull design that was capable of high speed, yet was comfortable in rough sea conditions and had great fuel economy and overall efficiency. The company's initial boat was a cuddy cabin 21-footer. It was available with a convertible canvas top and later a hardtop. In the 1980s a variation was produced with an extended length to 24 feet, and in the '90s to 25 feet. On any model, the cabin was offered with a hardtop as an alternative to the open boat. This led to the fully enclosed wheelhouse version becoming the most popular in the line.

In the 1990s, Monaro introduced the 27 and then the 298. These boats gained popularity as the boating public came to know them, and most were built from the outset with the fully enclosed cabin, providing full overnight accommodations with satisfactory comfort and convenience for extended travels on the water.

I was the owner of two Monaro models. The first was a 21 that could cruise at 50 miles an hour, and later I had a 27-footer built with twin Mercury stern drives that could top out at 48. The 27-footer took us to Alaska and around the west coast of Vancouver Island with ease and comfort.

DESIGN AND CONSTRUCTION The new Monaro 235 has been developed

specifically for the recreational sport fishing enthusiast. The lines on the 235 are sleek, as is the trim and overall finish. It has walk-around side decks and a large, flush, self-bailing cockpit.

The hull, like its predecessors, provides the dry ride typical of Monaro, with its distinctive fine entry forward and a deadrise of 20 degrees at the stern.

Dan Parker began sketching the 235 four years ago based on the original 24 with modifications to the stern and profile. After refining the shape to his liking, Parker's son Brad, general manager at Monaro Marine, finished the computer renderings. With design work completed, the plug and mold work was done all in house.

For the cutting of wood, foam and other materials, Monaro had acquired a CNC cutting system prior to development of the plug for the 235. Although the CNC machine saved a lot of time on laborious measuring, many months were spent sanding and fairing the surfaces. The machine enabled Monaro to cut components for the plug and create symmetrical parts for the assembly of the tooling. Some critical areas were cut in layers to achieve the proper shapes.

The 235 is built of hand-laid fiberglass with stringers in the hull and a rigid fiberglass bulkhead divides the forward cabin from the aft area. The forward cabin also has a fiberglass bulkhead separating it from the anchor locker.

