

The sharp entry and planing plank provide a soft and dry ride.



Making sure your engine and boat are well balanced is vital for good performance.

# Cruise Craft 595



Nathan Nichols looks over the clean dash area.

NE thing I try to do when reviewproduct, whether boat, motor, reel or even a lure, is to be very open and honest and give an objective evaluation.

After all my reputation is at stake and if I give something a wrap and it misses the mark I lose



Boat Review by BEN COLLINS

finish.

them.

Broadwater.

boat test you only get a short time for an evaluation and usually with just the one motor.

However, recently I had the chance to have a run in the CruiseCraft Explorer 595 on a couple of occasions in varying conditions, with two different motors.

Initially I had a play out in Moreton Bay with my fiancé on board (always good to get the other half's opinion) in relatively ordinary conditions.

There is nothing like a stiff nor'-easter and runout tide to generate some sharp short waves.

While I didn't push the boat too hard, it easily ate up the chop as I powered straight into it and literally over the top.

On this occasion the boat was fitted with a Yamaha 175hp HPDI engine.

And while a very good match, Nathan Nichols from Wynnum Marine suggested I go for another run in a few weeks' time.

Although he didn't disclose why, I had a hunch it had something to do with a new engine as I had been invited to a Yamaha media day the following week.

I have always liked the performance of the Yamaha HPDIs, with plenty of punch out of the hole at any point in the rev range as well as good fuel economy.

But with the advancement in technology and the new 4-strokes becoming lighter and more potent I can understand the move towards them.

It wasn't long before I was back in the Explorer 595, and you guessed it, with a 4-stroke on the back.

My initial thoughts were that it was going to be a 175hp (which I think might be just around the corner) however I was wrong and a brand new lightweight 200hp 4-stoke Yamaha was sitting on the back.

Obviously I was keen for a ride, so along with a few other media people we went for a run in the

rougher conditions, especially when crossing coastal bars.

Combine this with a finer entry and inevitably you end up with a softer and drier ride.

Some of the traditional hull features are still present, with the planing plank and general hull geometry which has been proven over the years.

However a new sleek one-piece deck profile has been incorporated into the 595 with a full length patterned fibreglass floor liner that extends up the sides to just under the

gunwale. All the positive fishing features have been kept and you will still find plenty of room to fit your toes under the full length pockets, with the coaming at a great height for

comfort. The 595 Explorer could be classed as one of the mid-range models, but it has really been developed for the serious hard-core recreational fisho.

slowly changing with the When it comes to fishing space, ample room is provided, with the 2.44m beam and cockpit posi-

continued P47

Sometimes I think

might be a bit biased when

it comes to the Cruise-

Craft boats because I do

get to spend a bit of time

in them, but it was inter-

esting to hear the com-

ments and discussions

predominantly about the

smooth ride and quality

These are probably the

two things that define

CruiseCraft boats and

back up my opinion of

Staying at the pointy end

of the wedge is no mean

feat and many hours are

spent refining what is al-

This kind of pride

and dedication has kept

CruiseCraft moving for-

I have also been a big

fan of the 625 Outsider,

but I think that might be

595 Explorer now getting

Its high swept bow gives

the nod.

ward for over 60 years.

ready a great boat.

