



*The stainless-steel collapsible ladder makes it easy to access the boat either at the ramp or after enjoying a relaxing snorkel. Very handy for spearo's as well!*

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14 rod holders grace the vessel as standard. Four are flush mounted in the gunwale, four flush mounted in the transom and three are flush mounted either side of the console. I'm pretty particular with my fishing gear, so I am a big fan of stowing my rods and reels upright in the rod holders either side of the console to limit ingress from salt spray. There is plenty of room for further customisation, in fact, the back rest of the wide helm seat of the particular boat I test-drove had actually been removed and replaced with an additional rocket-launcher boasting another four rod holders. Obviously customised to the preference of the lucky, soon-to-be owner.

Navigation lights are elegantly built into the rub rail at the bow of the boat and at the stern a swim platform and stainless-steel collapsible ladder will make getting into the boat a breeze, either at the ramp or after a relaxing snorkel over a vibrant coral reef. Obviously this ladder is an absolute must for spearo's as well.

The 154 litre fuel tank ensures plenty of capacity for those wide trips to the reef or weekends away. The Island Reefs' advanced composite construction means a 100% fibre-glass hull.

Zero timber means no rot and no slop which are common issues for some of the earlier/other makes and models of fibre-glass boats.

An automatic bilge-pump, self-draining deck and level floatation are just a few more important attributes amongst a myriad of other features.

It became glaringly obvious to me that the Island Reef range by Sportsman has thought of all the little things.....and done them right.

It was now time to get this thing wet! The Island Reef 17 slid gracefully off the Savage Trailer, we fired up the ponies and we were away.

It was effortless how the 90HP Yamaha pushed the 545kg (dry weight with no motor) hull through the water. The ability to endure tight turns whilst at speed was amazing, obviously due to the hydraulic steering.

We were going that fast up the river and turning that tightly that there were moments there where I felt that my sunglasses were going to get flung from my face and I certainly needed to hold onto the grab rail behind the forward console seat. It was very capable of doing some incredible things at speed.

But at the end of the day, you don't buy a boat like this to go fast up a river. The offshore scene is where this thing dominates. I should mention that the wind was a little chaotic blowing around 25 knots on this particular day which presented the perfect conditions for putting the Island Reef through its paces. We punched out of the Pioneer River mouth and were presented with gnarly conditions. Wind against tide and spectacular white-caps everywhere thanks to the waves standing up over the shallow sand bars. Immediately noticeable was the smooth and comfortable ride thanks to the 16 degree deadrise. We mucked around in these sloppy conditions for half an hour, hitting waves at speed and although getting moderately airborne, landing was comfortable and cushioned and despite being perched on the forward console seat, I remained dry. I honestly feel that the Island Reef range is going to be a very popular option for those contemplating a fibre-glass offshore vessel. It's range of features, 10-year hull warranty, performance, aesthetics and extreme versatility in being able to tackle whatever fishing style you

*The internal layout is extremely fisher-friendly and boasts exceptional attention to detail.*

want to throw at it, makes it a very strong and capable option for those in the market. For further information or if you would like to check these beautiful boats out for yourself in more detail then get in contact with Andrew Camilleri or the staff at Reef Marine, 26 Prospect Street, South Mackay on 4957 3521 or admin@reefmarine.net



*The interior of the Island Reef 17 has an immaculate finish. Obviously, the guys at Sportsman Boats Australia take attention to detail pretty seriously.*



*The rear starboard hatch (beneath the seat) doubles as a large plumbed live-well.*



*The 90HP Yamaha pushes the 545kg hull (dry weight with no motor) through the water with the greatest of ease.*