

**BOAT TEST**  
**SEALEGS 6.1M ALLOY**

# **SEA LEGGING ON A BUDGET**

**BY FREDDY FOOTE**





*Rated from 130hp to  
150hp outboards, the 6.1m  
Alloy will do over 31*



**SET TO CREATE A  
NEW SEGMENT IN THE  
AMPHIBIOUS BOAT MARKET,  
THE NEW SEALEGS 6.1M  
ALLOY IS THE LATEST  
OFFERING FROM THE  
ORIGINAL CREATOR OF  
AMPHIBIOUS BOATS.  
FREDDY FOOTE CHECKS OUT  
THE NEW GO ANYWHERE  
FROM SEALEGS.**



# BOAT TEST

## SEALEGS

### 6.1M

#### ALLOY



*The new Sealegs 6.1m Alloy.*

*The 6.1m Alloy model is designed and built to be a more affordable everyday boat for boaties.*

Over 1500 boats down, Sealegs have certainly proved the doubters wrong and become a significant force on the global boating market. In fact Sealegs #1500 just went to Bear Grylls – the Global Adventure Icon – and was his third Sealegs. With various models always on the drawing board and in development, their newest offering to the market is the 6.1m Alloy. An amphibious boat has never been the cheapest item on the market, and Sealegs are in no denial about that. They cater to a specific and discerning buyer. There wants and needs vary, but what they commonly want is an easy and convenient alternative to trailer boating. No trailers, no waiting in queues at the ramp and in some cases tides do not restrict you for beach launching. What Sealegs have done with this new 6.1m Alloy model, is create a more basic boat, with less of the frills and features, but still with the functionality of a Sealegs, and with a more affordable price tag. “We want to make a Sealegs more affordable, and to appeal to a wider range of buyers,” says Global

Sales & Marketing Manager Peter Small.

“We think for \$NZ149,500 for a Sealegs base boat and outboard is incredible. Electronics is on top of that, but it gets people out on the water in a new Sealegs.”

“In the design and build of this boat, it’s about being smart in our manufacturing costs, and passing those savings onto the consumer.”

So where have Sealegs saved some costs in the build of this new 6.1m Alloy.

All Wheel Drive is not standard, this is an option on the 6.1m Alloy (it is standard on the rest of the range but the relatively lighter 6.1m and shorter wheel base doesn’t make it necessary for all boats (particularly those on concrete ramps or hard packed sand).

It does come standard with an Automatic Braking System (ABS). The ABS is a land-based mechanical brake within the rear-drive motors which automatically activates when: the boat is parked, and the inboard motor is turned off OR in the unlikely event of a hydraulic transmission failure or if the operator activates the emergency stop button on the console.

Power Steering is also not standard – this is an option on the 6.1m that again Sealegs fit as standard to their larger, heavier craft for more seamless manoeuvring on land.

If you want to tackle some serious terrain, then there is a diff-lock available as an option to augment the functionality of AWD. The diff-lock option allows operators to force all wheels to turn in unison, regardless of traction (or lack thereof) available to all wheels. This, combined with AWD, will allow a Sealegs boat to overcome more extreme conditions. Saving some costs off the retail price in the case of the 6.1m Alloy is the lack of XRT (Extended Run





*No trailers here!  
Very easy boating.*

*Plenty of storage  
aft, a sizeable bait  
board to use.*

*There is a descent  
sized live bait tank  
in the port corner.*

Time). In standard spec, the 6.1m Alloy can travel on land for 1km, which for most people is all that is needed. XRT adds the ability to run on land for much more extended periods. If you want to drive longer distances in your 6.1m Alloy, you can add XRT as an option.

## **FUNCTIONAL LAYOUT**

As you step aboard the 6.1m Alloy, you immediately notice how spacious the boat is. For a boat that is only 6.79m in length overall (wheels up), it feels like a much bigger craft.

The hull length (not including wheels) is 5.2m, and the beam is 2.31m.

The 19-deg deadrise hull is made from 4mm aluminium and will give a total displacement weight of 1420kg without fuel.

Standing in the aft section of the cockpit, there is easy access into both corners should you be playing a fish, and scuppers will ensure any water that comes over the side drains out quickly.

The icy bin seen in the starboard corner is an option and slides under the transom. Sealegs plan on upgrading this to another version which allows you to open it from one end when stowed. Across the transom, there is a central storage locker with a live bait tank in the port corner, which can be accessed via a hatch above.

