



This FIELD TEST of 'Genesis' was first published in Fisherman & Boatowner magazine in August 1999



F&B's 'GENESIS' PROJECT . .

2 Years, 500 Hours & Much Heartburn Later . . . It Was Finished

Given the extensive amount of material we published about the Genesis Project during 1998-1999, instead of going over old ground, this report will deal principally with the performance, handling and the degree of success with which we achieved our targets. This project aroused more reader interest than any other project we've ever developed, largely, we believe, because it deals with one of the essential Australian dreams - to 'get away from it all' and go off fishing and exploring the more remote, far away places around this magnificent country.

If Star Trek's Captain Kirk's ambition was to 'go where no man has gone before', our goal was much simpler - we simply wanted to go where no one had fished before! This philosophy touched a raw nerve with hundreds of F&B readers who are similarly inspired.

In recent years, the Genesis type of boat (a trailerboat that can accommodate 2-4 people for periods longer than just one or two days) has all but disappeared from the Australian market place.

With the exception of a couple of Whitley Cruisers (especially the new 700 Cruisemaster), a couple of the bigger Haines Hunters, the new Signature 702 Cruiser or Sportsbridge, one or two boats in Western Australia, and the odd imported craft that fits the bill, mainstream Australian GRP boat manufacturers haven't been too keen to move back into the "week-away" trailer boating market.

That's how the Genesis Project started. When we looked for a boat we could take away for a week or so, live onboard in the 'top-end' of Australia whilst we went fishing in the smaller dory, we couldn't find a boat to fit the bill. Well, not a new model, anyway.

But even on the secondhand market, the original "classics" (to use the much abused cliché) are fast disappearing. They still can be found if you're prepared to hunt around for boats like the Savage Ranger 24 (a trailerable

flybridge) the Cruise Craft Scorpion, Haines Hunter 213C, the old 23' Seafarer Venturer, one or two of the old Swiftcraft models, a Stylecraft or two, and various Novas, Easy Riders, Betrams, Sonairs, Coronets, etc. But these are all 15-25 year old boats, and most of them are either in need of a complete re-build and/or use ancient machinery.

This was part of our problem. The advent of the 4-stroke engines from Honda, and subsequently Yamaha and Suzuki, gave us more economical, quiet, smoke-free outboard motors, and we wanted to take full advantage of the latest technology.

The new 4-stroke outboards have given us something we have not had before: the ability to undertake long range cruising in relatively small outboard powered craft, with sensible amounts of fuel onboard.

As a sidebar to a 4-stroke's 40-50% fuel saving, the other obvious advantage is that you can go 40-50% further on a given litre of fuel.

This has fantastic application for fishing folk who want to explore the less populated, more remote parts of this continent. In the past, we've been hamstrung because yesterday's outboard powered craft didn't have the range to get there and come back - let alone stay and 'work' an area for a week or so.

With all these thoughts running through our mind, the original Genesis Project began. (Continued Over Page)

. . And It Worked !