

# Mako Craft's 515 Frenzy: Our Next Project Boat

It took a little time for the pieces to fall into place, but in the final analysis, a very interesting project has emerged that will have immediate relevance to hundreds of readers around Australia. Report (and Photoshop) by Peter Webster.

**T**ypically, the decision to purchase a Mako Craft 515 Frenzy was fraught with a hideous combination of industry political ramifications, conflicting mission statements, intensely personal requirements, and the writer's ongoing dreams of going to fish "where no man has gone before!"

Yep, we go through the same machinations as most of our readers, when a man's fancy turns towards the purchase of a new boat.

It's never been so difficult to

make an objective decision, especially when it is on such an emotional subject as a fishing boat.

Up front, the fundamental rules concerning the new boat's purchase were fairly simple. They included:

- It needed to be small enough to be easily handled by the writer and his wife in most normal launchramp situations.

- The total size, weight and wind profile had to be easily within the towing capacity of our Jeep Cherokee Laredo (3.5 tonnes).

- It had to have sufficient offshore capability to fish and

film up to (say) 10-12nm offshore specifically thinking of entrances such as we have here at Southport, or you'll find at 1770, or Bermagui, etc.

- We didn't want it too big that it would be a handful or blown all over the place when inshore fishing in bays and big rivers.

- Ditto fishing in estuaries that dot the east coast of Australia.

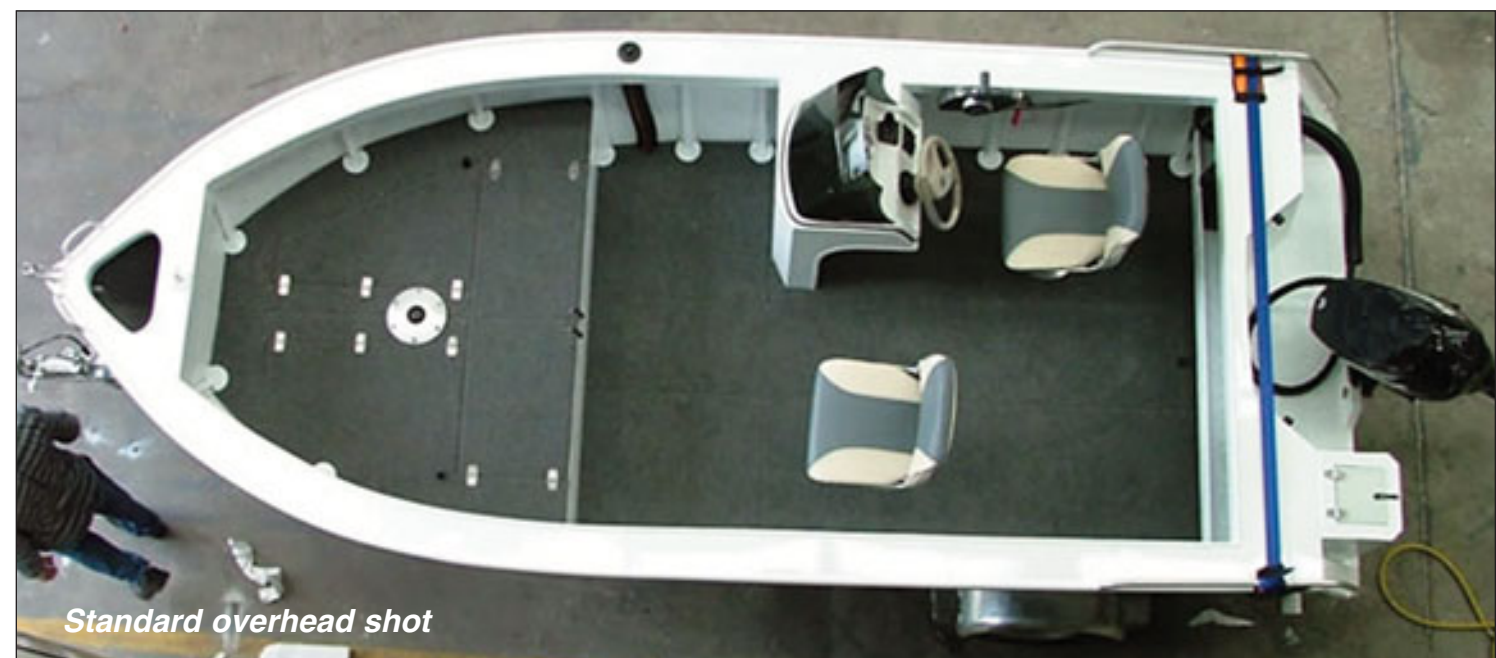
- Thinking in the 5-6.0m zone (max), didn't want a cuddy cabin because we don't need it and it takes up valuable fishing/deck space – especially of the lure-casting kind.

- If possible we needed to somehow create provision for a chemical toilet.

- The writer prioritised a fast flowing big capacity semi-circular live bait tank.

- Obviously the hull had to have the usually prerequisites of stability, seaworthiness, seakindliness and perform with a moderate engine and fuel consumption.

