

Savage 655C powered by 200hp Gen 2 E-Tec

BRISBANE

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largest (by volume) boat manufacturer, and these boats come pretty well set up from the outset – and for the right price.

The hull's design lends itself to both seaworthiness and comfort underway, thanks to a decent amount of

ratings. All these features make the Savage 655C (for cabin) suited to the really dedicated bay, estuary and offshore angler, or the more family-orientated fisho who divides time between fishing with mates and taking the family touring, tubing or



Here you can see how well the hull's design pushes water well astern at speed, maximising lift plus offering the best chance for occupants to remain dry.



This shot of the Savage 655C underway gives an idea of just how large this fibreglass rig really is. While many 6.5m boats are rated for up to six people, the Savage takes the honours with an eight-person capacity.

fishing. With the Gen 2 E-Tec 200 High Output on the transom you could virtually tow the whole family!

The beamy (2.48m) fibreglass Savage came with a walkaround capability easily accessed

via a moulded side step. There were plenty of handholds via the bimini and windscreen framework on the test boat to facilitate going forward; handy for approaching a beach but not required when tending

ground tackle as a Muir winch came standard.

Within the roomy and well lit cabin with its wide entrance between skipper and mate's seats there'd be room for two to sleep and enjoy the comfort of soft cabin lining, under-bunk storage, plus generous shelving for an easy overnight stay. Removing the bunk infill would see an ice box or Porta Potti installed if necessary.

The 655C's helm station came equipped with the sevens! Flush mounted were a 7" Evinrude Icon Touch gauge plus a Lowrance 7" Elite sounder/GPS. These dominated the twin radios (Fusion and Marine) above, but it was interesting to note that an even larger nav unit could be fitted, although the low mounted wheel might obstruct your view of a larger flush mounted unit.

Comfortable, height adjustable, pedestal seats up front came with bolster sections, and there was



The Savage's neatly finished cabin can keep the crew out of the weather or just as easily be used to store valuable fishing gear when underway.

been received pretty well. And why not? The finish is good, the warranty is backed by the nation's

vee aft, ample beam in ratio to length, and there's a fair degree of flexibility in aft seating layout, plus engine



There's seating for three people on padded storage bins at the transom. You can also move the bins around to a different configuration when necessary. The oval backrest sections can be removed to allow boarding from astern.



The Savage's skipper has the option to either stand or remain seated to drive. Both positions allow full visibility plus ample comfort from the large pedestal seat. Note the depth of the foot well in the cabin, plus the handy lower shelf.



Complete versatility in aft seating allows the padded bins there to be moved into several positions or completely left out of the craft.

easy visibility through the two-section windscreen, both when seated and when standing.

Additional storage comes via an under-floor box at the cockpit's rear, both skipper and mate being provided with low level storage pockets to complement the pockets each side of the cockpit. There were also very large storage boxes set up as seats at the transom. These moulded boxes, or bins, were entirely removable and would have been very well suited for the catch if they had been lined or insulated. Still, few would complain of their usefulness,

as they could be moved to any section of the cockpit to facilitate fishing or even left at home.

Corner-mounted transom backrest sections were also removable to assist entry from astern, the oval cushions being equipped with handles for ease of use. With these items removed, two walkthrough entry areas were on hand, and the starboard one equipped with a boarding ladder. Twin rod holders per gunwale side complemented the rod holders set into the rocket launcher at the rear of the

craft's bimini, so there'd be no reason to leave an extra fishing outfit or two at home. One item lacking was a dedicated bait tank; a surprise omission in such a well-provisioned craft.

On the water at Southport the 655C proved very easy to drive, amply powered by the 200 High Output E-Tec. It was quite stable while at rest in Seaway swell, which is obviously important for offshore work. The 655C's engine ratings go right up to 225hp, which saw the Gen2 Evinrude E-Tec fairly close to maximum

power. An easy hole shot saw the craft planing at a mere 24km/h (2700rpm), with an economical cruising speed of 35.2km/h at 3000rpm. Wide open throttle saw the rig blasting along at 77km/h, yet ample intermediate speeds and throttle applications were instantly available from the E-Tec 200 HO to cater for cruising, fast travel, or tow sports. Fuel tank capacity was 170L, which provides a massive cruising or fishing range.

Overall, I saw the big Savage fibreglass walkaround as an ideal craft

for many boating pursuits. For more info visit your local Savage Glass dealer or go to www.fibreglass.savageboats.com.au.

• *Quoted performance figures have been supplied by the writer in good*

faith. Performance of individual boat/motor/trailer packages may differ due to variations in engine installations, propellers, hull configurations, options, hull loading and trailer specifications.

SPECIFICATIONS

Hull length	6.50m
Beam	2.48m
Length on trailer	8.10m
Height on trailer	2.40m
Weight (boat only)	1020kg
Min. hp	150
Max. hp	225
Max persons	8



Many of the important features of the big Savage walkaround can be seen here. Note the lift out transom back rests and the large high backed pedestal seats for skipper and mate, plus the width of the walkaround area.



One of the great benefits of the Savage's removable aft seating is access to the craft's fuel filter – always an important issue for boat owners.



An easy to monitor dash design is highlighted by the premium Evinrude Icon Colour touch gauge linked to the 200 Gen 2 E-Tec plus the Lowrance Elite 7. Other switches for various functions plus the winch are lower, but still within easy reach.

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