



MOTOR BOATS MONTHLY **TESTED**

Starter's orders

OceanMaster release its affordable 570 and 630 vessels for those boaters about to take the plunge



Nick says...

With deep open cockpits, cabin space, trailable dimensions and low prices, these smart new models represent an excellent first step onto the boating ladder. We might not have an ocean, but a bitter Poole harbour should be enough to put these potential starterboat masters through their paces



570 forward cockpit looks so smart and will convert to a full sunpad

One of the remaining joys of the London Boat Show is the sheer diversity of craft on offer.

Nowhere was this more apparent this year than in the corner of the South Hall where, nestled under the bow of £9m worth of Princess 32 Metre, we discovered what could be the perfect starterboat, the OceanMaster 570.

Brand new to the UK and imported by Fine-Design Marine at Cobbs Quay boatyard in Poole, the OceanMaster range of eight models are

based on four hulls from nineteen to twenty four feet and are actually moulded in Poland, but to a Norwegian design. And the Norwegian connection doesn't end there, as moulded boats are

then shipped to Norway for build completion. The concept is simple, marry the economies of Polish build with the niceties of Scandinavian design and finish and you should end up with a boat that has a high quality feel, but at a more affordable price level.

OceanMaster 570

Our 570WA (walk-around) test boat certainly has a Scandinavian feel to it. The two-tone hull colours are

decidedly Windy-esque. At nineteen feet long, and with its high topsides, the styling might

“The styling is more Tonka than Tornado”

be more Tonka than Tornado but it's not without its charm.

Stepping aboard, the Northern European feel continues. Seats are upholstered in expensive Sunbrella fabric, a chunky stainless steel rail



wraps itself around the windscreen ahead of a double helm position, teak fillets cap the aft coamings, while the optional teak deck adds a further touch of class. More seating is provided by a bench

across the transom, and ahead of the helm console another small bench faces a U-shaped bow seating area, complete with table that can be dropped to convert this area into



More legroom for the 630 but little else to separate it from 570

a small sunpad. The forward seat bases are fixed, but locker space is found under the helm seat.

As a family dayboat it works brilliantly; the high topsides make for a deep, safe cockpit, there are grab rails everywhere, and whilst the open design lends itself to fishing, diving, or just lounging, the ability to fit outboard engines of up to 130hp means it offers credible watersports potential as well.

they claim to be a double berth, although at two foot six inches wide, if you if you weren't on intimate terms with your sleeping partner before, you certainly would be after a night aboard.

Realistically then, you're unlikely to ever sleep on board, but what this area does provide is a dry spacious storage locker that you can actually get into, but even better it provides room for a chemical loo, or even a plumbed-in sea toilet – now that really is a useful feature. And if you are planning to sleep aboard regularly, the 570 is offered in a conventional closed bow cuddy cabin design. There's also a bowrider model available. 

Interior options

Lift the seat base just forward of the helm console and, incredibly, OceanMaster has managed to squeeze in a tiny cabin with what



The 570's shorter length transfers into a boxier look, but one that is still packed with class



The 570's hull remains surprisingly smooth and composed all the way up to a near 40 knot top end. The screen also offers great protection

Out on the water the 130hp Evinrude E-Tec engine punts the boat easily onto the plane, accelerating smoothly up to 4000rpm where the engine seems to enter a power band, a sudden



A double berth? We think not

spike of grunt urging the boat up to an impressive 38 knots at 5500rpm. In common with many outboard engines, steering is low geared requiring plenty of twirling, but the boat corners competently, even on full lock at high speed it feels surefooted, neither banking excessively nor skipping out. Dropping the revs back, the 570 will sit comfortably on the plane at 3000rpm, covering ground at 17 knots on just 14 litres an hour.

A competent showing then, fast, comfortable, safe and practical, the 570 fulfils the family brief to a 'T'.

OceanMaster 630

Put the 630 alongside her smaller 570 sister and the visual differences

are obvious. The extra length is used to effect, stretching the boat's profile out into something really quite sporty. Onboard, that extra room allows for two comfortable pedestal seats with lift up bolsters at the helm (our test boat had an owner-specified bench seat) whilst the aft bench seat is offset slightly, allowing easy access to a small bathing platform and ladder.

