

'Write-ups' consist of criticism-free reports about new boats 'written-up' by professional PR writers employed by the boatbuilder. Or the F&B team, when time doesn't permit a formal test, or the test was conducted interstate without our full test equipment. Or maybe the boat is just an upgrade of an earlier model we've tested in-depth.

**WRITE-UPS**

**Like the AMM 5.2 Centre Console on these pages, this is actually the second quick look we've had at the Kevlacat 6.5, but it's the first time we've ever clambered onboard and gone for a run offshore.**

Just to explain, well known sportfishing enthusiast Steve McCloy has just become the agent in southern Queensland for Kevlacat products, and although he's been a confirmed mono man all his life, having owned some of Australia's finest gamefishing craft (including the exquisite old Pleysier classic, *Cervantes*), Steve has now seen the light, and is fast discovering why powered cats have achieved so much popularity in Australia over the years. In particular, he's learning why Kevlacats are breaking into the gamefishing scene so effectively as they are at the moment.

After a couple of heavy fishing sessions off Mooloolaba with that well known fishing couple, Fred Temminck and Michelle Jansz, Steve really didn't have a lot of choice. It was either sign up, or suffer the ignominy of continuing to watch Michelle out-fish

window, we got the hint: We went down and pleaded for the chance to go for a run in the boat last month, and we're very glad we did.

**First Run:** We joined Steve on a late winter's afternoon for a thoroughly delightful experience in a very, very good cat.

For his first cat in stock, Steve chose (largely on *Fred's Temminck's advice*) a pair of Yamaha 115 hp V-4 outboards. It was truly a master stroke, because they are just about the perfect engines for this boat. They provide superb lift and drive, pushing this quite big hull up and out of the water in a matter of feet, letting the boat run back on the throttle to cruising revs within metres of taking off. It's a hallmark of good cat design and excellent power balance to do that, as a cat shouldn't rear its head - it should always just move up and out of the water . . . if you've got the weights in all the right places, it will do that. This cat is beautifully set-up, and the positioning of the tanks versus the weight of the motors and the overall water line

and ideal for coastal cruising - and this from a boat that can still be trailered by the bigger 4WD's in Qld, Vic etc. In NSW you'd have a problem, I'll concede, but there, most boatowners who have this style of craft, tend to keep them on a mooring or in a marina. Or get smart, and move north !

The layout of the boat is traditional, with provision for two berths in the forward cabin, which can be fitted out more or less as you require - however, it doesn't have an awful lot of space in there, and it's more for being able to say it has the obligatory two berths.

Out in the cockpit a similar situation exists. As you can see, Steve's gone down the middle of the road with two pedestal boxes. This not only looks good, it works well and leaves a huge cockpit area for later development for sportfishing, diving or cruising - or combinations there-in.

It was interesting to note Kevlacat still use the targa bimini rod rack combination that was developed originally for the smaller 5.2 Kevlacat, and I can vouch from personal experience this is perhaps the best



## KEVLACAT 6500 - Now In Production

him and every other male fisherman within a couple of hundred miles. So being the gentleman he is, Steve immediately agreed to become a Kevlacat agent and help look after the growing band of sport fishing fanatics on the Gold Coast specifically, and southern Queensland generally.

Steve's first boat in stock is the 6.5, the brand new "small" Kevlacat that comes in to replace the old 6.2 workhorse that has been around since Adam was a boy. The 6.2 has enjoyed a sterling reputation as a really good boat, but age had caught up with the moulds, and GRP design technology has changed a little in recent years allowing smaller, lighter engines to be used to achieve virtually identical, if not better performance.

The obvious benefit concerns range and fuel economy, and that's what today's boating challenge is all about.

With Steve taking delivery of the boat last month, and berthing it right underneath our office

length reflected Fred Temminck's considerable experience in this area.

Set-up as you can see here, the Kevlacat is ideal for light tackle sportfishing, perfect for bottom fishing

compromise you'll ever get between a full wheelhouse set-up and the advantages of a soft top. On the really hot days you can get plenty of fresh air across the screen and keep everybody cool. And that's just as important in the Tropics as keeping everybody *out of the wind* down south - when all you do is zip the centre screen back into place.

**Summary:** This rig will come on the market for a bit less than \$70,000 in due course, but for the moment, it's being retained as Steve's own fishing boat and demonstrator.

It is now possible to trial a fully fitted Kevlacat on the Gold Coast as well as on the Sunshine Coast. That makes it a lot easier for a lot of people - and of course, that's all part of the plan.

*For further information in Queensland, please call: Steve McCloy, Sportfisherman Marine, Phone (07) 5529 6033, or in other states, Kevlacat Australia Phone (07) 5493 3799 Fax (07) 5493 3168*

SPECIFICATIONS	
Manufacturer . . . . .	<b>Kevlacat Australia</b>
Model/Designation . . . . .	<b>6.5 Cuddy Cabin</b>
Type . . . . .	<b>Sportfisherman</b>
Construction . . . . .	<b>GRP</b>
Topsides Thickness . . . . .	<b>Kevlacat laminate</b>
Bottom Thickness . . . . .	<b>Kevlacat laminate</b>
Length, on trailer, in garage . . . . .	<b>8.18 m</b>
Length, Sprit to duckboard . . . . .	<b>7.68 m</b>
Length, stem head to transom . . . . .	<b>6.5 m</b>
Maximum Beam . . . . .	<b>2.50 m</b>
Deadrise . . . . .	<b>n/a</b>
Hull Draught . . . . .	<b>0.4 m</b>
Hull (only) dry weight . . . . .	<b>On Application</b>
BMT Weight for highway . . . . .	<b>2.5 tonne</b>
Minimum horsepower . . . . .	<b>2 x 90 hp</b>
Maximum Horsepower . . . . .	<b>2 x 140 hp</b>
Stern-drive Option . . . . .	<b>n/a</b>
Fuel Capacity . . . . .	<b>2 x 180 L</b>
Water Capacity . . . . .	<b>(opt) L</b>
People Capacity . . . . .	<b>n/a</b>
Berths . . . . .	<b>Two</b>
BMT Packages from . . . . .	<b>\$68,210</b>