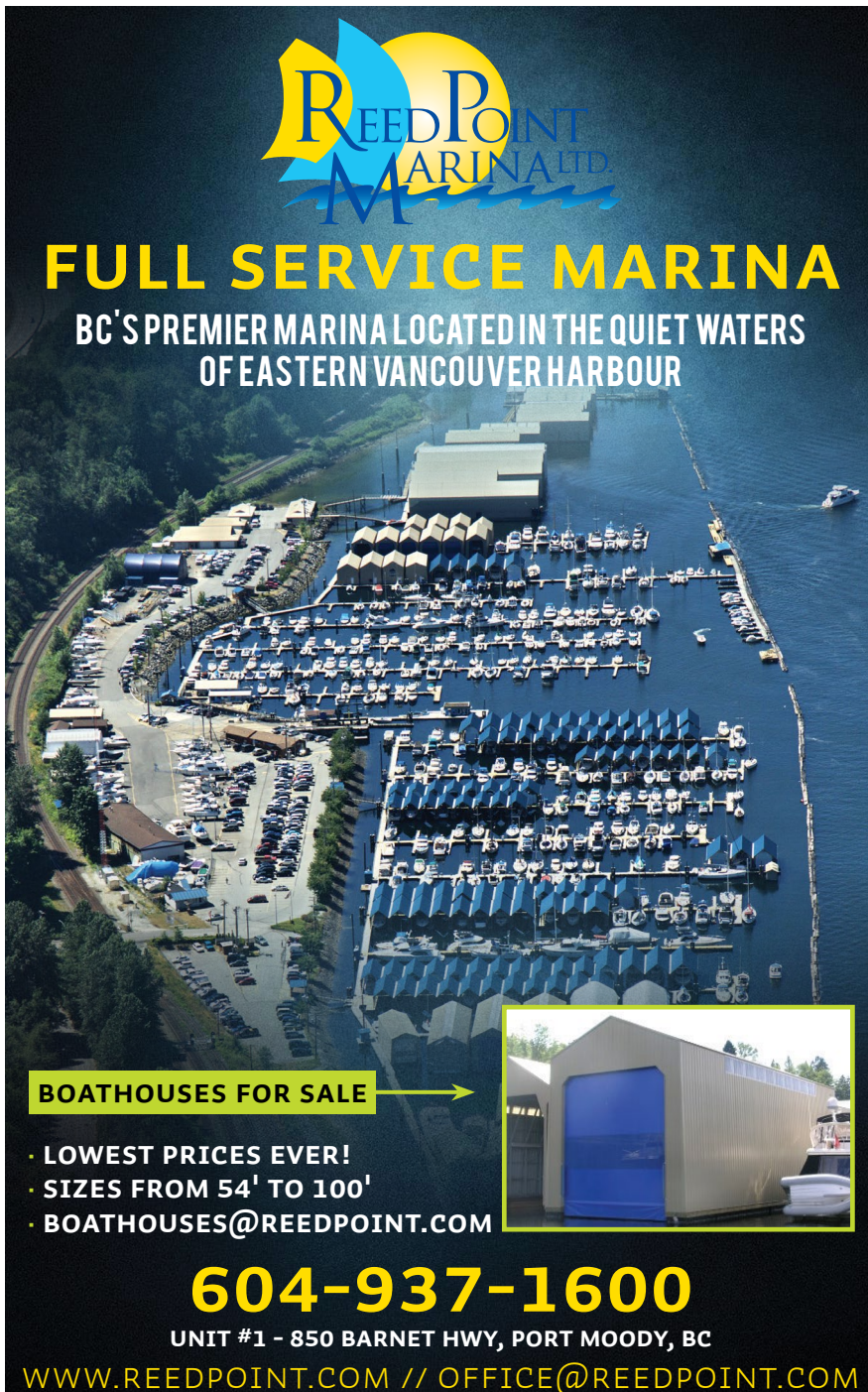
ON DECK Access is via a cutout door in the transom. Once aboard, the cockpit is spacious and ideal for fishing, with features designed to make storage and access convenient. It has a large fish hold under the aft deck, and more storage space inside the wide transom. I noted high freeboard in the cockpit that would give one a good sense of safety when working a fish in choppy seas. A new style, flush-mounted sliding cover in the aft cockpit provides access to a quick connect/disconnect plug-in wash down hose. This is a high-pressure raw water system used for cleaning the deck and the fish hold.

Additional fish storage space and a locker for storing fishing tackle have been added to the extended galley, as well as seating units that include other general storage lockers. On the port side near the stern, there is an easy access locker specially designed to hold fenders.

Storage areas, lockers and the bat-

tery compartment have been positioned to facilitate easy access. The batteries are located at the stern of the boat beneath a hinged panel on the step alongside the access hatch, between the cockpit and the swim grid.

The molded swim grid has a recess for the folding boarding ladder. ▶



REED POINT MARINA LTD.

FULL SERVICE MARINA

BC'S PREMIER MARINA LOCATED IN THE QUIET WATERS OF EASTERN VANCOUVER HARBOUR

BOATHOUSES FOR SALE →

- LOWEST PRICES EVER!
- SIZES FROM 54' TO 100'
- BOATHOUSES@REEDPOINT.COM

604-937-1600

UNIT #1 - 850 BARNET HWY, PORT MOODY, BC

WWW.REEDPOINT.COM // OFFICE@REEDPOINT.COM



When not deployed, the ladder is level with the top of the swim grid. There is a 30-amp power socket to port on the outer upright of the transom.

The hardtop design has incorporated rails to hold onto while accessing the sides of the boat and moving about on deck. It also provides good installation of rod holders and it has a spacious cavity to hold and conceal radar cables and navigational wiring.

Stainless steel handrails are placed strategically for easy boarding and around the bow. A Delta anchor was installed on the prow of the boat and a chain locker with flush access hatch is located just to the aft of it. Cleats have been placed strategically all around the boat for tie up when docking and for holding fenders.

INTERIOR The boat has a well laid out wheelhouse. The test boat was fitted with Shockwave Corbin helm seats. These were selected by the owner, in preference to the standard upholstered swivel bucket seats, and are heavily sprung to provide comfort when riding in rough seas.

