

## Noble Super Vee 625 Upgrade to super status Review



### Product Information

Upgrade to super status

WORDS + PHOTOS: WARREN STEPTOE

The Super Vee gets a face-lift and a clever interior realignment.

Noble Engineering's original 6.2m Super Vee could be trailered almost anywhere and offered genuine comfort offshore and as a result has always been one of Noble's most popular models. So something new to review has been a long time coming.

But Noble Engineering's new Super Vee 625 model incorporates the biggest changes to the Super Vee hull since its introduction. It looks a little different because the most noticeable changes were made above the waterline. There's been some subtle refinement to the Super Vee's unique double chines, but they're below

decks and out of sight.

Topsides, the latest 625 features 100mm higher sides than the original design, which improves the hull's ability to self-drain. Inside the transom area is a new (huge) central scupper, while the transom's aft corners have been redesigned for easier cleaning after a successful fishing trip.

One thing Noble Engineering was very careful not to change was the previous 6.2m model's under 2-tonne trailer weight. This not only allows it to be towed with medium-size 4WD's, but keeps purchase prices sane with minimum trailer costs.

For this test we looked at two different interior configurations, a centre console and a centre cabin, with three options for the 'roof', a Targa arch with bimini, a hardtop and an extended hardtop. All versions now have shaped safety-glass windscreens.

### Fishing Cab

Noble calls the new centre console a 'Fishing Cab', which is a good name for a 'roofed over' console that's big enough for two people to actually sit inside. In the best Super Vee tradition, the 'Fishing Cab' is a great concept. It provides all the fishability of a centre console, but has as much shelter at the helm as cabin style boats.

Our test 'Fishing Cab' had a single upholstered storage/fish box as a helm seat, while the centre cab version featured twin bucket seats atop paired storage boxes. Any of these can be insulated to become iceboxes or refrigerators.

One option I'd go for in the centre console (sorry, 'Fishing Cab') version, would be to raise the forward deck area to the same height as the centre cab, instead of retaining a level deck from transom to bow. It would give more stowage, (not that storage space was limited inside the cavernous console) and generally better utilise the bow area and raise the eye line of people casting from there.

The centre cab would probably be my preference between the two variants. It offers similar 360-degree fishability like the console version, but there's ample sleeping space for two inside.

Ben Noble commented they've had so many clients ordering fishing cabs change their minds after seeing the centre cabin, they've almost come to expect it.

### Centre Cabin

Despite speaking as a passionate lover of centre consoles (whatever the name on their side says) I can see why this occurs, because the Super Vee 625 Centre Cab's interior sacrifices absolutely nothing to the Fishing Cab. What irony, someone (finally) builds a better centre console fishing boat and it plays second fiddle to a boat you can sleep on.

Both interiors feature well thought out transom areas with plain old fishing experience evident in the workbench, live-well (or pair of live-wells if you prefer) and rod holder placement. The batteries are now inside sealed compartments in the aft bulkhead, another change from the review of the original 6.2m. Up to six-rigged rods stow in a rocket launcher above the helm. Under the deck of both models is a massive (overboard draining) fish pit. A 180lt-fuel tank comes standard, with even more fuel tankage and a freshwater tank on the options list.

### PERFORMANCE & HANDLING

The boats shown here were powered with 135hp and 150hp Honda four-strokes. For various (technical) reasons we only recorded performance figures for the 150hp powered boat, so it's necessary to comment by the proverbial 'seat of the pants' about how well the 135hp Honda performed.

While the 150hp powered boat had a higher top speed and felt 'right', the 135hp powered boat gave little away out on the water. If a higher top speed and ability to carry heavier loads are important to you, the bigger horsepower is the go. But short of that, and especially if a 135hp comes to the aid of a limited budget, it's an

excellent option.

Our time on the Gold Coast Seaway showed that Super Vee's unique deep vee and double chine set-up still produces the softest ride of all the plate aluminium boats.

Noble's standard of engineering and workmanship is evident throughout the boat. Fishing rigs don't get much better than this.

**Product Code:** NOB7493

Boatsplus.com.au  
<http://www.boatsplus.com.au>