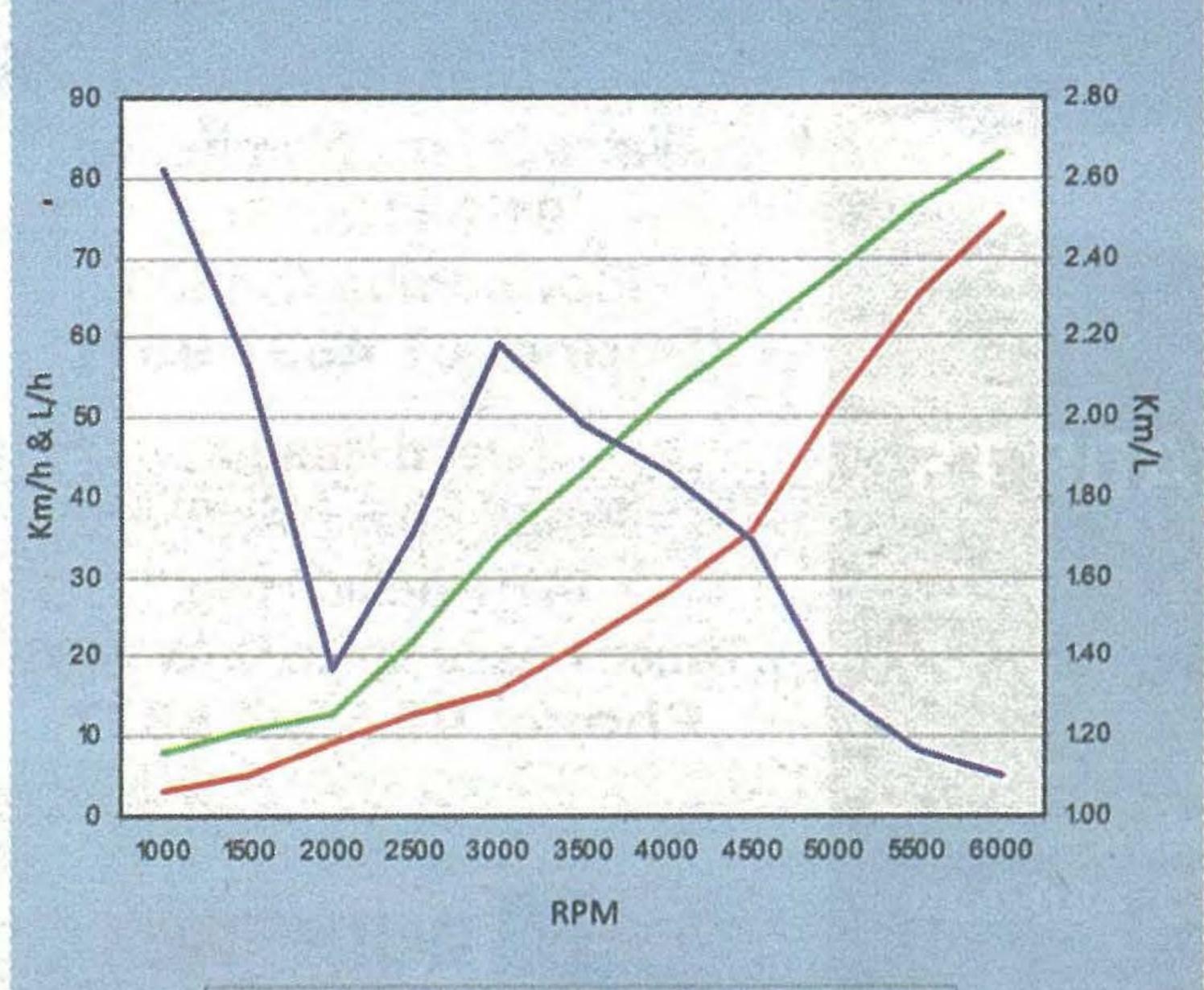
credibility. Generally when doing a

Performance Bulletin



Performance Data

RPM	Ave Km/h	Ave L/h	Ave Km/L
1000	8.00	3.05	2.62
1500	10.95	5.15	2.13
2000	12.85	9.35	1.37
2500	22.30	13.00	1.72
3000	34.15	<u>15.60</u>	2.19
3500	43.30	21.80	1.99
4000	52.85	28.30	1.87
4500	60.70	35.75	1.70
5000	68.30	51.65	1.32
5500	76.50	65.50	1.17
6000	83.05	75.35	1.10



Test Performed by certified Yamaha Technicians **Boat Manufactured by:** http://www.cruisecraft.com.au/

Ave Km/h — Ave L/h — Ave Km/L



CRUISECRAFT 595 EXPLORER

Length (LOA)	6.35M
Beam	2.44M
Hull Weight inc Fittings	1,233KGS
Max Hp	200HP
Fuel Capacity	190L
Weight as Tested (approximate)	1,870KGS

# F200FETX

Horsepower	147.1kW (200ps) @ 5500rpm	
Engine Type	16-Valve DOHC In-Line 4cylinder	
Weight	227kg	
Gear Ratio	1.86 (26/14)	
Mounting Height	Mount Hole # 2	

# PROPELLER

Series	Reliance SDS Polished
Diameter/ Pitch	14½ x 18"
Part Number	68F-45978-10

# TEST CONDITIONS

Crew	2
Air / Water Temperature	24.5°C / 23.7°C
Wind Direction & Speed	East 5 Knots
Test Location	Brisbane River
Weather	Fine, partly cloudy