The seating and controls, as with previous Monaro models, are ergonomically installed for operator and passenger comfort and easy access. A well-designed dash provides suitable layout for the switches and electronic engine controls. The electronics on the dash include a Garmin GPSMAP 1042xsv sounder and chartplotter that is bright and user friendly. There is also a flush-mounted, high-end VHF Icom IC-M506 radio in the dash. A row of control switches adorns the lower port side of the main dash unit and another is on the upper starboard side. All are within easy reach. ▶









LEFT

1. The Monaro hull shape provides a stable ride. 2. Standard power is a Yamaha 250 with a 9.9 kicker. 3. The deep cockpit is ideal for fishing. 4. The head is hidden under the forward berth. 5. Shockwave Corbin helm seats were fitted on the test boat. 6. The helm station is ergonomically designed.

ONLINE SHOP

Boat Reviews

pacifyyachting.com/boatreviews

 <p>Beneteau 34 Swift Trawler [Tested in 2011] \$2</p>	 <p>Beneteau Gran Turismo 38 [Tested in 2013] \$2</p>	 <p>Beneteau Swift Trawler 30 [Tested in 2017] \$2</p>	 <p>BMB 32 Sport [Tested in 2003] \$2</p>
 <p>Bavaria Match 38 [Tested in 2004] \$2</p>	 <p>Beneteau 311 [Tested in 2000] \$2</p>	 <p>Beneteau 34 [Tested in 2009] \$2</p>	 <p>Beneteau 343 [Tested in 2005] \$2</p>

Looking for a specific boat review? We've probably got it. Browse 100s of PY boat reviews online.

DONATE YOUR BOAT!



DONATE YOUR BOAT TO CHARITY & RECEIVE A FULL TAX RECEIPT!

Donate your boat to the Disabled Sailing Association and we will take on all the costs and responsibilities. You will receive a tax receipt for the full appraised value of your boat. Your generous donation will enable people with disabilities to experience the freedom and independence that only sailing provides.



Disabled Sailing Association
of British Columbia

Suite 318 – 425 Carrall Street, Vancouver, BC V6B 6E3

www.dsaboatdonation.org | Stephen Hunter 604-688-6464 ext.132

A Yamaha gauge with speed, fuel economy, fuel flow rate, temperature and other information is located alongside the main Garmin GPS panel and a trim tab switch is just to port of the wheel. Conveniently located off to the side of the panel is a 12-volt outlet: good for cell phone charging. The throttle and gear shift levers are immediately forward of the operator's right armrest—no leaning forward to reach them necessary.

Aft of the helm on either side are two removable cushions providing additional passenger seating, plus lockers and an optional refrigerator. The fridge is aft of the main passenger seat, and has a stainless steel washbasin with a folding tap above it. When needed as a passenger seat, the basin is covered by a cushion matching the one on the starboard side. Another option available on the 235 is a portable stove that would be installed in a folding leaf attached to the port side cabinet.

The deckhead in the wheelhouse has been finished with a fibreglass liner, with standard LED lighting. The earlier models had fabric liners. The wheelhouse is usually kept wide open while fishing, but can be closed by a standard drop curtain. There is also an optional sloped back cover to enclose the cockpit when the boat is not in use.



Four roof-mounted rod holders complete the sport fisher look.

THE SPECS

- **LOA** 7 m / 23' 2" • **Beam** 2.43 m / 8' • **Dry Weight** 1,632 kg / 3,600 lbs
- **Fuel** 283 L / 75 USG • **Water** 30 L / 8 USG • **Holding Tank** 26 L / 7 USG
- **Furnace** Built-in diesel hot air unit and windshield demister
- **Std. Power** Yamaha F250 V6 4-stroke
- **Built & Sold by** Monaro Marine, Richmond, 604-277-7433

ACCOMMODATIONS This model has three inches more headroom in the berth area of the cabin than previous 24-foot Monaros. The forward cabin is enhanced with two hinged stainless steel framed opening portholes, and a clear Bomar access hatch above. It has a soft headliner and a well-cushioned set of bunks that serve as a pair of single berths, or, when filled in, as a complete twin. LED lights are installed appropriately on the bulkhead. A removable cushioned panel between the bunks provides access to the head. Wide storage shelves run the full length either side of the cabin and are also useful for storing fishing rods. There are additional storage areas beneath the berths. A hinged panel opens on the starboard upper side of the bulkhead to provide access to the electrical and electronic systems at the helm. Its powder coated doorframe and bi-folding door assembly were manufactured in

Florida. The forward berth is bright and nicely finished.


