

Infanta 6.7 SR



NO COMPROMISE!

Boating International has surprised the market with yet another addition to their RIB range. With a spacious deck layout, pleasing aesthetics and remarkable performance and versatility, the Infanta 6.7 SR is surely a winning package and well worth a second look!

Words and pictures by Anton Pretorius

Leisure Boating takes the Infanta 6.7 SR on her first maiden voyage on Gauteng's Germiston Lake

InfantaSTIC!

Boating International has always had a knack for spotting and selling quality-constructed craft. Recently, they've come across the new Infanta 6.7 Semi-Rigid, which is a rubberduck like no other.

Built by Swellendam-based Infanta Inflatables, their thermo-bonded PVC pontoons have proven to be resilient in even the harshest conditions, while most boaters consider her well-finished appearance and performance to be superior.

BI's Lloyd Smook was confident about it being a major hit amongst boaters in the market. "She's a star performer and a uniquely versatile craft for boaters looking for the best of both worlds (inland and coastal waters)."

With all the hype associated with this craft, our excitement here at *Leisure Boating* was becoming palpable and we could hardly wait to get her out on the water.

Conditions for test

After a hectic thunderstorm the night before, and a 40% chance for rain on review day, we were hoping for the best. Luckily, with slight cloud cover overhead, a mild 23° C temperature and no wind, morning conditions proved ideal. ➤





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Germiston Lake was flat and glass-like – which wasn't exactly suited for testing her rigidity. Nonetheless, after getting a feel for her capabilities, we were confident that it'll flourish on rough coastal waters.

General Impression

At first glimpse, the Infanta 6.7 SR looks bigger than what she actually is. With a nice wide beam (2.5 m) and the clever placement of seats and console, the manufacturers' had done a good job by optimising her space onboard.

Although she appears stocky, surprisingly, her dry weight is a mere 400 kg, and 830 kg when fully loaded. With the subtle use of shiny steelwork and colours (nautical blue, grey and white), she's aesthetically stunning!

Launching and trailering

After clearing the debris of the previous night's storm, we eventually got the trailer onto the slipway. However, clearing the debris was probably the hardest task as she unhooked and slid into the water with the greatest of ease.

Deck Layout

At the bow, you'll find grab rails, as well as a large seating area that converts into a sun-lounger by adding two filler cushions, a great addition for the ladies looking to soak up some sun.

Thanks to her clever construction in the deck layout, she has ample seating space, each with adequate storage and quality upholstery. With so many seating spaces, the Infanta can accommodate nine to 12 people comfortably.

She has plenty of walkthrough space on either side of the craft, so even the stockiest of passengers can move forward and aft comfortably. She features a plush bench seat at the stern as well as forward of the centre console.

The backrest of the fully adjustable skipper's chair can be flipped over facing aft, making it easier for fishing. At the foot of the console, you'll also find storage for four 25-litre fuel tanks.


The helm station is equipped with analog, instead of digital gauges, giving the helm a stylish look. The helm area also features binnacle mounted controls, hydraulic steering and a Perspex windscreen for protection.

The Infanta also has a removable cocktail table with cupholders to keep your soft drinks upright while cruising at high speeds. With deck hatches and adequate storage, you'll have enough room to store all your gear and valuables.

Performance and Handling

The Infanta 6.7 is equipped with two Mercury Big Foot 60 HP 2-Stroke, 3-cylinder motors, which are among the most reliable and trustworthy motors on the market.

Not only will these classic motors outperform most modern motors of today, but she also boasts plenty of torque. She's equipped with 15-pitch propellers, making it suited for either coastal or inland waters.

Her performance was more than satisfactory. She planed within 4.5 seconds, top-ended at 62 km/h (5 000 rpm) and registered a decent 



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cruising speed of 43 km/h at 3 600 rpm (all tested on GPS speed).

But when we opened her up, it felt like we were riding on cream! She was exceptionally soft and smooth on the water and I was able to scribble my notes undisturbed while gunning it across the surface.

The manufacturers recommend a minimum horsepower rating of 90 HP (single outboard) and a maximum of 175 HP. For twin installation, they recommend at least two 50 HP, and a maximum of two 90 HP.

What struck me was her ability to grip well and “dig in” during tight cornering

with the motors trimmed down, but still able to retain that versatility to operate smoothly and fluently while trimming the motors slightly up.

Finishing touches

Her overall steelwork and finishing proved to be exceptional. Her shiny stainless steel grab rails are not only practical and safe, but also visually appealing, which accentuates its well-finished appearance.

Standard features on the craft include a ski-wing, bow rails, anchor roll, removable cocktail table, navigational lights, boat covers, boarding ladder and

galvanised breakneck trailer.

Should you wish to kit this craft for some serious offshore angling, Boating International offers a wide range of accessories from T-Top sun canopies to radars, VHF marine radio, compass, safety (Category C) and navigational equipment.

Conclusion

Not only is she a sight for sore eyes, but her handling and response on the water was impressive as she turned like a slot car and sat solidly in the water. With a well-finished appearance and high-quality construction, there’s not much to fault with this craft.

This all-round package is well suited for the South African market – whether you’re an entry-level boater or a serious deep-sea angler. We look forward to giving her an extensive sea trial, where we believe she’ll thrive!

For more information, contact Boating International on (011) 452 8280 or info@boatinginternational.co.za. Alternatively, visit their website on www.boatinginternational.co.za

At a glance	
LOA	6.7 m (22-ft)
Length on trailer	7.4 m (24.3-ft)
Weight	830 kg (as tested)
Beam	2.5 m (outside) 1.5 m (inside)
Engine	Mercury BF60 2-Stroke, 3-cylinder (as tested)
Passenger Capacity	12
Fuel capacity	100-litres (4 x 25-litre tanks)
Price	R239 500 (as tested) *subject to change

