



SEAFARER'S 5.0m V-SEA

The V-Sea has always been considered a new classic in the making, because it is right in the pocket of what many families want in their next trailerboat. Now it's being made by Haines Signature, under the watchful eye of its creator, Seafarer's Lindsay Fry

It's interesting to re-visit the V-Sea because this is a boat we've tried in various guises over the years, and have witnessed its graduation from the original so-called 'classic' 4.74m V-Sea, which was sold by the truckload in the 1970s and 1980s.

Quite a few years ago now, in the early 1990's, the V-Sea received its somewhat controversial makeover when Seafarer chief Lindsay Fry enlarged and modernised the concept.

Needless to say, there are those who still feel – *the writer amongst them* – the original V-Sea was not improved

by becoming wider, longer and of course, heavier, when Lindsay Fry restyled the original model's familiar lines to the then emerging styling of the 'new look' 1990 Seafarer range.

To this day, the Seafarer styling has been established so well, that it's sometimes hard to pick the different models because they all look just like . . . you guessed . . . *Seafarers!*

Today's V-Sea is of course radically different from the original. Where the original was happy with a 50-60hp engine, the new craft needs at least 70 and is happiest with around 90hp

outboards. This is especially so considering that most owners today prefer the 4-stroke format, and these are usually a bit heavier than the 2-strokes.

Seafarer enthusiasts – and there are thousands of them – will be delighted to know that the 5.0m V-Sea's performance, handling and ride has been maintained in the take-over from Seafarer in Mermaid Beach, to Signature's plant in Wacol, and given the advantages of the 4-stroke Suzuki, one could argue that the overall BMT package has been considerably