

## **Boat Review Genesis 44Vcruise**

**Text by Barry Thompson**

**Photos by Bryce Taylor**

### **Increasing the Volume**

**When Genesis Marine Ltd released an open-top sport-cruisers in the early eighties it introduced a whole new boating concept into the market, that has developed into one of the most fashionable of all boating styles.**

In 1984 when I tested, *Moonshadow*, the very first Genesis 3100 sport cruiser ever built, little did I realise that this boat would be the beginning of a continuing development – 23 years so far – of what has unquestionably become one of New Zealand’s most recognised boating brands.

*Moonshadow* was the first mid-sized, soft-top, sports-cruiser built in New Zealand. This innovative production model proved a great success and 36 were sold before the Genesis 320 superseded it in 1990. The Genesis 320 was also an open-top sports-cruiser and in deference to New Zealand’s changeable weather the Genesis 320 Targa was released in 1992. This stylish hardtop version was immensely popular and over 100 were built.

Demand for a larger model resulted in a two-year development programme culminating in the release of the Genesis 400 Targa Saloon in 1998 and the 400 Flybridge followed soon after. The Genesis 335 Targa, a development of the successful 320, but with an all-new deck, superstructure and interior layout followed in 1999. With the recent expansion of the factory, production is around 18 - 20 boats a year and at last count there were over 300 Genesis sport cruisers on the water. While 300 boats over 23 years pales into insignificance when compared to some international brands, for Genesis Marine owners, Chris and Lynn Pollock, it represents over two decades of total dedication, commitment and a love affair with a style of boating that – well in New Zealand at least – they have made their own. Some time ago the management team at Genesis Marine realised that while they had a great selection of boats, the trend was for larger product and their 400 flagship just wasn’t big enough. “We knew that although our order books were reasonably healthy with the model range we had, we needed to bring something new to market to not only satisfy prospective clients but also be able to offer existing Genesis owners something to move up to and keep them within the Genesis family”, said Chris Pollock. “It was also important”, he said, “that we were familiar with the latest design trends in Europe and the USA and looked at what we could include into our own design without sacrificing the Genesis look”.

He added “First, we went to our extensive customer base and surveyed them to find

out what they wanted in a boat and what, if anything, could be done to improve the Genesis they already had”.

The result is the Genesis 44V, which when first shown at the Auckland International Boat Show in March, turned heads. It is quite different from anything the company has built before, with a fresh new look and styling that proves true the old adage: Good things come to those who wait.

Two versions are available; V Sport which is very similar to the 400 Targa configuration with twin staterooms and alfresco living in the cockpit and the V Cruise with three forward cabins including an ensuite toilet and a sliding aft saloon door, enclosing an upstairs galley.

### **IPS Power of Choice**

True to the forward thinking approach by Genesis, the 44V was designed around pod drives, more directly the Volvo IPS, which is now, it seems, becoming almost standard power for Genesis. While conventional stern drives and even shaft drives are available, the IPS option has certainly become the powertrain of choice. Twin IPS500s propel this light displacement (10,000kg) moderate V hull (17.5 degrees deadrise at the transom) across the water at 39.5 knots, making it one of the fastest IPS and soft riding boats on the market. The company had already laid claim to the fastest IPS powered sport cruiser in the world, with its 400 recording 42 knots. A variety of power options are available for the 44V.

The hull is a reconfigured 400 and the superstructure is all-new. The styling is based on the European look, with a wide wraparound front screen that has had a significant bearing on the final look of the boat. Not dissimilar to that used on mega sport yachts, the screen is sophisticated, trendy and proportionate with the rest of the boat and enabled Genesis to increase the size of their model range, and to add the big boat, touch and feel to their product.

### **Socialising Saloon**

The layout of the 44V Cruise is different from everything else Genesis has ever done. It is the appointments and extra detail in the trim and fit-out that set the new V Cruise and V Sport boats apart from the Targa series. Whilst taking nothing away from the finish and characteristics of the Targas, the new V range has many more high-end features and the price reflects that. Base price for a 44V Cruise is around \$NZ697,655.00 and the 44V Sport is \$NZ667,665.00.

The saloon beckons socialising, with an inviting atmosphere of space and comfort and uninterrupted sightlines from the helm to the transom. It's a big volume boat that carries more beam, more length and more height than any Genesis sport cruiser before it.

The aft galley features a black and pearl Avonite bench top, with soft-closed drawers, pull out pantry, deep corner freezer, double sink, bench-level recessed microwave and

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handy drainage recess with fill-in chopping board. The galley sole is finished with a durable walnut ship decking timber surface that is carried through the saloon floor, ideally suited to the indoor/outdoor layout of the boat.

Opposite the galley are the large switchboards hidden out of sight behind a timber panel. There is a generous entertainment system above, which includes a flat screen majestic TV that can be swivelled around to pick up any angle in the saloon. Even the chef can watch it while preparing a meal.

