

Test: Noble SuperVee 5.8

Change the way we think

Plate Alloy - Yeh !

Photos: Mike Peterson



Words: Mike Peterson

The Noble Super Vee 5.8

For many years I wasn't a fan of alloy boats, yes they had their place, but I didn't like the austere look, in my opinion the dreadful ride and the noise. Well all has changed. I believe that boating technology has really been strong over the past 8-10 years, with hull design, design itself and colour, and I do see more and more alloy craft on the waters these days, and they're good. However after a recent test of the Noble Craft Super Vee 5. I believe this is one of the best.

Recently we tested the Noble Super Vee craft, the 5.8 cuddy cabin, and was I converted - big time.

Noble Engineering has been trading as a family company for more than two decades, building boats to more than 12m for a variety of customers including the Royal Australian Navy and other government departments, and has a quality assurance ISO 9001 certified by Queensland Government and department of defence. Its boats are designed by naval architects on CAD software and materials are computer cut for accuracy, and built to Australian standards AS 1799.

To set the scene:

We launched from St.Kilda Marina, and let me tell you it was a boat testers dream, all to many times we arrive at a testing site only to find still calm waters, but this afternoon, Port Phillip Bay in Victoria really lived up to it's reputation, the white caps were there, and we understood it was blowing 23 and gusting to 28knots from the southwest.

Leaving the confines of St.Kilda marina we thought we'd go over near the mouth of the Yarra, which would, in these conditions, give us some fairly serious seas, and it did. I don't know whether you can understand the tremendous exhilaration you get in conditions like this, particularly with a boat that so obviously is at home in such conditions.

The boat was great, it was white water swells (which I love) hitting high on the portside shoulder, no problems, then we swung the bow around into the seas, gave it full throttle with the bow tucked in, again no problems - was this a fiberglass boat, no, it's plate aluminum and behaving beautifully. I realised that this boat like trim, so I flicked on the trim switch to lift the nose a little, throttled down and were up and running.



No jarring, No thumping, and very very dry

I was really blown away how well this boat performed, and indeed with the softness of the ride. The next point is that is this boat would be used by serious fishermen in the main, so we moved to area, not quite so ferocious, but still with a bit of sea around us, stopped the motor, grabbed a rod as though I was going to do some fishing, went to the port (left) side with my more than ample 105kg body, and waited for the roll - it didn't happen. The hull is so designed to eliminate, in the main, the adverse weight movement on the boat, so if you have two or three big blokes all fishing on the one side, the hull through an ingenious design locks air under the hull, to stop the severe list that one



And finally, moving from our current location back out into the severity of Port Phillip Bay, I wanted to see how the Noble 5.8 Super Vee performs in a following sea.

I could see by The Super Vee's 24-degree Deadrise will hold it in good stead when punching through offshore chop, whilst its aggressive double reverse chines offer good stability dead in the water, it probably would do well, so I hit the throttle in a two metre swell.

I really wanted to see how this craft would perform.....

Need I say, it performed so well, its bow lifted as we careered down the back of swells, and not at anytime was there ever cause of concern. It tracked beautifully and with its Deep Vee, it gives you plenty of bowlift and that gives you confidence.

Powered by the Honda four stroke 135HP, which provided the power and torque the boat stayed high and dry, and when I throttled back down there was no sign of broaching in anyway shape or form.

Maneuverability was also easy on the arms, with Hynautic hydraulic steering fitted.

Build wise, the Noble Super Vee series set the bench mark, the welding on this boat looked strong with wide fillet welds at the joins and the finish was excellent, whilst inside the cabin the Vee-berth could sleep two large adults without an infill for the leg well. There was also plenty of head height for those sitting inside. The forward section of the cushioning hides a portable toilet behind a lift-out gate.

Stowage was found under the side cushions as well as in the large deep tray at the forward end of the cabin, as well the cabin provided plenty of space easily accommodating a Collingwood six footer, or two.

And finally at the business end of the craft, the skippers position. There was plenty of room for marine electronics at the helm and a flat dash top could handle a number of gimbal-mounted instruments.

The front bucket seats swivel, and are mounted on slides on stowage boxes fixed to the floor.



Out in the cockpit the side pockets ran the full length with a freshwater deckwash in each. The inner sides of the coamings were padded at a height above the average knee, making for comfortable and stable standing while fishing. The kill tank, measuring 90cm x 90cm, was situated under the deck, as well the 5.8 features fully sealed floors and a self draining cockpit.

A livebait tank and practical bait station with four rod holders complimented transom area, and with plenty of room to move in the cockpit, this boat had all the hallmarks of a practical fishing platform for a number of anglers. The targa also had room for six rods in the launcher.

The Cuddy Cabins comes in the following lengths

5.3, 5.8, 6.2, 6.8, 7.4

In summery:

A great boat, for the serious fisherman with good offshore capabilities.

The Noble Super Vee was made available from New World Honda, 518 Princes Highway, Berwick, Victoria, 3806

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