



If there were awards handed out for the most unusual boat on the Boat Show Circuit, this Profish 10 would almost certainly take line honours, and do it easily. This is one of the most unusual boats we've seen, and the more we studied it, the more interested we became. Not only is it a work of great love, but also of considerable fishing and cruising experience.

Legacy Boats' PROFISH TEN

When we first saw this boat at the Sanctuary Cove Boat Show earlier this year, we nearly fell off the marina boardwalk as we, like so many other people, stopped to gawk at this unusual looking cruiser.

As you can see in the photographs, the Profish 10 has what can only be described as a submarine-like conning tower - and that is, literally, in this case, an accurate description. Another way of looking at it is to think of it as the enclosed flybridge you have when your boat isn't big enough for a full height flybridge. What they've done here, is build a conning tower that is nearly as high as a flybridge, but not quite.

The Profish 10 is built by Legacy Boats, an Australian fibreglass boat builder who saw a NZ advertisement for a boat building business for sale due to the retirement of its owner. Curiosity prevailed and Legacy's CEO Roger Barnes took the initiative and flew to NZ to inspect the boat's moulds and business.

He was gob smacked by

what he found.

"Peter, I couldn't believe it," he told the writer. "There was this incredible boat completely tooled with over 100 separate moulds, most of them with parts in them to protect them. The fellow that owned it wanted simply to get some cash



back for his retirement, as he had become weary of it all during the tooling program involved in this and the larger model."

After reconciling what they thought were all the parts and moulds, the next big step was shipping it across to Australia - but they

didn't realise that an even bigger challenge lay before them.

"Once we got all the moulds and parts here to the Gold Coast, we realised that apart from the obvious hull and deck mould, we really didn't have a clue how it all went together - and because



the boat builder in NZ had created much of it in his head or as he went along, there was never any comprehensive design documentation. It was like having a huge jigsaw puzzle scattered across the floor," he told F&B. "So we started at the beginning, and piece

by piece - there are more than 110 moulds in this boat - we put it all together."

What a job - the writer has never seen such complex moulds in a craft of 9.0m LOA like this, and further, we've rarely seen such high standard tooling and mould work. It is really a work of art, and no doubt an issue of great love from the Kiwi who originally designed and built it. Studying the moulds and resultant tooling during this test report, the writer had to acknowledge with no little wonderment, the incredible amount of hand rubbing and coving involved.

It took several months, but in the end, the Legacy Boats team nailed it, and what an impressive boat they've assembled.

Along the way, this time they've commissioned one of Australia's top naval architects to complete full line drawings and run the stability calculations so the boat can be put into Survey for charter fishing a bit further down the track.

Pleasingly, they are now confident they can assemble a boat "in about 1/10th of the time!" that it took to put