

# Buccaneer 605 Exess



Can't say we were surprised. Kiwi boatbuilders are good. Damn good, actually. Whether it is in 'glass or ally, they always seem to come up trumps with boats that do the job, and do it really well. This is a good example - just take a look at this pic. Note the ally trailer with load sharing suspension. The smooth, sleek lines. Admire the s.s. bows in the excellent canopy, and the integration of the rod rack. . . the anchor locker . . . *everything* is just right. There's nothing to fix, buy or bolt-on - just turn the key, and go boating . . the Bucaneer way. Ten out of ten, no less.

It's been quite a while since we had the opportunity of testing one of New Zealand's top GRP trailerboats. The Kiwis make a whole raft of very well built plate aluminium boats, and brands such as Surtees, Extreme, Mclay, White Pointer, Stabicraft, etc, are often as well known in Australia as many local brands. Kiwi fibreglass boat building brands such as

Rayglass, Black Pearl, Fi-Glass, etc., have long been established in New Zealand, along with some of the world's best custom composite craft built for wealthy game fishermen and cruising boat owners. Kiwi boatbuilding in any material is invariably a very high standard, so we were expecting good things from this month's test of the Buccaneer 605 Exess cuddy cabin trailer boat. (Over)





We were not disappointed. Beautifully set up by Whitewater Marine here on the Gold Coast with a 150hp Evinrude, it turned out to be everything one could expect in a 19 footer – and then some.

### Design

As you can see in the accompanying photographs, the 605 Exess follows familiar lines, based around two berths in the cabin, helmsman and passenger seats on GRP boxes, a really nicely laid out cockpit with the movable rear lounge on a clever GRP seat box.

The transom area has been well designed. It offers good access to the cockpit (and back to the ground or water) with a folding ladder cleverly built in to the mini platforms on either side of the outboard; carefully positioned lockers to port and starboard for the live bait tank and spare locker (for fenders, cold drinks, bait) and a nicely moulded 'drop' in the transom wall to facilitate the crew crossing in and out of the cockpit over the transom.

Storage abounds – with excellent side lockers for life jackets etc., complete with rod racks for convenience.

Moving forward to the helm, the port side passenger seat is a back-to-back arrangement over another GRP locker, whereas the helmsman has a single chair (on another locker) that is adjustable for and aft. The helm arrangement is straight forward, but well done, with well placed instruments and the throttle/gearshift



arrangement.

Externally it's sleek with nicely rounded edges (literally) and looks very much like a 2016 arrangement – sleek, not to say sexy, and very today.

### Construction and Finish

This is definitely the Buccaneer's strong suit. It's one of the best built GRP boats the writer has seen in years. In its core, there is an inner liner stretching from the transom through to the stem, and it is, quite frankly, almost a work of art. Sure, we have seen plenty of inner liner mouldings before, but students of boatbuilding should study the flawless workmanship the Buccaneer R&D people have achieved with this inner moulding. The end result is a boat that will still be beautiful in decades to come, easily cleaned and kept in pristine condition for years, especially if it's given the occasional buff and fibreglass polish.

But it's more than just style – the Buccaneer 605 uses injection foaming between the inner liner and the hull, pouring foam flotation between them to create an extremely strong bond, insulation against noise and a degree of rigidity that will stand this boat in good stead for years to come.

Of particular note to the writer was the extremely high level of finish in the little things – the recessed grab rails, the laid teak strip on the coaming, the way everything in GRP was beautifully radiused so there are no hard edges at all.





### Performance and Handling

No surprises here – the 150hp Evinrude took off like a scalded cat, and jumped onto plane within two boat lengths, and went on to record a top speed of 40.1 knots, (that's nearly 60 k/ph) and certainly enough for family boating, or to handle social or even serious waterskiing, and very useful offshore when the Buccaneer is taken out with two or three keen fishos and all their tackle and gear.