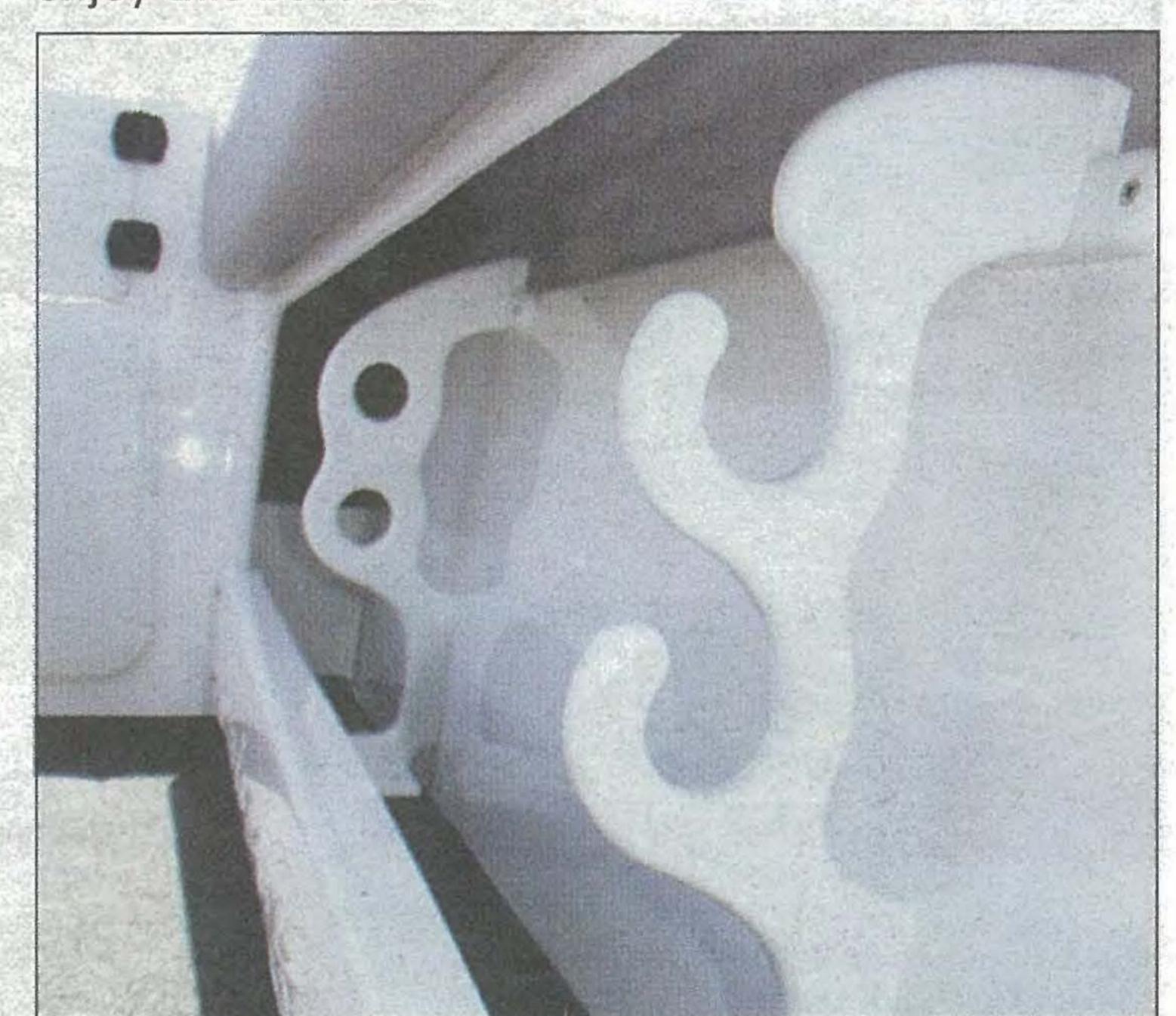
TEST PERFORMANCE SUMMARY

Max Ave Speed	83.05Km/h or 44.76Knots
Best Cruising Km/L	2.19Km/L @ 3000rpm
Range, Based on 95% Fuel Capacity at Best Km/L	395 Kilometres
Approx 12hrs run time @ 3000rpm on 190L	

pressure and wind direction. Fuel data gathered with a non-calibrated Yamaha fuel gauge, Speed data recorded with Yamaha Motor Australia accepts no responsibility for the accuracy of these readings. All test data is recorded with the engine fully trimmed in (-4), until 5500 RPM, where possible



The fold-away rear lounge guarantees the family will enjoy this boat too.



