

Stessl 5.6 Trophy CC



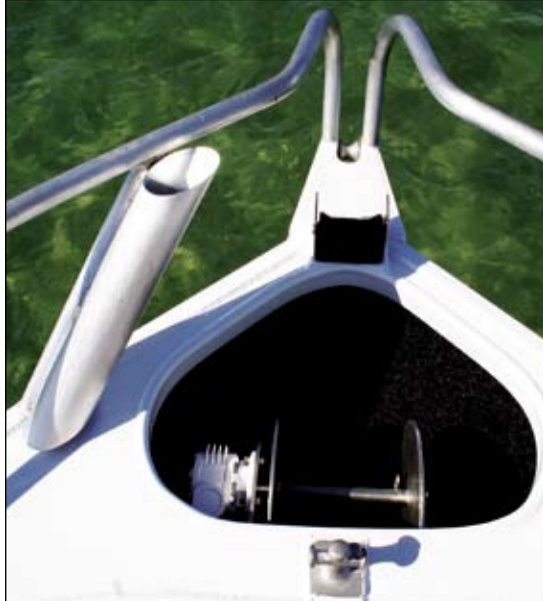
Rear lounge and large bait board with inbuilt live bait tank.



Large functional helm provides a good driving position.



The high sides and upswept bow gave plenty of protection from the slop.



Anchor well with a Stress Free winch fitted.



Large side pockets provide plenty of storage.



Boat Review
by BEN COLLINS

WHEN a boat is designed for Australian conditions and built in Australia, the end result is generally a very well-finished product.

And this is the case with the Stessl Boat Company which has been building boats for tough Australian conditions for decades, and now possesses a stable of 48 boats ranging in size from 3m to 6m.

I recently tested a well-optioned up 5.6m Trophy Centre Console on the Broadwater and Seaway bar.

One of the first things I noticed when pulling up to the ramp was the large size of this boat.

It has a very high swept bow designed to deflect the spray when cutting through chop or ocean swell.

The entry was also quite sharp giving the impression it would slice through waves with a minimum of effort.

During the idle out of the 6-knot area from the Sundale Bridge, Kieran from Coastal Power Boats explained a few new features that are being incorporated into some of the Stessl boats.

Stessl now has a new Platetrix Series II design in its 5.2m to 6m range of boats.

The Platetrix Series II incorporates a hull design comprising 4mm keel sheets, 3mm side sheets, full height 3mm stringer system, and a 12mm thick keel that is 100mm high.

Stessl boats are renowned for being strong and the Series II takes it to a new level.

The hull also incorporates a reverse chine for stability at rest and a flared bow, and with a few tweaks in the design, Stessl has produced a super strong under-floor

structure.

A grid system which forms the basis of the internals of the hull has a maximum unsupported distance of 390mm giving you the foundation for a solid boat that will stand the test of time and give you the ride you are after.

Now in saying all that, how did this boat actually perform?

As we pulled onto the plane with ease, this boat; which is fitted with a very economical and quiet 140hp Suzuki 4-stroke outboard, settled on a comfortable cruising speed as we pushed through some wind chop.

The 140hp Suzuki was a great match with power to burn and would have been even better with a full crew and gear.

Some very large boat wakes were navigated, which we throttled down and comfortably punched through.

One thing I did notice in the initial stages was that the ride was very quiet.

There was very little slapping or banging, something that can be very common in tin boats.

I'm not sure whether it is the solidly constructed hull, the design, under-deck floatation, carpeted floors, or a mixture of all these features, but it was something that impressed me.

The layout of this centre console is pretty standard, but it does have a nice big helm with plenty of room to flush-mount all of your electronics.

Addition room was also available on the top shelf if you want to mount your gear externally.

A large helm has a few advantages in a centre console, as it gives you more room to store your gear and places to have bits and piece at hand, plus you have somewhere to shelter if conditions turn nasty.

A massive Esky/storage compartment, with a padded top and reversible backrest, doubles as a seat or rest when driving and is a place to lean against when fishing.

The side pockets have also been raised so you can get your toes under them and then lean against the side of the boat, ensuring a good spot to fight fish.

The targa top and rocket launcher fitted to this boat, enable you to get your rods out of the way but still easily within reach.

You also get a bit of protection from our harsh sun.

And although big enough to do all these things, it doesn't take away from your fishing room, which makes this a well-designed boat.

A latch and hinge have been incorporated into the design of the targa making it possible to fold down, so storage in a garage or down the side of a house is possible.

This boat would make a good inshore and offshore rig, with plenty of fishing room all around the boat.

At the bow is a slightly raised platform for access to the anchor well.

However there is still plenty of freeboard, so you would feel safe in a bit of swell.

The step up is just in front of the helm, giving you two distinct fishing areas.

The rear has ample room and could easily fish four or more.

A rear folding lounge is located on the starboard side and gives extra occupants somewhere to sit.

This boat was also fitted with a large bait/cutting board, which had a massive live-well underneath.

Some other features included an anchor well that had been fitted with a Stress Free winch, under-floor storage, two side pockets, plenty of grab rails along the rear and at the bow, fully carpeted and good sized side deck, making getting in and out much easier.

A rear boarding ladder and walk-through transom door is also included and is perfect when you have the boat tied up on a beach and want to get in and out.

The rear soft tail transom gives you somewhere to stand when boarding, yet isn't too big that you could lose a fish on it.

Overall this was a good rig with a quiet ride and ample fishing plate.

It was fully optioned to a customer's specifications, which included having the batteries fitted under the helm.

I would probably prefer to keep them at the rear of the boat, where they traditionally go.

For more information on this or any of the other Stessl range, give the crew at Coastal Power Boats a call on 07 5526 0858.

As tested with plenty of options, packages on a galvanised trailer with disc brakes and 140hp Suzuki 4-stroke come in around \$44,500.

Base models of the 5.6 start from \$37,990 with a 90hp 4-stroke Suzuki. ⚓



Under way and heading out the Seaway for the water test.