UNDERWAY The test boat was powered by a Yamaha F250 fuel injected four-stroke outboard motor with a drive-by-wire electronic throttle. It has a top speed of 43 knots at 5,600 rpm.

Ideal cruising speed is 26 knots at 3,700 rpm. Testing the boat for performance, we had the vessel in excess of 43 knots on a calm surface in no time at all. At the time of sea trials the engine had less than four hours on it. Fuel consumption was 34.5 litres an hour at 26 knots.

The flowing design of the stern is in keeping with the rest of the boat, and is robust and strengthened to carry the weight and action of the 250 as well as the Yamaha High Thrust 9.9 kicker.

The 250 is slightly elevated from the normal transom mounting position. Having the engine in this elevated position creates less drag for the leg and produces less draft. The motor also comes completely out of the water—nice for shallow water cruising.

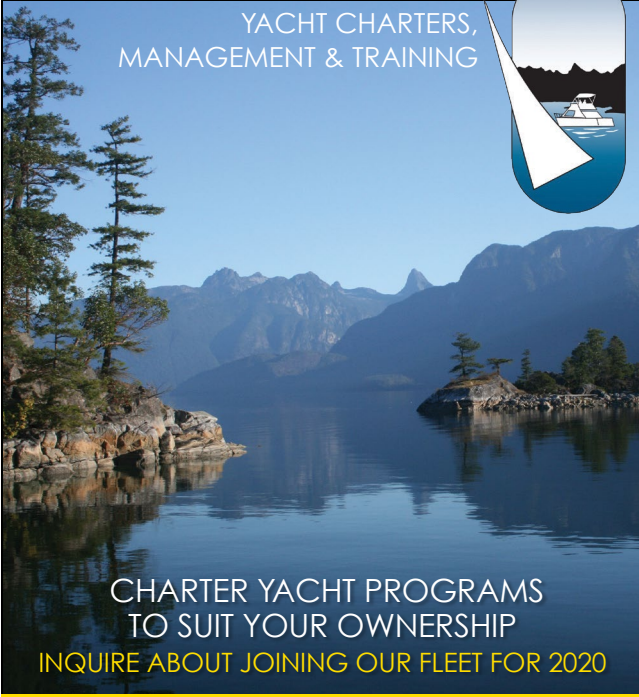
There is no cavitation and the boat climbed up to speed quickly and efficiently. Getting the boat up and planning required no trim tab assistance. The fitted set of trim tabs is there to help in altering the boat's reaction to wind and water conditions. The boat remained on the plane down to 12 knots during sea trials, with two people on board.

When the owner took delivery he left the Fraser River to cross the Strait of Georgia on a windy day, encountering some rough four to six-foot seas at the river mouth and rough conditions through most of the strait. But the trip to Vancouver Island, he reported, went well and without a hitch. 

DESOLATION SOUND YACHT CHARTERS

Comox, British Columbia, Canada

YACHT CHARTERS,
MANAGEMENT & TRAINING



CHARTER YACHT PROGRAMS
TO SUIT YOUR OWNERSHIP

INQUIRE ABOUT JOINING OUR FLEET FOR 2020

Tel: 250-339-4914 | Toll Free: 1-877-647-3815
charter@desolationsoundyachtcharters.com
www.desolationsoundyachtcharters.com

info@nanaimoyachtcharters.com



NANAIMO
YACHT CHARTERS
& Sailing School

On the doorstep of BC's incredible
Gulf Islands, Sunshine Coast
& Desolation Sound

1-877-754-8601

SEVERAL NEW BOATS FOR CHARTER THIS SEASON
TALK TO US ABOUT JOINING OUR FLEET!

VISIT OUR WEBSITE FOR LATEST ADDITIONS TO OUR FLEET
WWW.NANAIMOYACHTCHARTERS.COM



BLUE PACIFIC YACHT CHARTERS



- 30+ YEARS OF CHARTER SERVICES IN COASTAL BC
- YACHT MANAGEMENT PROGRAM
- YACHTING COURSES DESIGNED FOR YOU

1519 Foreshore Walk, Granville Island, Vancouver, BC, Canada, V6H 3X3
1.800.237.2392 | p: 604.682.2161 | e: info@bluepacificcharters.ca
www.bluepacificcharters.ca