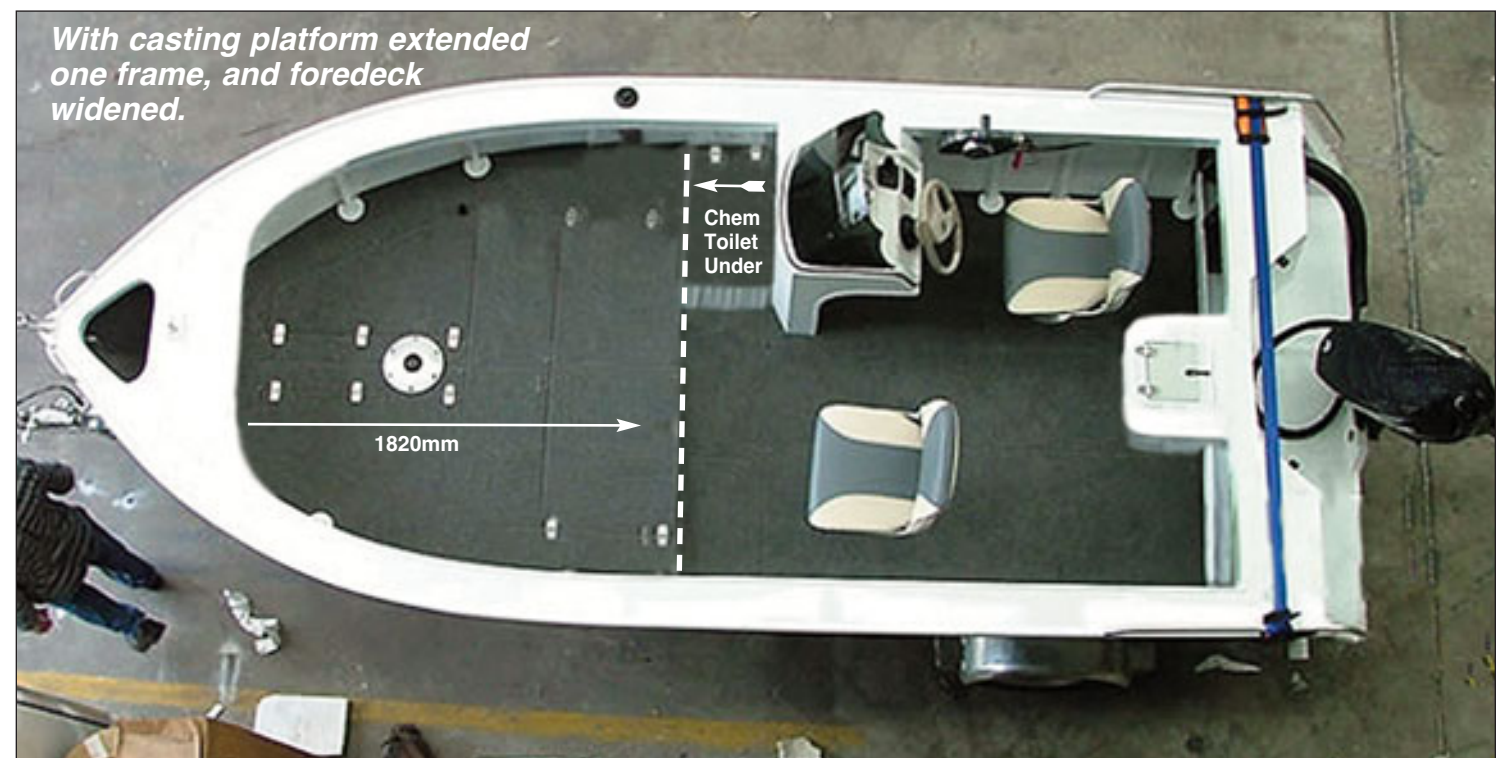
At first blush this is all quite normal and that's one of the reasons we are sharing this process with you, as it applies to so many of our readers, be they looking for the right



Standard overhead shot

## 2013-14 Project Boat for The Boat Mag (April thinking!)

This is a Mako Craft Frenzy 515 (5.15m) Side Console powered by the forthcoming (June, 2013) 90hp 2-stroke Parsun outboard, on a (brand TBC) tandem axle trailer. Modifications to the standard Frenzy 515 include (1) Enlarged foredeck 'flat' to accommodate a small drum winch (2) Raised coaming around foredeck to allow installation of weatherproof dodger or "tent" (3) Extended casting platform to approx 1820mm c/line length (4) Inboard (large, deep, radiused) live bait tank against transom (5) "Baitmate" work table and drawers OVER the live bait tank (6) Additional bits for forward electric outboard, incl. bracket and underfloor battery rack. (7) Minn Kota o/b to be mounted portside to clear coaming. (8) Bloke-sized ally handrail/grip over perspex windshield. (9) Chemical toilet under c.platform stb extension (10) Athwartship, lift out ally fish box under trailing edge of c.platform (11) Sun canopies or bimini frame TBC (12) Colours TBC



With casting platform extended one frame, and foredeck widened.