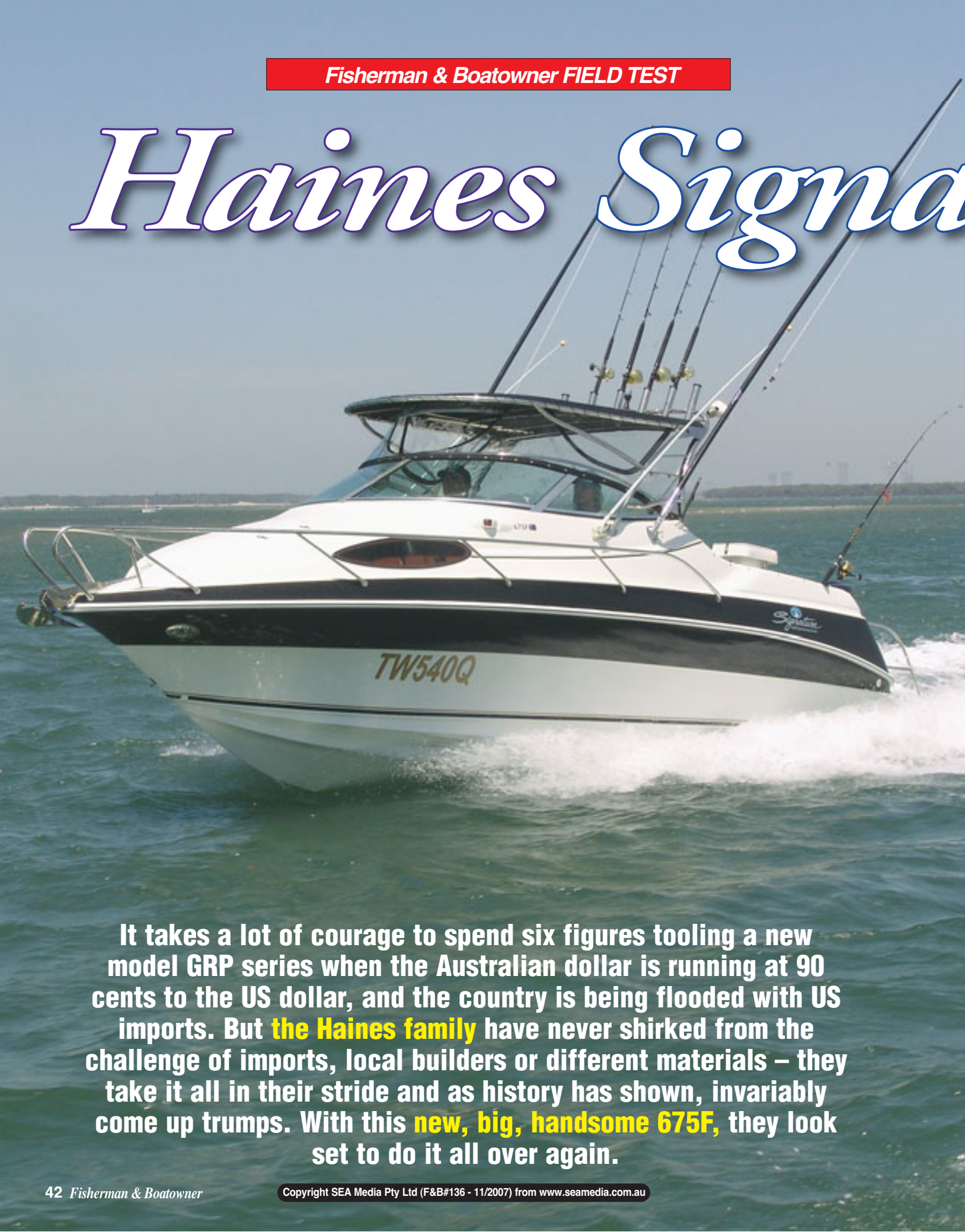


# Haines Signature 675F



It takes a lot of courage to spend six figures tooling a new model GRP series when the Australian dollar is running at 90 cents to the US dollar, and the country is being flooded with US imports. But **the Haines family** have never shirked from the challenge of imports, local builders or different materials – they take it all in their stride and as history has shown, invariably come up trumps. With this **new, big, handsome 675F**, they look set to do it all over again.