The 6.1m Alloy is rated for six passengers, and you can fish 3-4 comfortably. With the addition of the Sealegs system, it adds a significant amount of weight to the boat, down low. Which, in turn, makes it ultra-



stable. Two adults to one side and there was very little sign of lean.

There is side shelf storage on both sides of the cockpit, and the top of the coamings come equipped with three-rod holders on each side as well as two cup holders. There are a further five-rod holders in the centre of the cockpit and a whopping additional four drink holders a top of the engine box.

The 22hp Honda four-stroke engine that powers the Sealegs hydraulics system sits underneath the helm seat, this provides extra passenger seating and frees up the helm seat console for storage.

The helm seat itself features a fold-back bolster, meaning you can push it forward should you want to drive standing, or so you can sit and face aft while at rest fishing or socialising with your passengers.

At the helm, there are twin folding bolster seats, in front of a wide dash area.

Finished in aluminium, the dash area is



vast and expansive. Sitting in the centre above the steering wheel is a 12" Simrad MFD. To the left are various switches for the onboard system as well as the Yamaha digital engine gauges. To the right are the controls for the Sealegs system as well as engine control for the Yamaha outboard.

There is a small cuddy cabin forward, big enough to stow a bit of gear, and on the foredeck is a drum anchor winch to take care of anchoring duties.



# BOAT TEST

## SEALEGS 6.1M ALLOY



*The dash is big enough to fit large electronic displays should you wish.*

*The forward cuddy cabin is small, but big enough to stow extra gear.*

*The 6.1m Alloy boasts a spacious cockpit.*

### SMOOTH RUNNING

While an underfloor fuel tank can be fitted as an option, our test boat came with the standard tote tank configuration. Under the floor, there is space large enough to house two 45-litre tote tanks, couple that with the economy of the 130hp Yamaha four-stroke and it will give the boat plenty of economical cruising. The boat comes standard with one 45-litre tote; another comes as an option. Sealegs have gone with the tote tank concept as a cost-cutting measure, as it's easier to buy and off the shelf item rather than fabricating a fitted tank in-house – which they do for the rest of the

Sealegs range.

The 6.1 Alloy is rated for outboards from 130hp to 150hp, our test boat fitted with Yamaha's 130hp four-stroke variant. The performance was good, a healthy 31 knots @ 5800rpm from the 130hp Yamaha with two passengers on board. At a comfortable cruise, we observed 22 knots at 4500rpm.

While underway, you are well protected via the wraparound windscreen, the seating position allowing you to sit low enough below the top edge of the screen.

Should you wish, a bimini or a T-Top is available as an option.

The ride was good, and dry, it handled the cross chop well, and was a good match to the 130hp fourstroke. It would also easily handle a large 150hp version.

### WIDE APPEAL

Boat & outboard packages start from \$149,500. Our test boat, the first boat off the production line, and loaded up with a few extra options, is retailing for \$195,000.

Who is the 6.1m Alloy going to appeal to? It's going to find appeal with fishermen, with the boat ideally set-up for coastal fishing and even further afield should they wish.

It will also find favour with older generations who perhaps want an easier way of getting out on the water, without having to sacrifice comfort by getting a small boat.

And according to Sealegs, the boat is already finding appeal; this demonstrator is hull #1 with a further five already ordered and going into production – clearly set to be another winner for this innovative Kiwi builder. ↓

### FUEL & PERFORMANCE

RPM	Knots
1000	4.1
1500	5.0
2000	6.0
2500	7.0
3000	7.5
3500	22.0
4000	20.0
4500	22.0
5000	26.0
5500	29.0
5800	31.0

Range is calculated on 90% of the fuel capacity



### SPECIFICATIONS

<b>Model &amp; Model:</b>	Sealegs 6.1m Alloy
<b>Priced from:</b>	\$149,500
<b>Price as tested:</b>	\$195,000
<b>Type:</b>	Cabin
<b>Construction:</b>	Aluminium
<b>LOA:</b>	6.7m (wheels up)
<b>Beam:</b>	2.31m
<b>Deadrise:</b>	19 degree
<b>Dry weight:</b>	1420kg
<b>Test Power:</b>	130hp Yamaha Four-Stroke
<b>Power options:</b>	Outboards
<b>HP Range:</b>	130-150hp
<b>Fuel capacity:</b>	2 x 45L Totes
<b>Contact:</b>	<a href="http://www.sealegs.com">www.sealegs.com</a>

This boat could be protected against the effects of corrosion, oxidation and discolouration.

# NYALIC

Clear Surface Protectant

The ideal cost effective product to protect your valuable asset.