Forward of the screen the dinette area is bigger too, the table converting this area into a good-sized sunpad. The dinette seats have lockers beneath to regain the stowage space lost by the pedestal helm seats. Although slightly lower than the super-safe 570, the gunwales are still a good height.

Cabin space

One area that the 630 improves on over its smaller sibling is in the cabin. Accessed via a tinted sliding door in the centre console, this time we find a triangular berth that is a far more generous 4ft 8in wide. However the deckhead above dips so deeply that clearance is reduced to a coffin-like eight inches. Lie on your side and you won't get your hips under it, lie on your back and there's no room for your feet. So, again, ignore this area for sleeping and treat it as a fantastic dry locker with masses of space for the foredeck sun cushions, the table, and all the gear you're ever likely to bring for a day out. On top of that,



570's deep cockpit is packed with quality, a best in class contender



Space for two at the 570's helm plus a very useful grabrail



Good access to stern for watersports fans, both boats have very safe decks



Space to sleep, if you are 10 that is



630 comes with two pedestal seats as standard, bench shown is an option

there is space for a sea toilet and a cool box down here.

So far then the 630 is just a slightly larger and rather more stylish version of the 570. Open the throttle however, and the really gap begins to widen.

Hull speed

Despite its extra size and a slightly smaller 115hp Evinrude outboard, the bigger boat actually feels more lithe, softer through the water and more eager to play. Whilst the smaller boat is very competent,

the 630 adds an extra layer of playfulness, riding with the bow up and carving enthusiastically into turns. It's fun with a capital F, a boat to drive for the sake of it rather than simply to get from harbour to beach. Again the steering is a little slow, and for some reason the turning circle is somewhat wider than expected, but neither detract from the enjoyment of driving the 630.

Top speed with the 115hp engine is 36 knots, only 2 knots down on the larger engine 570. However, whereas the 570 had the maximum

horsepower allowable, the 630 can take 150hp, now that would be quite something to drive.

Ultimately, however, it doesn't need it. The 115hp engine is a good match and takes the price to £31,990 including a trailer and VAT, plus whatever extras you decide on.

This compares pretty favourably against the 570. With a 90hp engine and road trailer the smaller boat comes out at £28,131, which is reasonable value but not, we think, as good as the 630.

Dual build

So does the concept of Polish build and Norwegian design and finish work? We'd have to say yes. Whilst these boats aren't quite mini Windy's, they're certainly nicely finished desirable products. But more than that, they really work as family boats. They're safe, they're practical, they're fast, they're fun, and above all they're good value. In fact it's hard to think of a more complete first step onto the water.



The bigger 630 came out on top in terms of performance

SPECIFICATION 570

LOA	18ft 7ins (5.7m)		
BEAM	8ft 2ins (2.5m)		
ENGINE	Evinrude E-Tec 130hp		
PERFORMANCE			
rpm	knots	gph	mpg
2,000	6	1.5	4
3,000	17	3	5.5
4,000	24	6	4
5,000	34	9	3.7
5,500	38	13	3

CONCLUSION

FOR Super-smart cockpit, cabin, toilet

AGAINST Boxy looks

VERDICT A great first boat that will impress your friends and look after its crew

MBM
rating



SPECIFICATION 630

LOA	21ft (6.3m)		
BEAM	8ft 2ins (2.5m)		
ENGINE	Evinrude E-Tec 115hp		
PERFORMANCE			
rpm	knots	gph	mpg
2,000	6	1.5	4
3,000	13	3	4.3
4,000	22	5.5	4
5,000	31	8	3.9
5,500	36	10	3.6

ENQUIRIES Fine Design Marine,
Poole: 01202 465 327
www.finedesign-marine.co.uk

CONCLUSION

FOR Handling, looks, seating

AGAINST No sleeping options, unless you are 10

VERDICT Superb all-round sportsboat, great finish, good value, smart looks

MBM
rating

