

# Activa 6400

By Alasdair Scott  
Images by Bryce Taylor



The first thing that strikes you about the trawler-style Activa 6400 is the attention to detail – every detail. This is no trawler with some high spec additions; this is a painfully planned, beautifully crafted example of marine magnificence.

The fit-out was designed by John Winter of Adventure Bay Motor Yachts. With a professional eye for detail, synonymous with his family connections to high-end furniture manufacturers, Danske Mobler, Winter has delivered a boat adorned in luxurious features that will satisfy the most discerning luxury launch owner. Drawing on over 25 years of chartering experience, Winter has incorporated many features gleaned from catering to that most demanding of character, the charter client.

While the look of the “trawler style” may not appeal to everyone, you would be hard-pressed to find anyone who did not admire the pure craftsmanship of the interior. The satin teak with paua shell detailing is faultless, as is the solid teak and holly floors, while the wood grain matching throughout is quite spectacular. New Zealand Tasman leather has been used extensively in the dining areas which complement the precision craftsmanship of the beautifully inlaid paua and mother-of-pearl designs on the three Madrona Burr dining tables.

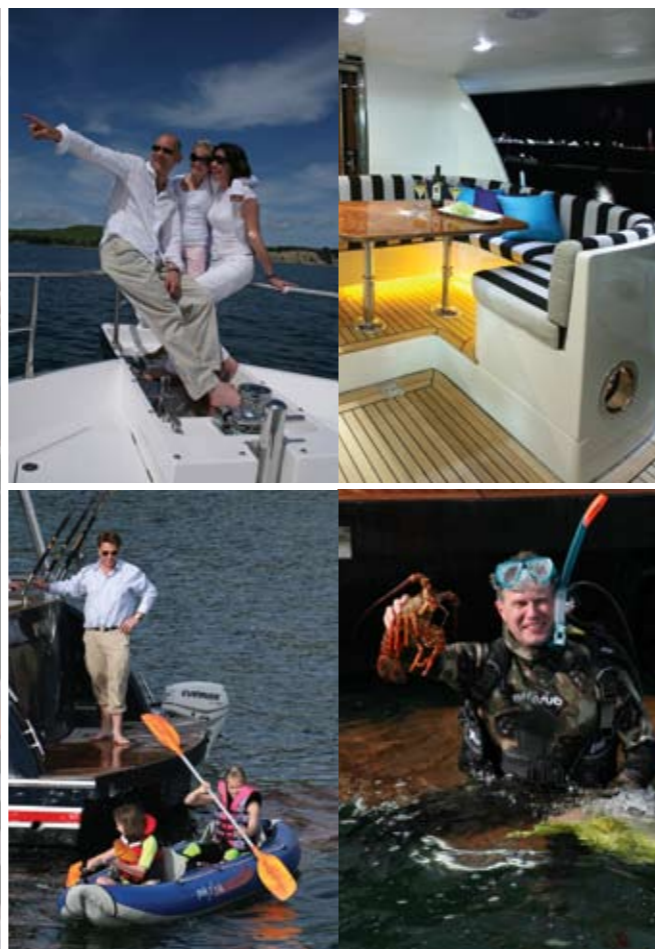
The generous cockpit area includes a shower nozzle, bait-board, live bait box, six rod holders and plenty of storage for rods, scuba tanks and other necessities for nautical entertainment. Transom engine controls, including a remote control for the bow thrusters, are perfectly positioned to make maneuvering into tight spots much more user-friendly. The control unit cleverly swivels into the combing when not in use.

The cockpit dinette is set slightly forward, against the salon bulkhead and inside the fly bridge’s drip line, affording a more comfortable outdoor dining experience facing the views to sea as well as protection from the wind. A minor detail perhaps, but is in keeping with the overall attention to detail theme. The double glass doors, which slide back into the bulkhead when not in use, are solid and look classy with their hefty stainless steel surrounds.

The day-head features a shower, toilet and wash basin with paua detailing and marble bench-tops. It is well positioned, both to take advantage of the view while showering with the door open, as well as a crew head. With access to the crew’s quarters from both an internal staircase in the cabin and a hatchway in the cockpit, crew needn’t have to bother guests when using the head.

The hydraulically lowered swim platform is huge, easily accommodating the 4.0 metre Aquapro RIB tender, powered by an Evinrude E-Tec 60. As we found when we anchored for lunch in a gentle Hauraki Gulf swell, the platform can be lowered to provide noticeable stability. Half submerged, it is also a safe launching pad for the kids’ kayaks and is a useful platform for swimming or even launching an adventurous skier. The tender’s cradle folds up and can be locked into place to become a bait board, housing another two rod holders.

Cockpit stairs lead to the flybridge. The top deck storage area easily accommodated two kayaks, a 2.7 metre inflatable, storage for an



outboard motor and a 50 kg davit. Once inside the enclosed flybridge, you gain the impression of the height of the boat. The seating area for six guests boasts the same quality material as downstairs and is extremely comfortable. Standard features include a BBQ and fridge.

