

# Haines Hunter 565F Centre Console Fisherman

***Apart from the controversial omission of a self-draining cockpit, this is another fine craft from the popular Queensland manufacturer.***

Original Story/Pics by Peter Webster

## Introduction

The 565F is the fourth model in the increasingly popular mid-range 5.65 metre Haines Hunter line-up. This series of Haines Hunters began with the release of the raised deck "L" model: a year or so ago, continued with the raised deck but enclosed cabin "C" model, the conventional "R" (runabout) version, and has been finally consolidated with the release of this new "F" centre console fishing boat.

The 565F is a fishing boat, nothing more or less. It was designed for the increasing number of sport fishermen roaming the Australian coastline, seeking out the exciting gamefish to be found between

Australia's coastal fringe and the Continental Shelf. For the Haines Hunter Group, it is yet another departure from their standard practice of avoiding specialisation — but where such practice may have been feasible several years ago, in this day and age when every sale counts, an organisation as large as the Haines Hunter Group can leave no stone unturned if they are to maintain their position in the marketplace.

For some years, the fibreglass manufacturers have been looking enviously at the popularity of the aluminium centre consoles, biding their time for the specialist fisherman to lift his sights into the larger categories.

It is difficult for the fibreglass manufacturers to

compete with aluminium under 5.0 metres LOA, but once the fisherman goes beyond 5 metres, the fibreglass manufacturers can provide a very competitive package — as evidenced by the 565F. The standard boat, purchased in Brisbane, can be taken away for \$4,295 (excluding motor(s) and trailer) — and that's good buying in anyone's language!

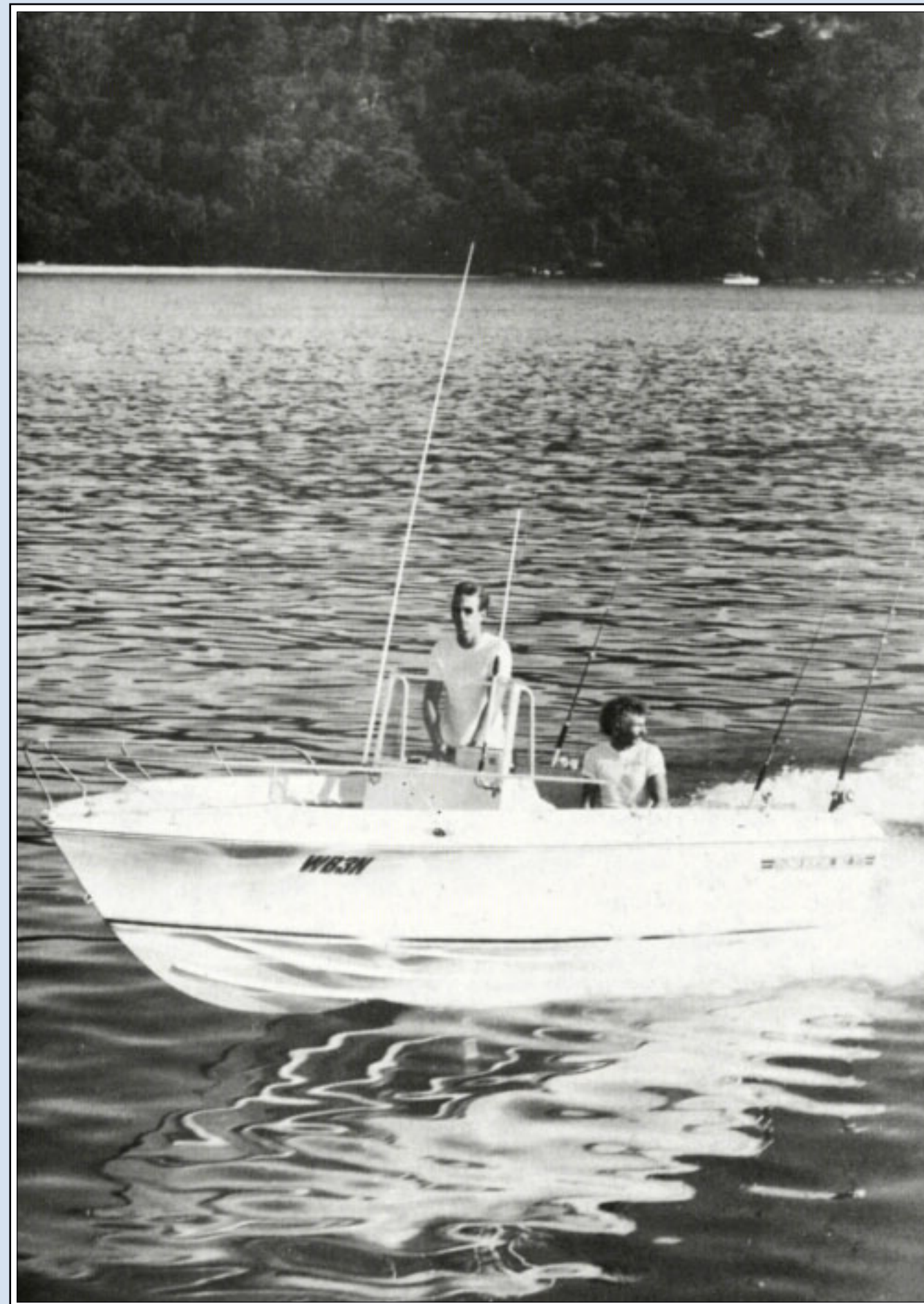
## Design

As noted, the 565F is based on the original 5.65 metre hull developed by Haines Hunter in 1978. This hull is quite unique in Australia as it incorporates a distinctive flat section or "wedge" on the bottom of the hull, along the keel. This wedge (or 'plank', as it is often known), is of increasing importance to boatowners — almost in direct proportion to the increase in the cost of outboard fuel.

Designer John Haines developed the plank with the sole purpose of overcoming one of the deep-vee hull's biggest disadvantages — the need for copious quantities of horsepower to keep the deep-vee up on "plane".

Over the years, 'Hainsey' (as he is widely known in the industry) and his brother Garry have raced in every category and class of offshore and inshore powerboat racing craft; few people in the world would have more down-to-earth, practical experience about making a modern deep-vee hull work at high speed in either smooth inshore waters or rugged

***Right: The 565F cruising easily in still water.***



**ABM  
RETRO  
BOAT TEST:**  
Unchanged, as  
first published,  
written and  
photographed  
by Peter  
Webster in  
April  
1980