



Superb Seafarer 6.0 Victory /Honda Combo



The combination of upgraded tooling and the stunning 4-stroke 130 hp Honda has given a new lease of life to the Seafarer Victory, one of Australia's all time most popular trailerboats.

Talk about old home week - this is another boat we haven't been in for many, many years, despite having launched the original 5.9 Victory way back in July 1992.

Subsequently, we've tested the 5.9 Victory in rallies and in isolation but it's been a couple of years since we had the opportunity of driving one, let alone the new 6.0 m version with the toughened glass windscreen and the latest hull mouldings.

This boat pictured on these pages was recently set-up as one of the Honda 130 hp outboard debut boats for the media and dealers from around Australia, so when all the trade functions were finished, we grabbed the boat for a quick run offshore from Southport to get a feel once again for the Victory and further, to experience the big Honda 130 on another boat.

Softly, Softly: These new 130 hp Hondas are a trick bit of gear, aren't they? They are so quiet, so smooth and such a joy to operate, they are dead-set going to revolutionise boating throughout the world.

So what was it like on the big Victory? This is one of our long term, all time favourite boats, and we were more than a little curious as to how the 130 Honda would perform, given that the Victory is not a light boat by any means. Further, it's quite deeply veed at the transom, and normally fitted with a Johnson Ocean Runner V-6 150 hp, or a 175 hp, or bigger.

Well, as luck would have it, we drew a dreadful day for boating, although it was a ripper day for boat testing - especially offshore.

We had genuine 20-25 knots of sou-easterly, right on the nose as we turned around Wavebreak Island and headed out through the entrance. There was a Strong Wind Warning current along the coast, and thanks to the run-out tide, virtually a white water break right across the entrance to the normally predictable Seaway entrance. Bewdy!

I love days like this, and when I've got a good boat underneath me, good power and the time to enjoy the conditions, boating is a real joy.

Back on board . . . I sat back and watched the break for a little bit (because it's unusual to see such heavy conditions off the Seaway) but then, deciding that the south-east corner was still the best path out through the entrance, gave the Honda some stick,

and lifted the big Victory up onto a low plane.

What a joy to use. The big Victory is such a good hull. It's so dry, so easily driven and so predictable, it's an absolute delight to use in heavy conditions and on this day, the waves were pushing 6-8 ft high as we went out through the break.

A couple of times I turned away from the big green waves building up, preferring to duck along them for a while, before rolling up and over the top of them back into the trough.

The Honda 130 Victory combination was superb. The prop chosen for the Seafarer gave heaps of bite at low speed, although I think the engine was still set at least one pin too high for these conditions. Apart from the occasional break-out when I flicked it back over the crest, the combination of pitch, power and the hull, meant the whole exercise was accomplished without so much as a drop of water coming up over onto the windscreen. Magnificent stuff.

As it turned out, the combination was so good, I let my hair down a bit and just went out and played in the sea for half an hour or so, revelling in the fresh, lumpy conditions, a truly great boat and a beautifully balanced combination. Boating should always be such good fun.

Reluctantly, with a Coast Guard boat hovering about us, we decided to head back in, as the poor conditions were getting decidedly worse, and we were clearly worrying the Coast Guard team. From their point of view, it was not a

good place for some idiot to be fanging around the ocean for the fun of it!

These Coast Guard blokes take their job pretty seriously (and we thank them for that) so we went over to them to let them know we were okay, and with a friendly wave, carefully came about, and headed back in.

Picking the back of the big break carefully, we rode a series of sets in through the entrance with total control and still with nary a drop of water to come back up over the windscreen. Again, the prop let go a couple of times, ventilating in the white water, but not to a serious extent, suggesting perhaps a setting one notch lower would have been better for those conditions.

Conversely, back in the flat water on the Broadwater, I gave the Honda its head, and the big 6.0 m Victory lifted up onto the after sections of the hull, and with the Honda cranked out to what seemed like 45 degrees to horizontal, we flew up the bay at or near the high 30's, cursing the fact that our radar system was down for the count, and lying in pieces on a work shop bench in Melbourne.

However, although we couldn't log the data in a formal sense, let me tell you there was more than enough grunt here to keep the most desperate thrill seeker happy!

Criticisms: Don't have any really - apart from pleading with Seafarer's Lindsay Fry to think about building this boat with a toughened glass screen and hardtop, to create a wheel house model for those boatowners who, like the writer, love their boating, but can live without watery eyes being blown away at 40 knots.

Summary: Was, and still is one of the best 6.0 m boats ever made in Australia. The new 6.0 m model is a steady improvement on what was already a terrific boat, and allied to the Honda 130, provides a boost to the boat's range of around 40% from the standard tank. The Victory has an excellent level of performance from this super economical, 4 cycle engine.

For further information please call:
Seafarer Fibreglass Boats,
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SPECIFICATIONS

Manufacturer	Seafarer Fibreglass
Model/Designation	Victory
Type	Cuddy
Construction	GRP
Length, on trailer, in garage	7.25 m
Length, Sprit to duckboard	6.45 m
Length, sternhead-transom	6.0 m
Maximum Beam	2.4 m
Deadrise	21 degrees
Hull Draught	280 mm
Hull (only) dry weight	1150 kg
BMT Weight for h/way	1.96 t (est)
Minimum horsepower	115 hp
Maximum Horsepower	225 hp
Sterndrive Option	n/a
Fuel Capacity	140 L
Water Capacity	n/a
People Capacity	7
Berths	Two
BMT Packages from	\$45,000

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