



Quicksilver Activ 875 Sundeck, a large, small open cruiser

MOTORBOATS

Active Trim 1 BRUNSWICK GROUP 1 brunswick marine 1 Mercury Verado 225 1

We tried out the Quicksilver Activ 875 Sundeck full optional version with two outboard engines of 250 hp each, and discovered a particularly versatile craft which is suitable for family cruising

Isn't that headline a contradiction in terms? Not at all, because in just **8.06 metres** overall length the Quicksilver yard really offers a lot with its *Activ 875 Sundeck* in terms of usability and versatility. It is also available in the single engine version, with a 225 hp Mercury Verado

The cockpit is slightly offset to port, leaving more room on the starboard to be used with greater safety, but without eliminating the port gangway, which is in any case served by steps.



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The dashboard is

on the port side of the cockpit and includes a double, adjustable seat which can be raised to the best position for the helmsman, who then has the steering gear and electronic throttles to hand, all in the right ergonomic position.

The protection provided by the *Quicksilver Activ 875 Sundeck* **windscreen** and its lateral extensions is really very good at all speeds, as is the visibility, with nothing blocking a 360-degree view of the horizon. For people who like to take a swim, in the stern there are two platforms alongside the engines, and the starboard one gives access to the cockpit through a hatch made from a composite material, which cleverly opens the way to the large forward sun area, where part of the cushions can be taken up to create a comfortable chaise longue with glass holders on the side.

The L-shaped sofa in the cockpit, which can also be converted into a sun lounger, covers large lockers to stow the security equipment and accessories that you may want to take on a cruise.



The interiors include a dinette in the bows which can be converted in just a few seconds into a double bedroom, and in addition to this there is a further double room in the stern, which – even though it has a limited height because of structural requirements which

are easy to understand – is nevertheless a space in which two adults can sleep comfortably during a cruise. Finishing off the interiors we find the bathroom, which is a really good size, considering that it is on a two-cabin boat of these dimensions. It has a separate shower and porthole that can be opened.

This configuration has been made possible by the decision **to move the galley outside** to a mobile unit below the pilot's and copilot's seats, so it is an element that – when in use – occupies part of the cockpit. That is a very coherent and rational choice, which fits in with the spirit of this boat, given that the entire cockpit and well area can be covered with a practical awning which is included in the fittings.

We set out to sea on an autumn morning in **Talamone**, on one of those warm sunny days that really make you want to enjoy a bit of relaxation. With the calm sea, and the almost total lack of wind, we had a boat that is equipped with a good amount of horsepower and a hull that is forgiving and very easy to handle, even when you really push it.

As normal, we pushed ourselves in manoeuvres that a sensible pleasure boater wouldn't do, just to check out the boat's limits and get a feeling of the safety margins.

The Quicksilver Activ 875 Sundeck always reacted in a satisfactory way, despite the fact that it is a boat with greater volumes and weight than an open cruiser. It is an easy boat to handle, which is safe and is able to handle even tougher conditions than those one would normally pick to go out to sea on, but which you sometimes find yourself having to face on a cruise.

With 500 horsepower available, opening up the throttle is fun, because it pushes hard even at low rpms, and up to **44.5 knots** the acceleration is really thrilling, especially if you let Mercury's Active Trim system work on its own. This ensures that the trim is always optimised, and also gives it thrust that is suitable to the speed.

There was just one thing we didn't like quite as much, but which at the time of going to press we were assured had been resolved, and that is the automatic trim handling algorithm which at around 35 knots triggered slight porpoising. That is something that can actually be easily solved, with a small change to the software. The boat we tested was the one that had been used for sea tests by dealers, so, if that is the only thing that could be improved, that is more of a good point than a bad one.



Top performance, and good fuel consumption figures which all things considered are in line both with what the boat can do and the amount of weight in play. **The Quicksilver Activ 875 Sundeck hull is always reactive and is able to absorb the bow waves** which we went looking for at high speed. To these features one should be added a helm which is always particularly sharp, both at speed and when manoeuvring.

The boat we tried also had a bow thruster, which together with the double engine fitting makes manoeuvring in port very intuitive and simple.

QUICKSILVER ACTIV 875 SUNDECK

PROJECT Quicksilver

HULL LOA 8.74m • Maximum beam 3m • Draft 0.60m Ligh mass displacement 2462 *kg* • Full mass displacement 4000 *kg* Fuel tank volumes 450 / Water tank volume 100 /

MAIN PROPULSION 2 Mercury Verado 250 XL Outlet mechanical power 184 *kW* • Number of cylinders 6L • Total swept volume 2.6l • Maximal rotational speed 6150/min • Weight 303 kg

CERTIFICATON EC Category C12 – B10

PRICE 96,270.00 € as tested • 74,500.00 € as standard with one Verado 225 hp engine

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www.quicksilver-boats.com

(QUICKSILVER ACTIV 875 SUNDECK Febbraio 2018)

