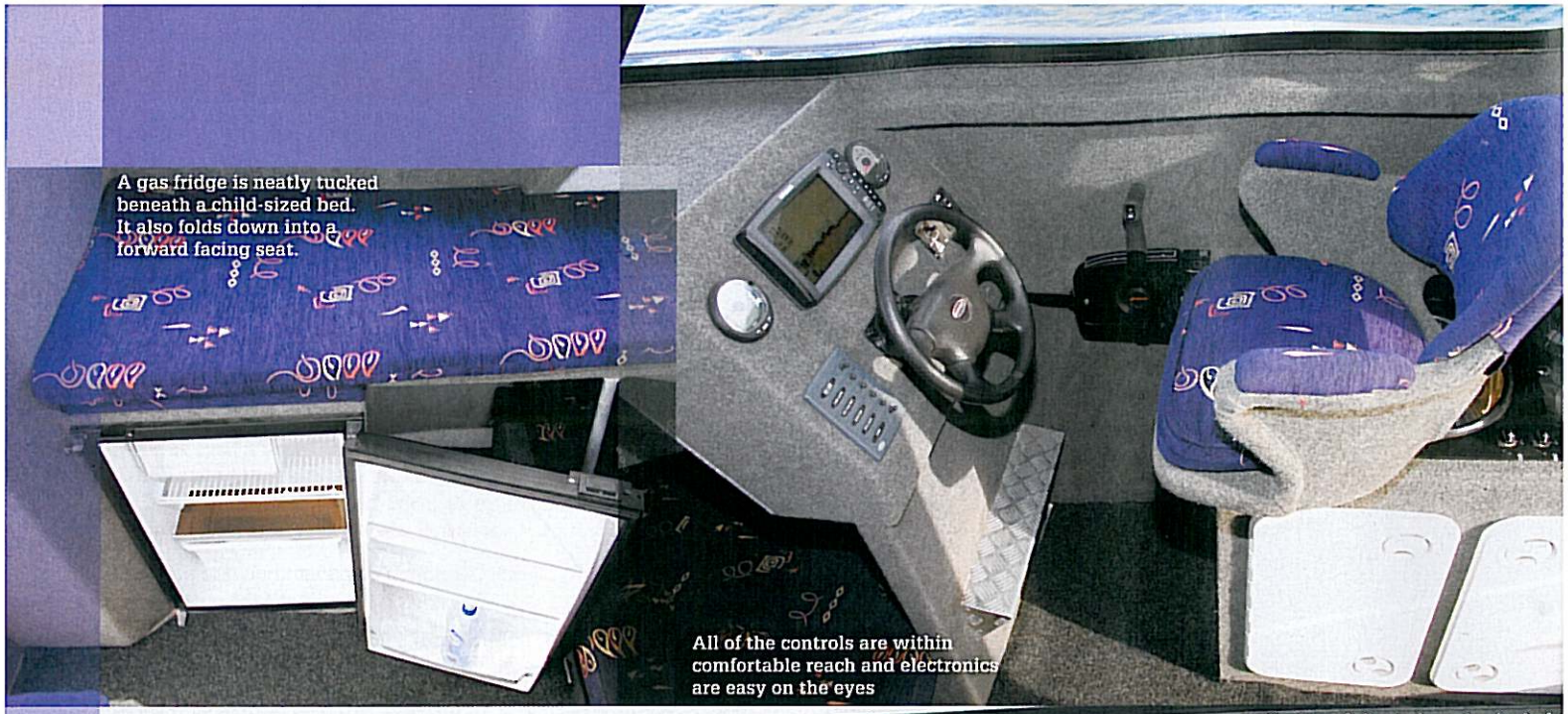

A gas fridge is neatly tucked beneath a child-sized bed. It also folds down into a forward facing seat.

All of the controls are within comfortable reach and electronics are easy on the eyes

Wide thigh-high gunnels provide a solid seat when fishing and some rubber non-skid will increase both the backside comfort levels and overall safety factor. A huge live-bait tank is included in the walk-through transom to keep the kingfish candy nice and fresh. For the dead baits, a good-sized bait board is attached via a couple of rod-holder mounts. This can be removed or pivoted forward to allow access to the fuel filler cap below, the location of which allows for both fuelling at the wharf or petrol station.

The boarding platform is of a decent size, being designed specifically to cater for divers, and getting back on board with dinner should be easy, thanks to the lengthy boarding ladder, twin handholds and walk-through transom. The hunter-gatherers can then enjoy a quick hot shower while the crays are brought to the boil on the twin gas hobs. A gas fridge is also included to ensure the day's catch can be washed down with an appropriately chilled beverage.

The battery switches, oil reservoir, fuel primer and twin batteries are all within easy reach, hidden behind compartment doors in the transom.

Sportcraft Boats has also include a sink, gas cooker and hot an cold running wate

Kitchen sink included

Moving forward into the cabin to port, a gas fridge is neatly tucked beneath a child-sized bed. This also folds down into a forward-facing seat, or it can be left up to seat three. To starboard, the helm seat lifts forward to give unrestricted access to the twin burner gas hob and sink. The large windows slide easily and can be opened at either end. A large V-berth in the bow will sleep two adults plus a child, with shallow storage available below due to the sealed buoyancy.

The cabin door size is quite cosy, with the bottom raised to discourage water from entering the cabin, and those with long legs will also need to remember to duck upon entering. It latches back securely and is lockable to keep your possessions safe while out exploring.

There's space to stow an inflatable or a couple of sunbathers on the roof and nice wide sides to walk around, although optioning in some non-skid would be advisable to prevent an unplanned swim.

Locked and loaded

It was a sunny Friday afternoon when I met Jamie Black and the Sportcraft crew at Mt Maunganui. He had kindly supplied the Scorpion 610 Hardtop as our photo boat, along with a couple of male models/photo-boat drivers – see next month's issue for the verdict on how that one went. We eased the boats off the trailers at the ramp before heading out past 'The Mount' into open water.

The Mercury 200 EFI felt a good match for the hull and had plenty of torque, getting the boat up on the plane quickly. Gull-wing hull designs can have a noticeable planing transition when eased up slowly and like to be driven fast. We made the 6nm run out to our fishing spot at Karewa Island comfortably at 29mph (25 knots), with a one-metre-plus easterly swell from the front quarter.

Vision at the helm is excellent, and the abundance of large safety glass allows plenty of light and scenic views to flood in. All the controls are within comfortable reach and electronics are easy on the eyes. However, they weren't all hooked up on our test boat, ruling out recording any rpm or fuel usage figures. There is more room available on the dash than you'll ever need and fresh air is forthcoming through the large sliding side windows.

With the sun setting, just enough snapper in the bin for a feed and a front approaching, we flicked the automatic anchor into life and headed for shore. A stiffening breeze had turned glassy swells into whisked-up white capped versions, which presented an opportunity to test how she went in a following sea – quite good, actually. The return trip was once again made at 29mph (25 knots), and while there was the occasional bang when returning to the drink due to our throttle heavy pace, overall the ride was quite soft, with absolutely no give from the solid hull. The optional wiper and Lenco trim tabs were handy additions, allowing good vision and a dead-level attitude to be maintained whatever the wind and swell angle.

Heading up calmer waters along the inside of Matakana Island for the go-fast test, we recorded a top speed of 45mph (39 knots). Thanks to