Enclosed in 6 mm acrylic windows, which can be opened and attached to clasps on the ceiling, the flybridge gives the impression of being airy while still providing protection from the elements. The acrylic windows were installed as a last minute add on and perhaps more attention could have been given to the quality of the catches, as this detracted from the rest of the boat's quality fittings and fixtures. These are being changed as part of the NZ commissioning program.

The main dining area downstairs can be accessed from the flybridge, via a stairway, surrounded in grain-matched satin teak. This stairway can also be sealed off with a glass hatch, allowing separate functions to take place, without noise becoming a distraction.

The galley, complete with 20 mm marble bench-tops, dishwasher, fridge/freezer, hob, oven and a multitude of kitchen appliances in the spacious cupboards, would rival any kitchen for quality, look and feel. The amount of space allocated to the galley is in proportion to the size of the boat and is therefore a comfortable space for just the one kitchen hand.

The table in the main cabin can be electronically raised or lowered, depending on whether you need a dining or a coffee table. Tambour doors hide the home theatre entertainment system and flat screen TV and match the exceptional finish in the main cabin area. Rope lighting behind the pelmets and ceiling feature, help to make dining an intimate

experience. The head liner is made from a washable micro-fibre that scored highly in a Martindale rub test.

The bridge boasts top of the line Furuno dual station electronics, communication systems and autopilot. A cleverly designed wire system means the angled slimline venetian blinds match the angle of the windscreen.

Downstairs, the accommodation has been well thought out and includes a queen size guest cabin and one twin, each with flat screen TVs. Teak-lined lockers provide plenty of room for personal items and again, the finish is superb. The guest head comes complete with marble floor and bench tops, with toilet, shower, sink and cabinet.

The full-beam master bedroom, with windows at either end, provide a flood of natural straight-through light. According to Winter, the athwartship orientation makes for a more comfortable sleep in sloppy anchorages, than the more traditional end on orientation. The full en-suite boasts shower, toilet, heated towel rails, twin sinks, marble bench-tops, flat screen TV (linked to the Furuno station to keep an eye on things from the comfort of the master bedroom), dual cupboard spaces, queen size bed and twin fans. There is also a make-up station and work/laptop station to accommodate the needs of cruising couples. And just when you think the designer has thought of everything, we even spotted an alarm system that detects the presence of carbon monoxide!

The pristine engine room could double as a dining room it is so clean and well appointed. The twin Volvo D12 775 hp beasts are capable of

pushing out around 22 knots at top speed, and a cruising speed of 17 knots. Stainless steel engine blocks obviate vibration under power, while twin 2000 watt, 60 amp Mastervolt inverter/chargers deliver more than sufficient power to run the electrics on this floating palace.

The 6400 is built by Activa Marine, headed by Taiwanese naval architect Charles Chang. With boatbuilding experience spanning more than 30 years and 500 boats, Activa Marine boasts a 33,000 square foot purpose-built factory, located on 363,000 square foot of land on the Lou River, giving easy access to transport the finished product to Shanghai, China's largest seaport.

Construction is solid hand laid e-glass below the waterline and vacuum bagged foam/balsa/e-glass composite construction above the waterline. Resin Infusion is now taking over in their facility as the preferred method of construction due to its clean environmental system and strict weight control.

The spray strakes - the line moulded into the hull to deflect the spray away from the hull and to give the boat a bit more lift - have been designed by renowned Kiwi designer, Max Carter.

If, like some people, you discount a Chinese-constructed craft because of some previously held bias over quality - you need to build a bridge (and get over it!). This is an example of the superior craftsmanship the Asian market is capable of that can rival the quality of some of the world's best manufacturers. And combined with the professionalism and the attention to detail qualities of John Winter, expect to see more Activa designs motoring around our waters in the years to come. ■

**SPECIFICATIONS:**

LOA	68'11"
Beam:	17'6" Draft 4'8"
Displacement:	35 tons approx
Construction:	FRP to NZ survey
Engines:	Twin Volvo D12 800 hp each
Max speed:	20 knots approx
Displacement range:	2,500 nm approx
Fuel:	5,500 litre approx
Water:	1,100 litre approx
Genset and electrical:	Mastervolt/BEP
Aircon (All areas):	Cruise Air
Electronics/Autopilot:	Furuno Dual Station
Watermaker:	Sea Recovery
Tenders:	Aquapro 4m on submersible swim platform, 2.7m Aquapro, 2 kayaks on flybridge
Interior:	7 berth (3 double guest, 1 crew) plus 4 in living areas Satin teak/leather/marble
Laundry:	Separate Whirlpool washer, F&P drier
Galley:	Stainless F&P and Asko
Entertainment:	4 LCD TV/DVD, Pioneer home theatre