



PACIFIC LAUNCH and MOTORYACHT

Australia August 2004

By Barry Tyler

‘GENESIS Aus-style’

The Genesis 400 Targa - Saloon has been a very integral part of the Genesis range over many years, but of late the model seemingly was overdue for a re-vamp that would bring it back up to the standard of other models in the Genesis range. Demand on the Kiwi side of the Tasman Sea was waning, but last years Sanctuary Cove Boat Show graphically proved that if the boats were ‘Australianised’, there was still very much an Australian demand for this canal-friendly concept of boat, subsequently this enticed GENESIS to put pen to paper and revamp the GENESIS 400 Targa – Saloon.

It is not to say that there was anything significantly wrong with the 400 Targa, and most certainly not within the actual hull design, for from an exterior perspective the boats are still absolutely identical. The difference was in the interior layout, and specification. The 400 Targa is a sports cruiser with very much an open cockpit, with the sliding door to the saloon situated about amidships. Below, it had a smaller galley, a combined head, and a for’ard cabin with a berth to port. This ‘Targa - Saloon’ model is very different, with the upstairs saloon a lot further aft, and you go downstairs to the galley, a double starboard cabin, a shower for’ard of that, a separate head opposite, and an island or Vee-berth in the separate ‘owners’ cabin in the bow – incongruously different!

Competing against Australia’s and indeed the worlds best, Genesis were also acutely aware of the need to use high-quality fittings and furnishings, and very much the ‘clean’ look when it came to décor. There is much use of wood, and certainly plenty of innovation in a vessel that is seen as unashamedly, an entertainer. Indeed the rather discerning owner, domiciled incidentally in one of the seaside condos at Palazzo Versace, searched long and hard for exactly this style of vessel, and in his own words nothing else came near this Genesis 400 Targa Saloon model – it had everything he wanted in a boat!

Stupendously dwarfed on the outer pontoon of a Marina ‘arm’ that included superyachts such as Patriot, the Genesis still held its own however, in looks – the first thing I noticed and appreciated. Stepping aboard, one could be forgiven for thinking this was really a very much scaled-down superyacht version, for the entry feature was quite spectacular – a large teak boarding platform, and hinged transom doors each side of an ‘island’ transom upright. An unobtrusive upright incidentally, brilliantly presented, that upon closer inspection revealed cupboards for fender or warp storage, provision for an ice-maker, refrigerator or freezer, and a gas-strut-assisted ‘shaped’ lid on the top that opened to further reveal the electric BBQ plate and a small sink and servery.

Well Balanced And Defined Areas



Despite what was a large boarding platform feature, the teak rear cockpit was still more than acceptably large enough for outside entertaining, or of course if you were into your game fishing, room enough to fit an appropriate ‘chair’. Well balanced in its space allocation, further storage was found in cupboards along each side of the cockpit. The hatches, beautifully recessed into the teak floor of this area, lifted to reveal excellent access to the

twin Volvo Penta 285hp KAMD 300EDC diesel engines, the Vee-drives and the Hurth 63 gearboxes. In here also were the Lombardini Diesel Generator and of course all the other mechanical essentials such as filters and the like.

From the cockpit too, there was access to the bow along what I have to say were really quite narrow walkways, courtesy of the stylish-looking sloping deck extremities. There were grab-rails for part of the way, but I would suggest only attempting a trip to the bow, when stationary, for the bow rail offers little practical support til at least halfway along. No problems though as I say, when stationary, and of course once actually up on the foredeck, you are fine.

From the entry doors forward is where you most appreciate the difference between the former and current Targa - Saloon models, for stepping inside you warm immediately to what is a most impressive upstairs saloon. And warm is very definitely the operative word, for there is a very cosy, homely, inviting sort of feel about this cabin – an atmosphere. The use of cloth trim (rather than leather or vinyl) on the starboard settee and the port side semi-u-shaped dining feature contributed a lot to this phenomenon, but it really was the plush-ness of it all, and the way it complemented the wood and gelcoat finishes, that impacted the most.



The oval longitudinal wooden table continued the flowing effect of the dining setting, leaving plenty of room to move about the saloon. Most evident was the clever use of space, with things like the bottle racks recessed into the side panel, the icemaker and day-bar at the rear, to port as you enter the saloon, the television mounted in the rear corner opposite, the servery beside the dining setting, the numerous storage features – all are subtly presented yet very effective and compact uses of space. The bar beneath the servery is especially innovative, with its 'lazy-Susan' glass and bottle rack that fully maximises a tight space.

Driving Comfort a High Priority

Being of course a single-level vessel, the helm station is a very integral part of this saloon also. Again following the 'cloth' theme of the settees, the generous skipper's bench seat easily caters for two people. Genesis have this theory that you shouldn't ever have to stand at the helm whilst underway, in order to view the bow or stern extremities, and as such the seating position and general comfort level is as good as you would expect from a luxury motor vehicle. There is tilt steering, a comfortable sports wheel, a foot rest, and best of all the EDC remote controls and indeed items such as the anchoring and other switch panels and switch boards, the tabs, the interfaced Simrad electronics package, the stereo and the VHF, are all right at your fingertips. The whole helm feature in actual fact brings a new meaning to the well-worn descriptive, 'ergonomic' that is so often bandied around. Steering is hydraulic power-assisted SeaStar, and the instrumentation across the top of the carbon-fibre dash eye-lid, is in-house Volvo Penta.



