

OCEANMASTER 720 WA

Simon Everett heads to Poole to sample the delights of the latest family runabout from the Norwegian boatbuilding industry, the outboard-powered OceanMaster 720 WA.



PRICES START FROM: £51,208 (inc. VAT) - OceanMaster 720 WA with Yamaha F200. **CONTACT DETAILS** Fine Design Marine, Cobbs Quay Marina, Poole, Dorset, **TEL:** 01202 465327
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The Scandinavians have always had their own ideas about boat design, right back to the first Norsemen and Viking longships. There is a strong argument that these boats, and the men that sailed them, influenced other countries and how boats were built, although we have plenty of heritage of our own.

Simple, clean lines typify the modern Baltic sports boat, and the OceanMaster is a perfect example of the low, lean, elegant look. Don't be misled by this simplistic profile,

though: the OceanMaster sports a wealth of features for happy family boating. Primarily this is a family dayboat, but it sports the ability for two people to go away on some overnights. There is a fully equipped galley with a fridge, a gas-fired camping stove and a sink. Down below there is full sitting headroom, but the two berths are a little cramped; they are a bit short of legroom. A dedicated housing is moulded for a proper sea toilet, which had yet to be fitted on the test boat because it is an option. If budget is tight, a chemical

loo can be fitted instead, or it can be left out altogether and the space used as additional stowage.

The deck is nicely laid out with two distinct cockpits, one forward and one aft. The forward cockpit is very much more than a bowrider. There are wrap-around seats with stowage below and a stylish teak table that is well located so that it can be used from any of the seating, including the jump seat under the screen. There is plenty of stowage under the forward seats, with good-quality cam latches. Either side there

are neatly placed small pockets behind tinted perspex, where you can pop a book, suntan cream, sunglasses or other sundries. The foredeck houses a teak-covered chain locker that doubles as a step for going ashore, hence the high pulpit



Neat underseat storage solutions

BOAT TEST

finishes a boat off, as do the teak embellishments around the boat, such as the gunwale capping over the side pockets. The black perspex galley cover will be made from teak on production models.

The helm is a bit of an oddity with its very square shape. The wheel mount stuck out on a cuboid binnacle; this is another modification that will be made to production boats: in order to provide more space at the helm the wheel will fit on the main dash panel and will be adjustable. The black moulding is also a bit at odds with the remainder of the boat, so that will be in white

the OceanMaster has balanced the needs of the family seeking a swift, comfortable runabout very well.

gelcoat to match the rest of the boat. The dedicated moulding for a 10 chartplotter will be retained along with the digital multifunction gauges off to the side, and with more room to fit a VHF below the folding drinks holder. The helm seat is multi-positional and can be arranged as a conventional two-seat bench or as a stand-up leaning post.

The aft cockpit is furnished,



The OceanMaster 720 will under go several modifications, one being the the wheel mount.



The OceanMaster 720 has an all-new, twin-stepped designed Hull.

with the galley to port and the L-shaped aft bench, which has a high supporting backrest across its full width. The seating stops short of full width of the cockpit to allow for the easy-access transom gate. There is a second dining

table that can be erected in the seating area while still permitting free passage through the cockpit. The tables have dedicated stowage in the lid of a hatch let into the deck. The seating is nice and firm and covered in Sunbrella, a

rail with the fender hanging points included. The pulpit side rails wrap around, below the level of the screen, so they do not interfere with the aesthetics but provide the security they are there for.

Access forward is made down either side. The starboard access is straight on a flat deck, while to port the side deck is raised and a couple of small steps lead down into the forward well. This is to provide the headroom within the cabin. Teak decking is used throughout, both adding grip and giving an upmarket ambience about the boat. I love the warm, welcoming look of a teak deck; it really



Photo: The OceanMaster is a perfect example of the low, lean, elegant look.

The OceanMaster 720 has an all-new, twin-stepped design. The two small steps reduce the wetted area and aerate the water to minimise drag.