Rod holders in the side pockets utilise storage areas. www.bnbfishing.com.au

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tioned slightly forward.

In saying that, there is still a good size cabin with a large access hatch to the anchor.

Ample room is available at the helm for three people to stand and it is still possible to walk around the outside of the cabin to the bow of the boat.

The recessed toe rail gives you enough foot room to move to the bow if required.

Other modifications have resulted in a very well-balanced hull, and moving the fuel tank a little further forward was a good idea, especially with the 200hp Yammie on the

This also allows the kill tank or storage bin to be placed at the rear, which makes more sense as it is closer to the stern and keeps the water further away from the cabin area. It's these little refineed to an improved fishing and boating platform.

Another feature of CruiseCraft boats is the list of standard inclusions, while you can also customise your boat with an extensive list of options.

By providing both services you get the boat package you what with the knowledge it will last for decades, enabling you to enjoy years of hassle free boating.

So how did it perform?

Well you just have to look at the figures on the performance bulletin to realise the 200hp is a great match, power and weight wise.

Even with four people on board and driving against the tide, we easily hit and held 80km/h with a fuel burn of one litre per kilometre.

While generally you wouldn't run everywhere flat out, the 595 was noeven at speed.

In fact it was actually very easy to drive, and I guess that goes back to the hull refinements.

Now you can be excused for thinking that the 200hp may be a little thirsty because it is a big engine, but the new model is lighter, which is partly because it's a four cylinder instead of the previous six, and is actually very economical.

With a peak performance of 2.18km/l at 3000rpm and 34km/h it is easy to see how well these two new products are matched.

Couple this with the 190 litre underfloor fuel tank and your offshore options are almost limitless.

Internally, there haven't been massive changes.

The dash still provides ample room for an array of electronics that seem to be getting larger and more powerful.

The seats have been refined with sleek new lines that hug you firmly in place, and the targa and rocket launcher modified to suit the new lines.

Overall, an exceptional all-round package designed by fishos for fishos.

For more information on the 595 Explorer or any of the CruiseCraft boats, give Wynnum Marine a call on 07 3396 9777 or drop in and see them at 31 Fox St, Wynnum; I'm sure you'll be impressed. I

# CruiseCraft 595 Bay Master back Teach of the baye contributed ticeably stable and safe Bay Master back Bay Master back better than ever

of Bay Masters has a new and improved look.

Incorporating a modernised layout with a wide range of features, these runabouts will provide endless amounts of fun for years to come.

The Bay Master's new look is accomplished by the new Low Profile Sports Deck; improving the driving position and reducing the size of the windscreen the runabout range has a new and modern, sporty appearance.

To accompany the look of the Low Profile Deck, new passenger and driver side dashes have been added to the Bay Master range, which also allows more space for larger electronics to be fitted.

Stacer National Account Manager Drew Jackson said this year the Bay Master range has had some major changes and the biggest would be the new deck and transom design.

"The new transom provides many benefits such as increased internal space by 200mm

platform," boarding Drew said.

"Internally the new transom design will allow faster access to the bilge pump and easier access to engine fit.

"The new transom will also make it easier to access dual batteries and will have a lower centre of gravity which results in more stability at rest and while under way."

The 509 Bay Master measures 5.25m in length and can carry up

flotation meaning there is plenty of room for the family or your mates.

Rated to 100hp, the Bay Master can easily accommodate water sport enthusiasts and with a 77 litre underfloor fuel tank you will have more than enough time out on the water.