When put to the test, we certainly found the position indeed ergonomic, and a pleasure to drive. Visibility was excellent, and the ride, well it was everything I had experienced and more, when I last drove a '320' derivative of this hull way back in 1994. The occasion was two weeks after an epic Round New Zealand record attempt, where a crew of four in their twin 225hp Johnson outboard-powered Genesis 320 European knocked a whopping 2_ days off the old record, and I had the opportunity to test this boat in 45-knot winds and mountainous seas, well off the coast of NZ.

Let me tell you, it was an experience I will never forget, and the ride sensation came right back to me with this model, as we traversed the 'open' seas off the Gold Coast. Although this

model is wider and longer than its predecessor, the handling abilities were equally sublime. It had the aggressiveness and liveliness there, akin to a trailerboat, it had the sea-keeping abilities required, and it had the efficiency required of a fast hull, for diving into the backs of waves it lost no speed or revs whatsoever – it just cut through them, even at the top speed in this relatively conservative power guise, of 28.5 knots.

A Convertible Too - Nearly

While the saloon and indeed the lower level are both air-conditioned, for those who like their fresh air the side saloon windows and of course the rear door, all open to provide good air-flow. The coupe de gras though is the two extensive and entirely separate full-width overhead GRP hatches, which slide very effortlessly back – to really open the saloon up to the elements. Very sporty in looks, but also very practical on a hot summers day!

Beside the helm level is a set of carpeted steps that drop you down quickly yet conveniently and more importantly safely, down to the galley level. The timber theme continues with aggression in this area, offering a real air of luxury. Features here include a full Corian granite bench-top, twin sinks, a two-burner electric stove, a massive convection oven, a huge 100-litre-plus refrigerator/freezer, and even a coffee maker. Food storage and cutlery and crockery storage provision abounds both in this galley module, underfloor, and in the island pantry at the for'ard end of the bench. With all these 'big-drain' electrical appliances comes a power package to match – shore power, an 8kVA generator, and a 2500W inverter/charger to keep the two engine and four house batteries, effective.



As explained, while the 400 Targa model has a 'combined' bathroom, the 2004 Targa - Saloon version has a separate shower cubicle to starboard, and separate toilet cubicle to port. Complete with vanity, mirror, ventilation and the appropriate-sized head. The 400 runs a Lectrasan sewerage treatment system, but although there is provision for one, holding tanks are not fitted in this instance.

The other significant change from the 400 Targa is the second cabin, situated aft of the shower room, in under the helm station. Offering accommodation now for four adults, the removal of a bunk infill and pads here quickly transforms the layout back into a family-friendly scenario. This room has a half wardrobe, clothes drawers, a small bench, and lights, but is without any tangible form of ventilation - I suspect the air conditioning would need to be brought into play here. The owner's cabin for'ard of this and the shower and toilet cubicles, has a generous double berth, and all of the above features, plus, it has the added attraction of a central overhead hatch that provides both fresh air as well as light.

Conclusion

It says it all really, when an owner who can afford the Superyacht beside it, opts for a Genesis 400 Targa - Saloon. This is a boat that has most everything, is tastefully presented, and is then wrapped up in one of the most awesome big-boat hulls I have ever tested. The fuel figures alone bear testimony to the efficiency factor of the hull. Appealing to those who have overhead height constraints imposed by canal developments and the like, it is also a most viable alternative for those in colder climates, who like to boat all year round. At close to \$600K as priced on the test boat, the price is up there with the best of them, but then again the appointments, the specification, the presentation, the quality – is most certainly right up there also!

Specification Sheet

Boat Design Name:	Genesis 400 Targa - Saloon
Year Launched:	2004
Designer:	Genesis Marine
Builder:	Genesis Marine
LOA:	12.60m
Beam:	4.1m

Draft: 1m
Displacement: 8,600kg
Max Speed: 28.5 knots
Cruise Speed: 20 knots
Construction : Composite GRP / Foam / Coremat
Fuel Capacity: 1000 litres
Water Capacity: 450 litres
Engines: Twin Volvo Penta 285hp KAMD 300EDC thru Vee-drive

Gearboxes: Hurth 63 V Drive
Drive System: Shaft
Propellers: Henley four bladed Tiger Props
Generator: Lombardini 8000 8KVA
Inverter: Victron 12/2500 Watt charger/inverter
Air Conditioning: CruiseAir 16,000 BTU Split-cycle
Batteries: 2xEngine / 3xHouse
Bow Thruster: Volvo Penta 7hp
Windlass: VC500 Maxwell rope/chain
Anchors: Manson 35lb Plough, with 50m Stainless Steel chain
Steering: SeaStar hydraulic
Engine Controls: Volvo EDC
Wipers: twin
Paint (antifoul): International
Ports/Hatches: Weaver
Windscreens/windows: Taylormade
Veneer/Plywood: American Cherrywood, Jarrah, Walnut, English Tawa
Heads: Electric, with Lectrasan treatment system
Stainless Steel Work: In-house
Tender: Gemini 3.1m Waverider
Ent System: Clarion AM/FM/CD
Trim Tabs: Bennett
Stainless Doors: In-house
Lighting: Cantalupi

ELECTRONICS

Autopilot: Simrad CA52 Interfaced
GPS: Simrad CA52 Interfaced
Plotter: Simrad CA52 Interfaced
Depth Sounder: Simrad CA52 Interfaced
VHF: ICOM
Radar: Simrad CA52 Interfaced
Entertainment Systems: Phillips LCD Flat Screen
Instruments: Volvo Penta
Software: C-Map
Switch Panels: BEP

Contact: Genesis Marine, Ph Aust (07) 5529 7733, NZ (09) 837 0375

Email Aust: carlkellett@genesismarinecruisers.com NZ: enquiries@genesismarine.co.nz

Website: www.genesismarinecruisers.com