**T**he 675F has been a long time in development because it's one of the most sophisticated fibreglass boats ever built in Australia. For companies such as Haines Signature to compete with the flood of imports, they have to get their tooling absolutely perfect and I'm not just talking about blemishes and a smooth finish, either.

If they're going to survive in the future global market, they have to produce tooling that enables them to produce boats with much higher levels of efficiency, less labour, and a faster turn around than ever before.

Now that's all very well and good if you're building the same product time after time, but in Australia, boat building standards have dramatically increased because of the imports, so meeting the imported boat challenge is a bit of a two-edged sword for the local manufacturers; not only do they have to lift their game in terms of fit out and finish, they have to do it even more efficiently than they've ever done it before.

This boat is an exceptional craft. It's not without its faults, but viewed in the big picture sense it's quite a remarkable piece of tooling. It involves a variety of construction techniques including the patented Haines Signature "Nexus" foam packing technique, cored fibreglass construction in many of the upper areas, resin transfer moulding in quite a number of the smaller component parts, with the end result being an exceptionally strong, powerful boat that will not only sustain Haines Signature's excellent reputation for boat building, but will enhance it even further.

That's not just pissing in their pocket either – this is an extremely well built boat and it's very evident from the minute even a layman steps onboard

## SPECIFICATIONS

Length	6.89m
Beam	2.50m
Deadrise	33-21 degrees
Hull Weight	1200kg
BMT height	2.50m
Fuel Cap	280Litres
Min Power	175hp
Max Power	300hp
Max Eng. Weight	270Kg
Towing Weight	2,500kg
People Capacity	8

that he's dealing with something quite special.

From the writer's viewpoint, it's a revolutionary craft, one that started back in the days of the Haines Signature 650 probably, although it's actually a completely new hull, deck and superstructure.

But first and foremost it is a powerful new member of the Haines Signature family and the design team have done a terrific job sustaining the "Signature look" so effectively.

Last month, we were able to snafu the much travelled Boat Show pre production model for a lengthy session off the Gold Coast and back inshore in the quieter waters of the Broadwater.

Throw in a passing pod of whales, excellent testing conditions, and a beautifully set up boat, it was a test we really enjoyed in more ways the one.

## Design

As you can see in the photographs, it's a big, high wooded, almost heavily built looking boat, a reflection in fact of its sheer size.

Overall, it has a length of 6.9m, a maximum beam of 2.50m and a variable deadrise hull of 33-21 degrees. The bare hull weight is only 1200kg

but that's a pretty misleading figure and doesn't mean a great deal because nobody's going to have a bare hulled boat – I think the estimated towing weight of around 2.5kg is much closer to the mark and of more interest to readers.

The BMT height on a trailer is 2.50m, and it has a fuel tank capacity of 280L for the minimum power of 175hp, or a maximum of 300hp (as tested).

Haines Signature recommend a maximum engine weight of 270kg which means it's okay for a Suzuki 300 but the Mercury Verado 300 would apparently be too heavy.

For the record, the 675F has a people capacity of 8 and a price range that starts in the 90's and can very quickly work its way through to 130K plus. It all comes down to the order form, the electronics and whether you want the Targa or not. Certainly, it will be unusual to see a Targa fitted 675 go out the door for much less than 115K and they are working up to 125K fairly quickly.

As you can see in the photograph taken off the launchramp, this is essentially a great big two berth day boat, although the factory is quickly moving to add galley and freezer modules as part of the future package. This boat is designated 675 "F" but I suspect it won't be too long before we see a 675 "C" being listed too.

There's certainly enough space for it and it's such a beautiful hull it lends itself to more middle ground applications in some ways, than it does to hard-core sportfishing.

That's not some sort of a backhand, either – more that it's so beautifully set up and so nicely finished, it will be (almost!) a shame to have a big mackerel or tuna shaking blood all over the place in what is frankly a very elegant boat!