

Quicksilver 640WE

Weekender by name and a **family day cruiser by nature**, this practical sportsfisher-style boat should have a broad appeal

The line between sportsfisher and cruiser has long been hazy and this 23ft 9in Quicksilver aims to confuse matters even further, with its rod holder-clad cockpit and four-berth accommodation. Thankfully one thing remains constant with sportfisher boats and that is cost-effective ownership.

One of the more noticeable benefits of this style of boat is the wheelhouse, which offers protection from the typical British summer, and what fishers lack in the sporty looks and performance department, they more than make up for in practicality. Having caught on to the fact that many fishers never see a severed fish head, builders are now offering models where the emphasis has moved away from angling and firmly onto cruising. The new Quicksilver 640 Weekend is a case in point.

Stepping aboard the 640, it

doesn't take long to notice some nice touches, like the fuel and battery shut-off switches located easily to hand behind lifting covers in the cockpit, and the large distinctive cockpit overhang that offers protection for the deck and wheelhouse entrance.

The cockpit still retains the obligatory rod holders in the teak coamings but the soft furnishings of the full-width transom seat remind you that this boat has been designed with families in mind. The transom seat has two removable side sections with the port side one allowing access to the bathing

platform through a transom gate.

The 640 is available with either an outboard or an inboard sterndrive package. The test boat was fitted with a Mercury 115hp four-stroke outboard, but the bathing platform was somewhat cluttered with steering cables, fuel lines and electrical wires.

Having said that, Quicksilver has still managed to install a bathing ladder on one side of the engine and an auxiliary engine mounting bracket on the other, both of which are worthy additions.

Working the 640's decks couldn't be easier. Moulded steps in the cockpit allow access to the

generous side decks which are lined with plenty of grabrails and from midships forward, a sturdy knee-high pulpit adds to the feeling of security. Rope work is dealt with by two pairs of chunky cleats forward and amidships, as well as a pair of sturdy Sampson posts on the stern quarters.

Access to the accommodation is through a sliding door, which can be locked in an open position. Inside and immediately to port is the optional and very large toilet compartment. This comes equipped with a chemical toilet and offers 5ft 10in standing headroom, which is a big plus and a bit of a rarity on a boat of this size. However, the compartment is sparse and its clear, rather than frosted, window makes it feel rather exposed.

Opposite the WC you'll find a compact galley comprising a sink with pressurised cold water and a single-burner hob. While there is no

"The one thing you don't have to worry about is storage space, as this boat has masses"



All-round windows and a roof panel make for a light and airy cabin



Dinette converts to a raised double



Fuel and battery shut-offs



You can fit a fridge under the helm seat



Big toilet compartment

