



Front view of the unique SponsiTrak hull.



Giving the Intruder 6200 a squirt during the test run.

Aluvan Intruder 6200

INTRODUCING a completely new and unknown plate alloy boat into a competitive marketplace would be a daunting process for anyone.

It is not something you would take on lightly and you'd want to know you have a quality product that is going to stand out from the crowd.

Aluvan could be regarded as little unknown, as it is only a new company.

But this newcomer to the Australian marketplace is anything but new when you look at the history behind the Intruder 6200.

When you start adding up the years directly involved and experience gained in the marine industry, the team at Aluvan easily clocks up over 50 years.

Chief designer, Terry Allen has over 30 years' first-hand experience in designing everything from boat hulls to intricate machinery.

During a recent test I was fascinated to hear what Terry has accomplished over the years.

His foresight and ingenuity has actually helped shape the way boats and hulls have developed over the years.

Terry's boat and hull concepts are responsible for many ground-breaking innovations in hull designs.

Many of these designs are still used today by leading boat builders in the Australian boating industry.

In fact Terry's name still appears on international patents for some of these designs.

And it is all these years of experience that have gone into developing and making the new Aluvan Intruder.

Creating a quality and innovative plate aluminium boat requires more than just the ability to weld.

You need to have a comprehensive understanding of how a hull works and how it will perform in different situations.

With this in mind, the crew at Aluvan has developed a new hull which they have called SponsiTrak.

This is an original design with the alloy hull creating a platform that offers good handling, a smooth ride and stability at rest.

These are the key features



Boat Test
by BEN COLLINS

that all hulls should have and Aluvan, through its SponsiTrak, has ticked all the boxes.

I recently went for a test run in the Intruder 6200.

Leaving from Jacobs Well, we headed out to the Pin area for some speed tests and photos.

Fitted with an 115hp Mercury OptiMax and with four people on board, a bit of gear and about half a tank of fuel, the boat pulled onto the plane around the 3000-4000rpm mark.

It was interesting to note that the speed didn't vary much when we did the tests with two people on board.

When we backed it off it still held the plane at around 3500rpm and 30km/h.

As we continued to accelerate you could feel the hull lift as the air got under the Intruder 6200 and lifted it out of the water.

A few touches to the trim button lifted the nose of the boat a little, which gave it a good riding position.

Flat out and with the wind we hit 62km/h, which is pretty good for a boat of this size with an 115hp on the back.

Plus this boat has been propped for carrying large loads so there was plenty of punch out of the hole.

If you want to get a bit more speed you could easily prop it differently or add a bigger donk.

The hull is rated for a maximum of 200hp, but 150-175hp is recommended.

It would be a serious weapon with a 200hp engine on the back (I wonder if the team has one of those on the drawing board yet?).

Under floor there is 150 litres of fuel which gives you a good range with the 115hp engine.

Following on from the speed trials we went through a series of sharp turns, seeing how the hull worked in different situations.

It stuck like glue. The large sponson-style design on the outside edge of the hull ensured the boat held its line through the corners.

Therefore giving it the ride of a normal monohull where you lean into the cor-

ner rather than out, which is a known problem with other multihull designs.

These sponsons also play a big part in giving the boat stability at rest as well as under way.

After the series of tests we decided to take it for a real play and with four POB made our way out of the Jumpinpin Bar.

Heading through the 'washine machine' section, we held a good pace making the hull do the work.

Being an open boat I was expecting to cop a bit of water but was impressed with how dry the ride was.

The sharp entry and dead rise combined with the roll-over chine ensures you stay remarkably dry.

With the boat riding on both the keel and the chines, it makes it track straighter through swell and waves, reducing the chance of any unwelcome turning and rolling in large swell.

We continued out through the bar where there were a few nice size waves to have a play on and jump over.

We hit the first wave with most of the hull coming out of the water and I was bracing for a bang as we came down and headed for the next wave.

However there was no bone-jarring entry and I was pleasantly surprised at how softly we actually landed.

Heading out through the series of waves, we held a constant pace, which was probably a little quicker than you'd normally approach the waves but it was a good test of the hull's performance.

There was little or no banging (apart from the anchor and chain that were under the massive front hatch) as we punched through the oncoming waves.

The main hull is constructed with 5mm thick alloy, while the sponsons are 4mm and extend right through to the bow area, and 3mm sides.

These numbers ensure there is strength where it is needed.

By running the sponsons

through to the bow, Aluvan has been able to carry the beam a long way forward giving you a extensive amount of room.

The front hatch has a massive amount of space under it and you could easily fish four guys just in the bow section alone.

The console is also big, with plenty of room for your electronics.

A huge shelf provides a place to stow items in easy reach.

Now even though the console is big, there is still ample room to comfortably walk around it without having to grab onto anything.

Just to give you an idea of how beamy this boat is, we were four abreast across the helm area as we headed offshore.

Additional storage was also available within the large side pockets on each side.

Although this boat was not fitted with a live bait tank, you can have one fitted if you like.

That is the beauty of getting a custom-built boat; you can add or take away items to suit your specific needs.

So was there anything I didn't like about the boat?

Well the short answer is no.

However I would probably customise a few things if it was my boat.

I'd add a targa top with additional rod storage, increase the fuel tank size to

say 200 litres and also put on a bigger engine.

But in saying that, it performed great with the current setup.

The team at Aluvan is currently in production of a 5m model which I am also hoping to have a run in, so if I get the chance I'll do a report on that one too.

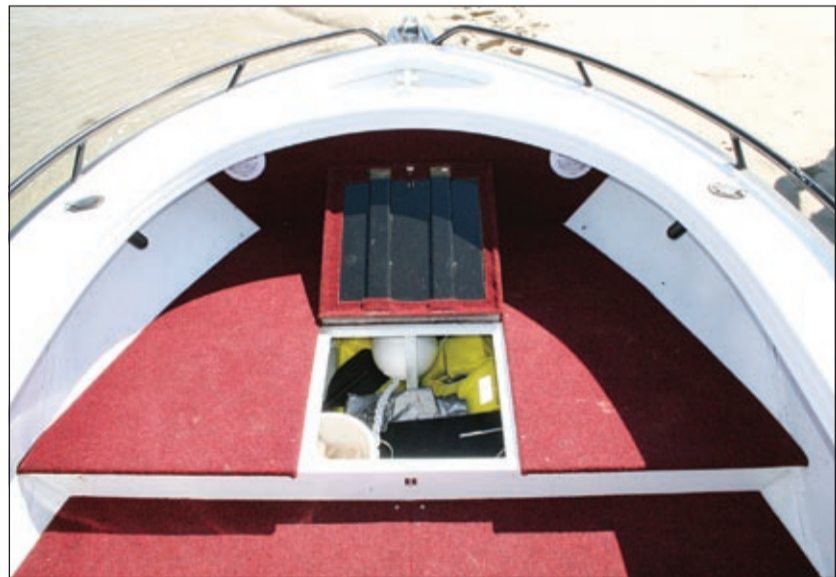
For more information on these boats jump on the website at www.aluvan.com.au or give them a call on 07 3285 5330.

Packages start at \$49,990 and include an Intruder 6000, DF140 Suzuki, braked tandem trailer, 27 meg radio, sounder, paint and safety pack.

Great value for an innovative and great design. ⚓



Plenty of storage space in the side pockets.



The wide beam is carried a long way forward, giving you heaps of fishing room.



The large console has ample room to place all your electronics.

Photos and article by:

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