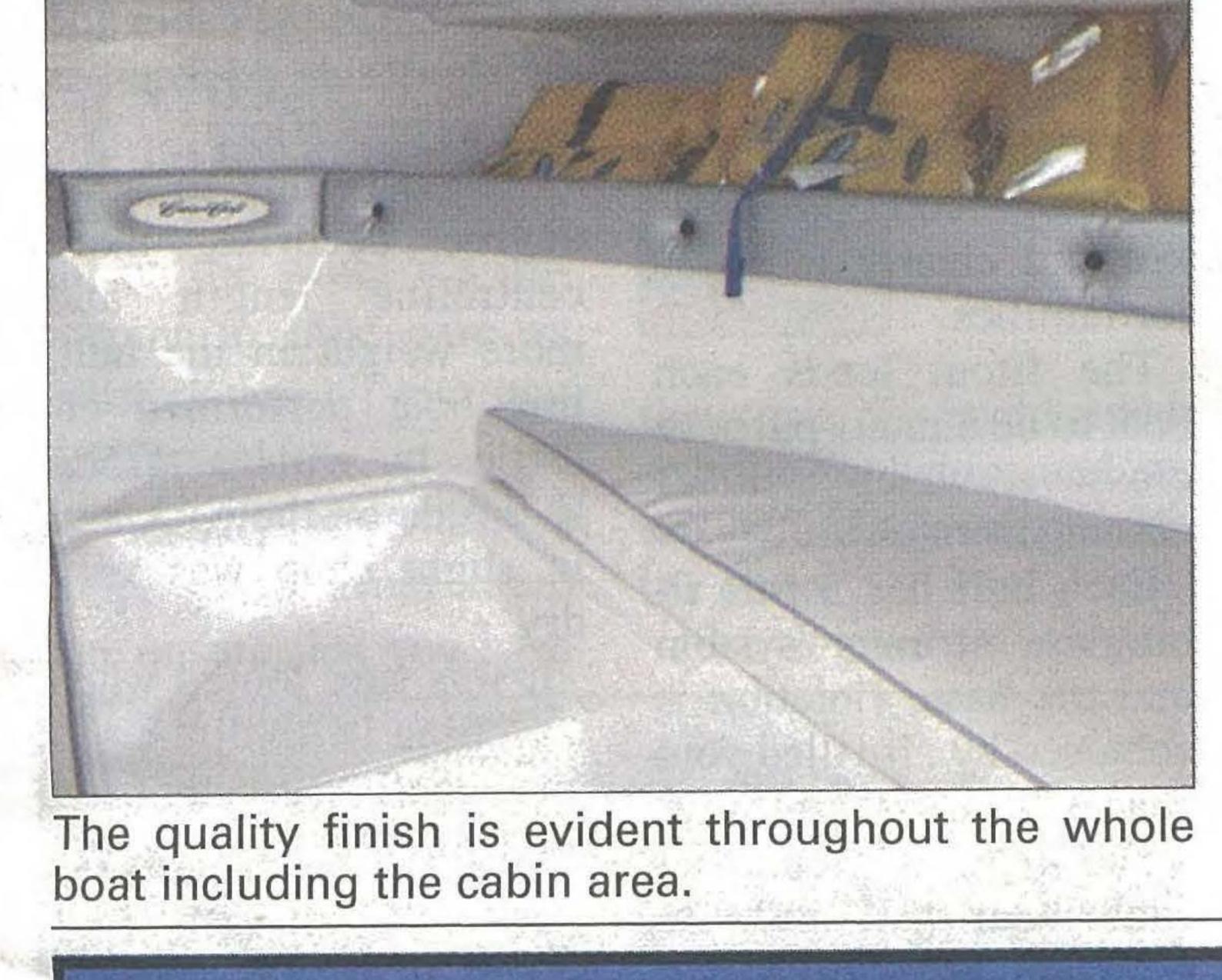
Not even weather will get in the way of your next fishing trip, as the 509 Bay Master comes standard with a bimini and envelope and can

TACER'S range and an obstruction free to five people, with level be optioned up with side and front clears to offer ultimate protection from the weather.

It is available as a Stacer 'Ready 2 Go' package with everything you need to get straight out on the water including a Stacer trailer, engine and three-year factory warranty.

For more information on the 509 Bay Master or any of the other models in the range please visit www.stacer.com.





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Our new Trident range (610, 650 and 690) is the complete package for the offshore fisherman. Innovative and feature packed, you'll be at your fish catching best. Our new self-draining tread plate floor, 160 or 200 litre under-floor fuel tank, alloy cutting board, live bait tank, drink holders, walkthrough cabin hatch and the 135 litre plumbed kill tank make offshore fishing a breeze. While the Millennium Blade Hull, 4mm bottom sides and the 3mm topsides give you a smooth ride that's safe and stable. And because it's a Quintrex you can rely on great resale value. Catchin' fish? Start with a Trident.



