

Mark says...



This sharp looker has been making a good impression on the international boat show circuit, scooping the European Powerboat of the Year award. We caught up with the first UK boat to hit the water to find out how a 21-footer managed to pick up a boating Oscar.



MOTOR BOATS MONTHLY TESTED

Quicksilver Activ 675

The best things come in simple packages **from £23,635**

The design team responsible for the latest generation of edgy, turbo-charged Sealines has turned its attention

to another range in the Brunswick Corporation's portfolio – Quicksilver's wheelhouses and runabouts.

Working the same wizardry on these smaller, more utilitarian boats must be something of a tall order given there is clearly a lot less to work with. However, just to prove that it can be done, the first model to come to fruition – the 675 – which comes in walkaround and sundeck versions, has been voted

European Powerboat of the Year.

So how exactly do you make a rather straightforward boat so good that it becomes an international award winner?

In short, the answer is get all the simple things right, so that what is left is highly practical and stupidly easy to get on with. Equally important, of course, is that Quicksilver has managed to design a particularly easy running hull that appears to feed off the waves rather than feel them. Many boats of this sort and size give the impression that you are running over the painted speed bumps found on the

approach to some roundabouts but this deeper-vee hull didn't notice the dagger-like chop we encountered.

Superb ride quality and lack of spray aside, we noted how few squeaks and rattles there were. This indicates that there has been a real improvement in the amount of material invested in the structure, as well as how it has been put together.

It is important to note that although the Sundek layout featured here is fairly simply, it can be difficult to strike the right balance between an inviting sunpad above decks while creating a useful cabin below. The 675's sunpad is 6ft long and has walk-through access past the chunky two-person helm console. The forward face of this slopes so you have a backrest. The windscreen, with accompanying grabrail surround, is a decent height and offers good protection rather than the token gesture we usually see. This stance against keeping everything low and sleek (and often less than practical) is further endorsed by the height of the guardrails forward. OK, so they aren't waist high but they haven't been relegated to some style accessory

either. Instead they add to the hand-to-hand safety found throughout the boat – even those seated along the bench seat will find a handy grabrail to hold on to.

The void within the seat base has been used to provide storage in the usual way and there is a generous chain locker forward. However, it would have been handy if they had managed to incorporate some shallow cave lockers into the cockpit coamings. The generous bathing platform areas either side of the outboard look as though they could offer the opportunity for some stowage – even if it's just for tow lines and the removable ski pole that is supplied as standard.

A portion of the adjacent seat back cleverly hinges to give access to the port-hand platform, which at 3ft long and clear of clutter is just what is needed if you are into watersports.

Cabin life

Headroom in the cuddy is sufficient to sit down and change into some dry clothes, and if you want to stretch out there is plenty of legroom. The lockers under the



On test we clocked a tad under 35 knots flatout with the 200hp unit

MBM SEATRIAL
QUICKSILVER ACTIV 675



“This easy running hull appears to feed off the waves rather than feel them”



The fully adjustable well-proportioned helm seats swivel to face aft



You can't fault the 675's tidy helm, spacious sundeck and compact cuddy



Super-clever hinged backrest aids access to the port-hand platform

mattress cushions are painted out rather than lined but apart from that the cabin sides and deckhead are fully moulded. There is also a small opening port for ventilation, if you decide to close the door or use the standard Porta-Potti.

On the water

The two well-proportioned helm seats show how getting it 'right' makes all the difference. Not only are they fully adjustable and swivel to face the bench, they have lifting bolsters and an opening at the top of the backrest so someone standing up behind has

something to hold onto.

The drive itself is easy and totally straightforward, helped by the fact the boat is naturally balanced with just the right amount of boat in the water. We clocked a tad under 35 knots flatout with the 200hp Mercury. Quicksilver reckons the hull is good for 39 knots with a spicier prop but for us mere mortals, blasting around in February at 35 knots was fast enough. What did catch our eye, though, is that if you back off to an easy 4000rpm you will still achieve a tidy 22 knots and a useful five miles per gallon.

We liked the 675's rally type wheel and sighting of the tucked-in throttle. The console has space for a small plotter if you feel you need it and there are a couple of 'bits' trays, but best of all is the protection you get from the console and screen.

Quicksilver offers the 675 in a walkaround Open model, which has forward seating that converts to a sunpad. There are two levels of fitout to choose from as well – standard and sport. The £1500 sport upgrade includes black topsides, a cockpit table, a shower and a few extras.

CONCLUSION

FOR On water handling and functional design

AGAINST Lack of deck stowage

VERDICT Living proof that simple ideas always work the best. The stand out sportsboat of 2011...so far

MBM
rating



SPECIFICATION

LENGTH OVERALL 21ft 4in (6.50m)

BEAM 8ft 4in (2.55m)

ENGINE single Verado 200hp outboard

PERFORMANCE

rpm	knots	mpg
4000	21.8	5.1
4500	25.0	3.6
5000	29.0	2.7
6000	34.5	2.1

PRICE with 200hp Verado £37,688
boat only £23,635

ENQUIRIES boat supplied by RIBs Marine
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There is seated headroom in the cuddy and the berth converts to a good size