

Surtees 4.7 Workmate

REGARDLESS of whether you are a Wallabies supporter or not, you would have to agree that the All Blacks is a quality rugby team.

But it is not just rugby that New Zealanders are good at as they also build quality boats designed for tough New Zealand conditions.

However in doing so, these boats are equally adept at handling harsh Australian waters.

I recently went for a run in Moreton Bay, which was a great testing ground for the new Surtees 4.7 Workmate powered by a 60hp Honda 4-stroke engine.

The Surtees range of boats is currently being brought into Australia by Leisure Marine and is certainly worth a look for



Boat Test
by BEN COLLINS

value and quality.

Their design incorporates a deep V hull which extends towards the stern giving you a sharp entry point to help eliminate any sharp banging or pounding in choppy water.

Surtees has also incorporated two flotation chambers into the hull, ensuring safety at sea.

However, probably the most significant facet of their hull design and what gives the Surtees that softer more comfortable ride is the unique ballast system.

Essentially what this means is you can flood the hull with water ballast to give the boat more sta-

bility at rest.

For the 4.7 model Workmate there is 280 litre capacity of ballast.

This ballast is contained down the centre line which ensures the maximum amount of weight is at the lowest centre of gravity point on the hull.

The ballast gives the boat awesome stability at rest, making it ideal to fish out of in any conditions.

So whether you are leaning over the side landing a fish or grabbing a crab float, you feel secure within the boat.

Now this system is great while the boat is at rest, but how does it work when it's on the plane?

Well, Surtees has incorporated a scupper system, which allows you to fill the ballast and then close it off so there is more weight in the hull.

After a few trial runs with and without the ballast in the hull, there was a distinct difference in ride.

Once the ballast was full and retained by the scupper, the ride actually improved, giving a softer ride.

There was a more even ride with less banging from the hull going up and coming down on the waves.

Getting on the plane was still easy and the boat actually maintained a level position and didn't lift the nose up to get onto the plane.

The scupper system was easy to use with a simple pull-through rope and a crimp to hold it in place.

On the scupper, there was a solid spring to ensure it held the water in place when closed.

This additional weight also aided the boat when put through a series of turns, and it held tight.

So overall the ride was good for a boat of 4.7m in length.

The layout has been kept pretty simple, therefore giving you the maximum amount of room.

A reasonable size duckboard and solid grab rails make boarding from the stern a breeze.

Inside the boat is a large shelf that runs all the way down both sides and across the stern, providing good storage for a range of items.

It also enables the battery to be stored off the floor, making it easy to access.

Four rod holders have also been fitted on the top of the gunwale, plus two recessed drink holders.

Conversely, they would make a good place to put your bottom-bashing sinker after you have wound in your line and were head-

ing back to your mark for another drift.

The test boat was also fitted with a stainless rocket launcher, which looked the part, but was a touch too low for me.

I believe it can be adjusted along with the positions of the four rod holders on it.

Keeping with the clean basic design, the helm area was well laid out.

You could even drive from a standing position, which is a feature I like, even in a smaller boat.

There was a good size dash for electronics and for keeping other odds and ends.

The cabin area also provided some dry storage space and the large shelf extended right through to the bow.

Access to the anchor well is through a large hatch.

I have to give the designers a tick of approval for the hatch, as it made access to the bow very easy.

Other features of the Surtees 4.7 Workmate included a fully welded plate floor, underfloor storage compartment, grab rails, and a 55 litre underfloor fuel tank.

It is these little extras

that can make your time on the water a bit more hassle free and thus more enjoyable.

Overall, for the 4.7m length you get a fair bit of boat, with a solid ride from a well-performing hull.

And the 60hp Honda was a good match, pulling the boat onto the plane around the 3500rpm mark and at 24km/h.

There was ample power throughout the rev range and at WOT and two people on board we nudged 60km/h.

However sitting around 4500-4800 would be an ideal cruising speed which would push you along at about 38km/h.

This sort of rev range is also very economical for this engine.

The test boat was priced at \$34,875 including the 60hp 4-stroke Honda and single axle trailer with brakes.

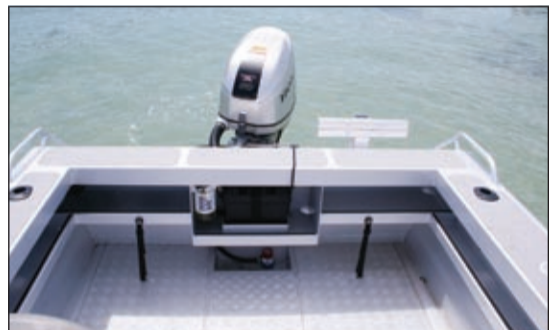
For more information on the 4.7 Workmate or others in the Surtees range, give the crew at Leisure Marine a call on 07 3245 5111 or drop in and check them out for yourself. ⚓



The unique ballast system on Surtees boats gives you a good ride and stability at rest (in open position).



The scupper system for the ballast is operated with a pull cord and spring-loaded cover (in closed position).



A large shelf extends around the sides and stern.



The simple but practical helm.



The large front hatch makes access to the bow and anchor well very easy.



At rest in magical Horseshoe Bay.



Driving through wake, the ballast system provided a softer ride.

Photos and
article by:

BUSH & BENCH
FISHING
MAGAZINE