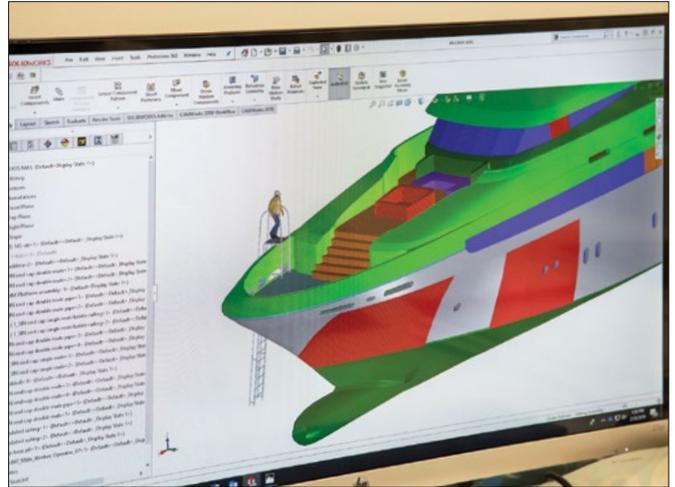


# All Out at All Points Boats

Nate Goodwin, who founded a big-boat repair facility at Lauderdale Marine Center in Florida, introduced himself just a few years later at IBEX when it was held in Fort Lauderdale. He pulled me off the exhibition floor saying, “I want to show you what we’re doing.” He was proud of what he’d accomplished and aggressive, but not in an annoying manner. He seemed to know that if he didn’t promote himself and his crew, no one else would.

In PBB No. 93, I described my tour of his several shops on the edge of LMC’s big-yacht property. The projects I saw included a Sea Ray 50 (15.2m) repower, a 70’ (21.3m) carbon boom repair, a hull lamination for Magnum Marine, and warranty work for West Bay SonShip. “We do anything!” he said.

Supplies were still stored in the containers he worked out of before acquiring shop space in the sprawling complex. That was in 2004. I returned 11 years later to find his enthusiasm hadn’t dampened (PBB No. 157). He had taken on investment and management partners to expand All Points Boats’ (APB) services that now included pipefitting, cabinetry, welding, and metal and composites fabrication. The jobs were still diverse: cutting the bottom out of a 140’ (43m)



COURTESY ALL POINTS BOATS

sportfisherman to drop out a blown 16,000-lb (7,257-kg) engine; repairing a damaged 1,200-gal (4,542-l) water tank that had too few baffles; and repairing a hole in the hull of a big yacht that grounded at speed. Valve testing for class societies was a new specialty.

Just recently, Goodwin called to tell us about even more expansion in the past four years. “We have completely outfitted our shops with the addition of a new 20’ by 10’ [6.1m

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**Facing page**—A project is shown in Solidworks at All Points Boats. **Right**—Well protected with safety gear, a metal-shop worker surface-finishes a part with film abrasives.



COURTESY ALL POINTS BOATS (BOTH)

Automated, precise CNC machinery, like this XYZ 3-axis router, quickly produces parts to keep the composites and woodwork crews on schedule.

by 3m] 5-axis Flow waterjet, a 300-ton Accurpress shear, and CNC brake press, a Davi CNC plate pinch roller, and an XYZ CNC 3-axis router for the composites and wood workers. In addition, we installed two new down-draft spray booths and completely revamped our machine shop and valve-testing shop.” He said the expansion, which included acquiring an adjacent building to boost square footage to 30,000 (2,790m<sup>2</sup>), cost \$3 million. Annual sales now top \$10 million.

Billing it as a one-stop shop for superyachts, business development director Dan Bornarth says APB has the area’s largest team of Lloyd’s- and ABS-certified welders, pipe fitters, and composite boatbuilders. Among the materials they

are certified to weld are aluminum 6G unlimited, 316 stainless 6G, copper nickel, carbon steel, superalloys 254 SMO, AL-6XN, Inconel, and titanium. The crew now numbers ▶

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As part of its ever-expanding expertise, APB is now certified to install and service Seakeeper gyro stabilization systems on aluminum, steel, and composite vessels.

- ▶ around 80. And recently they became certified to install Seakeeper stabilization systems.

APB is now actively pursuing new construction projects, beginning with a 37' (11.3m) sportfish.

All Points Boats, located at the Lauderdale Marine Center, 2001 SW 20th St., Suite 102, Fort Lauderdale, FL 33315 USA, tel. 954-767-8255, apb1.com. —D.S.

## Battery Tech

Dave Exley, who builds a nice flats boat at his Green Heron Boatworks in West Melbourne, Florida, called recently to tell of his lithium battery research. He has been following with considerable interest the articles in PBB written by Nigel Calder, the most recent of which was “Pushing Batteries to the Limit,” in No. 170. Exley said there are now lithium-ion batteries suitable for marine use that are not only safe from thermal runaway but offer notable advantages over conventional lead-acid battery technology. As an example of a manufacturer now offering off-the-shelf products, he suggested we take a look at Battle Born Batteries.

This company, along with automaker Tesla and electronics company Panasonic, is located in Reno, Nevada, which Battle Born’s website says is “basically the center of the li-ion world.” CEO Denis Phares told us. “We are becoming increasingly prevalent in the aftermarket and are actively seeking OEM partners in the marine industry.”

Battle Born utilizes LiFePO<sub>4</sub> technology. The inherently low electrical conductivity of LiFePO<sub>4</sub> is overcome by coating, or doping, with more conductive materials. Manufacturers such as Black+Decker, Daimler AG, and Cessna also incorporate this technology. Advantages include

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