Forward, the area is split into two raised areas, with the helm to starboard and U-shaped lounge opposite. The helm seat is an adjustable Besenzoni, with a carbon fibre dash at the control station, adjustable helm wheel, full Raymarine E120 electronics package and acrylic chart holder. The visibility from the helm is excellent. Adding to the openness of the saloon, there are electrically operated drop-down side windows and a large retractable roof hatch that recesses 1.5m. When everything is closed an air conditioning system can be activated. Venetian blinds are hidden behind pelmets and drop down when you want some privacy or shade.

A swing-out table is mounted on the raised breakfast/coffee lounge area, that is a particularly clever design and use of space. It also allows the guests the option of remaining in close proximity to the skipper when cruising underway and offers unimpeded viewing through the large windows. A small bar area divides this area from the port-side lounge.

### **Three-Cabin Layout**

The 44V Cruise is a genuine three-cabin boat with two mid cabins, one with two single berths, the other with a double and an owners' stateroom forward. Storage is plentiful and all cabins can be individually air-conditioned. The forward cabin has the option of a double island berth or optional V-berth with four bunks. There is an en-suite head/shower for the main cabin, with the two guest cabins sharing a second head/shower on the port side. Roomy and practical, they are fitted with vacuum flush toilets and teak soles, and have an overhead hatch with privacy screens. Timber throughout the boat is walnut, but there are options for oak, American cherry and African whinge. With those you can also mix and match your contrasting fabrics and colour ways.

A curved triple sliding glass door divides the saloon from the cockpit, allowing a 2/3<sup>rd</sup> opening for an alfresco feel. In the 44V Sport there is no door, with the rear of the saloon opening straight into the cockpit. Soft clears are a good option. The cockpit sole is all teak with a massive engine hatch that opens to reveal both the Volvo IPS500s.

This is a larger cockpit than in previous Genesis models and has enabled the utilisation of more storage lockers, a built-in barbeque, double sun-seat and generous working areas for those with a particular bent for fishing. Throw a couple of deck chairs in the cockpit and a small table and you have a nice alfresco dining area. Although Genesis offer optional seating and an entertainment facility which includes icemaker and

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drinks fridge.

The Genesis 44V is a boat that is a natural choice for existing Genesis owners who are ready to move up in size and appreciate the extra finishing touches that the 44V can offer. With four boats sold prior to launching of #1, the new V44 is destined to be another winner for the builders.

Genesis is now able to offer two distinctive model ranges, the Targa (30ft to 40ft) and the new V Cruise range (40ft – 50ft). And if you really like the V44 but still think it's too small then wait around till early next year, because the V50 is going to be a stunner. The first two, V Sport and V Cruise have already been sold and both will be getting the new IPS600s.

<b><u>Specifications:</u></b>	<b>Genesis 44</b>
Boat Design Name:	V Cruise
Year Launched:	2007
Styling:	Genesis Marine Ltd
Builder:	Genesis Marine Ltd
LOA:	13.31m
Beam:	4.10m
Draft:	1.00m
Displacement:	9.5 tonnes
Max Speed:	<b>39 Knots</b>
Cruise Speed:	<b>32 Knots</b>
Construction:	GRP Composite
Fuel Capacity:	1000 litres
Water Capacity:	500 litres
Engines:	2 x IPS500 / D6-370hp
Drive System:	Pod
Generator:	Lombardini 8kVA
Inverter:	Victron 12/2500
Windlass:	Maxwell 1500
Anchors:	Manson
Steering:	<b>Volvo</b>
Engine Controls:	IPS
Lighting:	Cantalupi
Paint (antifoul):	Ak20 Nobel
Hatches:	Weaver
Windscreens:	Taylormade
Wipers:	Exalto 223
Veneer /Plywood:	Gibsons
Air Conditioning:	Marvair
Heads:	<b>Vacuflush</b>
Trim Tabs:	Volpower Interceptor
Batteries:	HCB
Entertainment:	Majestic

G5 QUAD:Users:G5Alistair:Current Work:Genesis:from Karl:GENESIS 44 Vcruise PMY  
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Tender: Aquapro 901  
Stainless Steel: Coast Marine Stainless

**Electronics**

GPS/Plotter/Sounder: Raymarine E120  
VHF: Raymarine Ray 52  
Radar: Raymarine RD28  
Compass: Raymarine ST60  
Switch panel: BEP  
Price starting at: **\$NZ697,665.00**  
Contact: Genesis Marine Ph +64 9 837 0375,

Email: [carlkellett@genesismarinecruisers.com](mailto:carlkellett@genesismarinecruisers.com) Web: [www.genesismarinecruisers.com](http://www.genesismarinecruisers.com)

CAPTIONS

1. The hull is available in white, blue or silver.
2. The aft galley opens into the cockpit.
3. Spacious and inviting, the saloon is a great socialising centre.
4. There is a large storage drawer under the lounge
5. The master stateroom has its own en-suite.
6. Guests have the option of either twin berth or double cabins.
7. The cockpit is ideal for fishing or dining – you decide.
8. Open to the sky, the sunroof is the biggest yet from Genesis.