

The All New Haines Signature



Already one of Australia's biggest selling family fibreglass half cabs, the Haines Signature 492 has been given a make-over of a kind we've rarely seen in the boating industry. For once, the boat builder has made a very good product even better - and left all the good bits alone.

The new boat was first going to be called the 492 "Mk 11", recognising that it was essentially the classic 492 hull upgraded with many changes to make it more closely aligned to the recent additions to the ever-growing Haines Signature range.

The original 492 F has been enormously successful for Haines Signature, with hundreds of the popular sixteen footer sold in Australia and New Zealand.

Traditionally, Australian boat builders have shied away from doing what so many boat owners and boat

dealers have pleaded for them to do from time to time - that is, to upgrade a model, as distinct from changing it completely.

A couple of obvious examples that come to mind include the hugely popular Nautiglass V-150 built in the early 1980s. It was sold by the thousands (literally) until new management decided the boat could be improved and upgraded - so they made it bigger, wider and completely changed its essential genius of being a simple, cheap, easily powered trailerboat. The sales collapsed overnight.

Another good example is the classic Seafarer V-Sea - the original 4.74 m model was in production for nearly two decades. Thousands of them were sold, but when the moulds were finally put out to scrap, instead of replacing them with a boat of the same ilk, Seafarer came up with today's 5.0 m V-Sea - a beautiful boat, but a *different* boat. It's bigger, heavier, needs more power, and is (thus) more expensive than the 'original' Seafarer V-Sea.

When the Haines Signature 492 F was first built, typically, some post production 'blues' became apparent

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