In truth, I have no doubt whatsoever the power could be pulled back to 115hp, and the boat would still perform beautifully, especially if there was only a couple going boating with no interest in skiing or tubing. This would still deliver 30+ knots on its ear, and for many people, that's more than enough. And this is almost entirely due to the 'plank' running along the bottom of this vee-bottomed hull which is the main reason this rig planes so easily – and runs so economically. (Check the pic of the transom – it's easy to see the running 'plank').

Note the performance tabulation here-in, and

observe that at its sweet spot (3,800 rpm) it was only using 25.4 L per hour for a slippery 27.9 nautical miles of performance – and that is very economical boating.

### Application

In two words: family boating! The Buccaneer 605 has mum, dad and a couple of kids written all over it. It's safe, flexible, fast, and suitable for just about every water-born activity you can think of, but especially just anchoring off that quiet little beach and setting up the picnic either in the boat or on the sandy beach.

I also liked it for multi-function (lake, inshore, offshore) fishing, and whilst it's family orientation is patently obvious, it's also a very useful fishing rig with the rear lounge GRP locker becoming the icebox. It has an extremely good, deep and fully plumbed live bait tank, the teak capped coamings, and heaps of storage for all the stuff one needs for a serious fishing trip out on the blue water.

Again, make no mistake – it might have a family-first ranking, but it is easily capable of



*Cockpit set-up is gorgeous for families and fun tow sports like tubing and wake boarding - but it can be stripped back in minutes to create a red hot fishing cockpit - especially as the lift-out tow pole can be swapped for a bait board. Flexibility is the name of the game today - and the Buccaneer 605 is definitely very "fit for purpose!"*







safely running wide to the offshore reefs, and would be very pleasant trolling for pelagics out and back.

### Conclusion

With a rec. retail around \$80K (as maxi-packaged here) the Buccaneer 605 is at the higher end of the price spectrum for craft of this size, but it is still extremely good value and competitive with the local GRP players such as Cruise Craft, Signature, et al.

Of interest, Whitewater Marine's Clinton White was keen to explain how this could be packaged right down into the low \$60s, by backing down on some of the test boat's features and fittings.

For example, it had a beautifully designed and built stainless steel bowed canopy (see pic) which was worth heaps and could be done for less money in other materials . . . And the 150hp outboard could be pared back to 115hp, and still offer exciting performance – and in New Zealand, the Buccaneer 605 is commonly sold with a single 90hp installation. I wouldn't recommend that for general family use, but it could be a very clever way of building up a beautiful 6.0m boat for a retired couple who were quite happy with 24

## Specifications

to 26 knot performance.

So there are lots of options here, and clearly, the best way to explore them is to give Clint a ring, please mention our thoughts on the craft, and he'll be only too happy to come up with a very personally packaged Buccaneer 605 price structure.

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## Australian Boating Performance Graph

### Buccaneer 605 Exess / 150 hp Evinrude V-6 2-Stroke

R/Min	Fuel Consumption		Performance Data			
	L/ph	G/PH	Nm/litre	Knots	Kms	Range
1,000	2.3	0.50	1.73	4.0	7.4	273
1,500	4.5	0.98	1.75	7.9	14.6	275
2,000	9.0	1.97	0.97	8.8	16.3	153
2,500	16.0	3.50	0.61	9.6	17.7	94
3,000	19.7	4.31	1.09	21.5	39.8	109
3,500	23.1	5.05	1.04	24.2	44.8	164
<b>3,800</b>	<b>25.4</b>	<b>5.56</b>	<b>1.09</b>	<b>27.9</b>	<b>51.6</b>	<b>179</b>
4,000	30.3	6.63	0.96	29.1	53.8	151
4,500	37.3	8.16	0.87	32.6	60.3	155
5,000	49.4	10.8	0.74	36.8	68.1	117
5,500 WOT	59.4	13.0	0.67	40.1	74.2	106
Propeller	3 Blade stainless steel 15P Viper					
<b>Range: Nautical Miles, Based on 95% of the 165L tank ie 157 litres</b>						