



Cruise Craft 625 Scorpion & BMW Sterndrive

Take a chocolate brown and tawny Cruise Craft Scorpion, add a silver grey BMW sterndrive power plant, a fair haired Teutonic lass - and you have all the ingredients necessary to produce a most interesting test report!

Almost exactly a year after it was released, we were finally able to put together a test craft - thanks to the co-operation of the NSW Cruise Craft distributor, Hunt's Marine of Blakehurst. This organisation, headed by well known industry leader Peter Hunt, not only had a Scorpion ready to test, but noted that it was fitted with one of the very first BMW six cylinder petrol sterndrive units installed in Australia.

Design: The Cruise Craft Scorpion 625 is as near to the classic concept of a modern Australian medium weight sportfishing craft as you are likely to see on our waters now (or for that matter) in the future. With an overall

length of 6.25 metres (21'9") and a maximum beam of 2.438 metres (8') a height from the keel to the windshield top of 2.40 m (7'10 1/2") and a draft of 16", the Scorpion is a big craft, one that is really beyond the practical (and legal) limits of being towed by any Australian family saloon. With a total weight of 2.36 tonnes on its tandem axle trailer, the Scorpion is in the light commercial vehicle category fitted with a big sterndrive - but just legal with some large V8 cars if it is powered with a single outboard motor.

Of greater importance is the basic design of the hull. Nichols Bros., one of Queensland's most highly regarded family boat building organisations, has a reputation stretching back over 30 years, and you can feel and see this experience from the moment you step aboard.

Unlike its sister ship, the Rover, the Scorpion is designed primarily for the fisherman, leaving him with the capacity to sleep two people very

comfortably overnight in the snug, well appointed cabin with provision to install a toilet between the vee berths.

But where the Rover has an extended cabin to create a small cooking area and sink arrangement, the Scorpion has none of that, the bulkhead being hard up against the berths, leaving a very healthy 2.97 metres (9'9") of cockpit to accommodate the needs of the modern sportfisherman. With the internal beam (coaming to coaming) of 1.94 metres (6'4 1/2") the Scorpion has a total cockpit area of 5.77 sq metres (62.15 sq feet) - including the helmsman and passenger seat area and the engine cover. Even subtracting the space these areas take

**F&B
RETRO
BOAT TEST:**
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1980