SPECIFICATIONS

Oceanmaster 720 WA

LOA: 7.20m
BEAM: 2.85m
DRAUGHT: 0.35m
DRY WEIGHT: 1650kg
FUEL TANK: 200 litres
WATER TANK: 50 litres
MAX. POWER: 2 x 150hp or 1 x 300hp
MAX. PERSONS: 10
BERTHS: 2
CE CAT: C

PRICE (INC VAT)

OceanMaster 720 WA with Yamaha F200
£51,208 (inc. VAT)
OceanMaster 720 WA with Yamaha F250
£52,608 (inc. VAT)
OceanMaster 720 WA with Yamaha F300
£53,488 (inc. VAT)

CONTACT

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PERFORMANCE FIGURES

| RPM | Speed (knots*) | Fuel (gals/hr) |
|------|----------------|----------------|
| 700 | 4.6 | 0.7 |
| 1000 | 5.8 1.3 | |
| 2000 | 8.5 3.5 | |
| 3000 | 19.0 | 6.8 |
| 3500 | 25.1 | 8.9 |
| 4000 | 29.8 | 12.4 |
| 4500 | 33.3 15.7 | |
| 5000 | 37.9 20.7 | |
| 5600 | 42.9 26.6 | |

* Measured using Garmin GpsMap78s

Primarily this is a family dayboat, but it sports the ability for two people to go away on some overnights.

weather-resistant material, which is commensurate with the quality and comfort of the boat.

When it comes to the hull, the OceanMaster 720 has an all-new, twin-stepped design. The two small steps reduce the wetted area and aerate the water to minimise drag. The steps are small and well spread to give a drag advantage but without making the stern twitchy, which some stepped hulls become. The OceanMaster steps are gentle just enough to help acceleration and fuel economy by freeing the hull without being too radical and affecting handling. This can be felt at the helm with a very

quick time to plane, and then a nice, linear progression in speed without too much of a dip in the angle of attack, although this would depend a great deal on load distribution, of course. What impressed me was the way the hull remained composed through turns even in high-speed turns the steps didn't adversely affect the grip on the water, because they are understated and are there as a gentle nudge towards efficiency, rather than the aggressive steps you see on pure performance hulls.

We did encounter some steep wash a few times, from the ferry and other larger craft, where the fairly mild



Looking up from below

deadrise showed a degree of hull slap unless the speed was matched to the wavelength. I would suggest that as this was never meant to be a race boat, an owner would do this as a matter of course. The hull dealt with the punishment, but was much more comfortable on the second run where I feathered the throttle and allowed her to settle on the wave; then the ever-changing bevel of the bow did its work quite happily. The boat is supported on the plane by a delta pad, which again is a



WHAT WE THOUGHT

WHAT WE LIKED

- Economical performance
- Clean lines
- Twin tables and stowage
- Supportive seating
- All-in-one galley unit

NEEDS IMPROVEMENT

- Berth legroom
- Dash and wheel mounting layout
- Galley top
- Helm seat mount the sharp edge is proud

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Stainless steel work at the bow, with teak topped anchor hatch.

fuel-saving measure by making it easier to keep the boat in planing mode, even in choppy conditions. With the Yamaha F300 on the transom she is very nicely balanced and pretty quick with it, for such a beamy boat. Did I mention how beamy she was? Even matching the 720 WA with an F250 will not be disappointing and should provide 38 knots quite happily. The new F200 will not be far behind, thanks to the reduced weight of the engine, and I would expect to see 36 knots, but with the F300 she was a quick boat and had the torque to maintain high cornering speeds, with a maximum achieved, carrying three big men, of 42.9 knots. But the engine topped out at just 5600rpm, and a slight tweak to the prop to allow the engine to harness all the horses in the stable should add 1.5 knots to

that figure.

Overall, the OceanMaster has balanced the needs of the family seeking a swift comfortable runabout very well. The helm and galley need a couple of minor modifications I understand that these are already in hand and some additional legroom to the berths would be a major advantage. As to whether she needs the steps and whether they offer any significant advantage, this is difficult to say without having a non-stepped hull to test beside, but they certainly don't offer any disadvantage, and as the performance figures show, by just 3000rpm we were covering the ground at 19 knots, making her an economical boat to run at normal family cruising speeds. It is only the last few knots that really drink the juice.

Simon Everett

The helm (to be modified) is a bit of an oddity on our test boat with its very square shape. The wheel mount stuck out on a cuboid binnacle.



SNAPSHOT Onboard the Oceanmaster 720 WA



CONSOLE: There are various modifications planned for the helm & wheel mount.



SEATS: Good quality cam latches.



DECK: Teak decking is used throughout.



AFT: L-shaped aft bench, with a high supporting backrest across its full width.

