

retractable ladder to help you aboard. There is also a convenient transom filling point to the 180L internal fuel tank.

The standard trailerable weight is listed as 1750kg including boat, motor and trailer. Our test boat was equipped with a 200hp 4-stroke Yamaha, which is at the top end of the power range for the 665 and thus it took the total weight to 1850kg. This is still in the towing range of a V6 utility and easy work for the mid to large 4WDs.

Performance: Our test day saw the skies the same shade of grey as the Extreme, as it slid into view on its trailer at Bayview boat ramp. The big Kiwi boat was efficiently on the water and we putted out through the four-knot zone before opening the throttle. The deep Vee hull handled the light chop of Pittwater with ease and to be fair, a boat of the Extreme's capacity should have had more rough water to test it out.



A little more chop was encountered as we sped toward West Head, but certainly nothing imposing. The ride was smooth and there was no jarring to speak of. A little bit of trim here and there was all that was required to have it gliding through the briny.

The build up of speed was as smooth as the ride and the Extreme was onto the plane very easily. From the helm position it was a great boat to pilot, moving easily through the turns, even at speed.

The helm position is fairly spartan in terms of equipment, however you have all the essentials in front of you in an orderly heads up dash console. There is a sports wheel to go with a well-positioned throttle, Navman 6500 dual sounder, six-way panel switch,



speedometer, tachometer and a moulded footrest. Overall, there is everything you need to give a good on water performance.

Power: The Extreme 665 is rated to take anything from 115hp - 200hp on the back and our test boat was carrying the maximum sized outboard, a 200hp Yamaha four-stroke. This certainly made for an exhilarating performance on the calm waters and pleasingly it didn't give the Extreme the feeling of being too 'bum heavy'. The four-stroke admittedly does add a few extra kilos, but this is a boat with plenty of buoyancy, and it showed in the way the boat sat nicely upright in the water.

The big Yamaha gave a terrific performance and as is customary with the four-stroke range, a comparatively quiet ride. Our figures when we tested the powerplant out were similarly impressive:

| | |
|---------|----------|
| 3500rpm | 17 knots |
| 4500rpm | 27 knots |
| 5500rpm | 33 knots |

Maximum speed was around 36 knots when the engine was revving out around 6000rpm, certainly fast enough to chase any schools on the surface. Indeed, a power option closer to 150hp would also be efficient enough and might be a consideration owing to the price of fuel at present. For the record, the fuel capacity is 180-litres and that is plenty to get you a good distance offshore and back with juice to spare.

Deck Layout: The Extreme 665 is certainly not light on features, which is a hallmark of many Kiwi boats. They are generally extremely practical vessels. The 665's practicality begins at the bow, with an alloy bowsprit and bow rail, which extends the length of the cabin. There's also a sizeable anchor locker.



There is a hatch from the interior cabin that gives access to the bow. Our test boat was equipped with an electric anchor winch, although this is an optional extra. It would seem prudent to take up this option, as it would save scrabbling up through the hatch to weight anchor.

The hardtop, which is arguably the key feature of the 665, is an all-weather design. You won't feel a drop inside and the wrap around windscreen provides brilliant visibility. Side sliding windows also give you a ventilation option, while conveniently located side pockets provide good storage for both helmsman and passenger. Built into the hardtop are radio speakers and an interior light, both thoughtfully placed. When the seas are a bit lumpy, there is also a forward handrail for the passenger to hang on to.

The cockpit is not only roomy, but well thought out. The helm and passenger seating is moulded into the deck of the cockpit. These are extremely functional seats, with a hinge mechanism just behind them that allows a hatch to swing forward, revealing a deep storage space. In the central aisle between the seats are two underfloor self-draining kill tanks with 400L of storage space. The floor is checkerplate and very sturdy, like the rest of the boat which boasts dimensions of 4mm sides, 5mm hull and 6mm transom width.

Fishability: The primary function of the Extreme 665 is undoubtedly fishing. Aside from its toughness it has fishing features in spades. It is one of those boats that make a tester such as myself wish I had brought a rod and tackle box full of chromies along for the morning.

The cockpit space is big enough to pursue the larger denizens of the deep with heavy-duty gear and the beam of 2.4m gives you lots of room to move when you hook up solidly. In addition to the room you have, there is also a six-cylinder rocket launcher mounted onto the hardtop, four alloy rod holders, twin transom storage lockers and side pocketing for safety gear. This is a boat

could also be a top class towing vehicle, although our test boat had a bait board attachment, which is compatible with the ski pole. To me it seemed the ski pole was only a pedestal for the bait board! If you want to do a bit of towing it can be easily removed. You can install a plumbed baitwell in the transom too. That's the beauty of dealing with alloy, you can customize to your needs easily.

Verdict: The Extreme 665 is a craft that certainly has fishing written all over it. You won't be worried taking this vessel offshore, with its thick hull and side measurements, large pressure tested buoyancy chambers and flooding keel, it would take a torpedo to sink it. For the fisherman there is a plethora of storage space and fishing gear as standard including baitwell piping and a cutting board. Add to this an eye-catching design and colour scheme and you have a pretty appealing boat.

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with an abundance of storage space and for the fisherman this is a big plus, as you needn't leave behind any gear for want of over-cluttering.

Standard on the Extreme 665 is a ski pole, which reminds you that this boat

BOAT TEST ANALYSIS

Extreme 665 Hard Top/Yamaha 200hp

Boat supplied with dual-axle braked trailer, 200hp long shaft V6 motor, checkerplate floor, alloy bump rail, pressure tested buoyancy chambers, transom storage hatches, cockpit storage shelves, self draining kill tank, anchor locker, draining keel, alloy rod holders, 400-litre under floor storage, 180-litre fuel tank, 2x navigation lights, six-way switch panel, bilge pump, dive ladder, transducer bracket, rocket launcher, lined cabin and squabs, radio speakers in hardtop, ski pole and walk through transom. Price as tested \$60,000. Standard package from \$59,400. Further information: Extreme Boats ph 0437 280 280 or visit www.extremeboats.com.au

SPECIFICATION CHART

| Model | Extreme 665 | Stabi-Craft 659 | Seatamer 580 | TABS 600 | Trailcraft 645 |
|------------------|-------------|-----------------|--------------|-----------|----------------|
| Construction | alloy | alloy | alloy | alloy | alloy |
| Configuration | cabin | cabin | cabin | cuddy | cabin |
| Length overall | 6.6m | 6.9m | 6.5m | 6m | 6.4m |
| Max. beam | 2.4m | 2.3m | 2.5m | 2.5m | 2.5m |
| Depth | n/a | n/a | 125cm | 130cm | 130cm |
| Gauge - bottom | 5mm | 5mm | 5mm | 5mm | 5mm |
| Gauge - sides | 4mm | 3mm | 4mm | 4mm | 4mm |
| Rated max. power | 200hp | 200hp | 150hp | 200hp | 200hp |
| Power as tested | Yamaha200 | ETec200 | Suzuki140 | Yamaha175 | Mercury150 |
| Hull weight | 750kg | 950kg | 750kg | 980kg | 780kg |

STAR RATING

| | | | |
|----------|-------|-----------------|-------|
| Finish | ★★★★★ | Helm Set-up | ★★★ |
| Fitout | ★★★★★ | Fishability | ★★★★★ |
| Ride | ★★★★★ | Safety Features | ★★★★★ |
| Dryness | ★★★★★ | Value for Money | ★★★★★ |
| Handling | ★★★★★ | | |

*Data ESTIMATED by the TBF team when accurate information is unavailable. Maximum star rating 5 stars.