



The Smuggler 570 Bowrider shows off her smooth lines.

each time prior to powering up having to let the team know we were going to add more gas to the engine – the kids grabbed onto the bow rails with white knuckles and smiles from ear to ear. It was not just the amazing holeshot and instant acceleration – when buttoning off you also had to be alert with not just the torque release, which can clearly be felt when buttoning off at full speed – but ensuring the crew and possessions onboard were not catapulted forward -: I think I must have had the fastest chilly bin on the Hauraki Gulf. Speaking with the BRP team – they put the fast braking down to the large 19" prop that slows things up real quick, once the power is off. Again, it's all about learning your boat and something to be aware of, in this instance - ease off the power gradually!

At all times the hull had great adhesion with the sea, and when trimming in and throwing her into some tight corners the 570BR held on well. With the proviso of

perhaps being a little over-powered, the boat handles very well – running best at three-quarter trim. When we encountered some snotty chop, the ride was remarkably improved and made a whole more comfortable by simply trimming the engine back in. While we were out, as usually is the case

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in Auckland the wind came up and the sea conditions deteriorated. We found that in all conditions – head into, beam on and in a following sea – the hull performed well, with only a little spray coming aboard once or twice.

The 570BR is a breeze to drive thanks to the Sea Star hydraulic steering, an item I would recommend on every V6 outboard engine.

Hydraulic steering enables the ladies and those not as strong or confident as some to get in behind the wheel and give it a go – who knows, with enough experience – you won't be able to use the excuse 'I can't ski or wakeboard anymore – because my wife can't drive the boat!'

If one was wanting to be a little more sensible about one's engine choice, one would be easily satisfied with the 115hp or 130hp V4 option. I have experienced the same boat powered by a 115hp V4 Johnson, which pushed us along at a healthy 40mph.

Family Fun

One of our first days out was a day with the kids for a little adventure and hopefully a little watersport. With all the gear aboard, off we travelled, the rig sitting upon a DMW Premier 500 single axle trailer. The rig of less than 1500kg tows nicely – we did not opt for brakes as we tow with a sizable V8 Ford Explorer, which has little trouble towing or stopping the rig. We decided to opt for a set of alloy wheels to set off the good looking



Our younger crew love the bow area – rough or smooth.



There is plenty of storage space, including these huge console lockers.