

what makes Fusion **so special?**

by JIM GARD

FIVE YEARS AGO, A dedicated team of professionals from five different industries decided to set the benchmark in catamaran design, manufacture, support and distribution.

Fusion Catamarans, 'down under', was born. The task of design was given to Gary Lidgard, who was well known for his good looking and fine performance multihulls and together with the team engineer the design was refined for the new type of monoque structure.

Once the models were produced and tested, the computer generated files were passed on to Mouldcam, where the Moulds were manufactured on a five Axis Router. This was the first time a full production catamaran moulds had been produced in this manner.

To keep the structure strong as well as light, the technology of resin infusion was employed, and this has provided all the elements the design team demanded of the finished vessel, plus it is the most environmentally friendly method of producing moulded fibreglass.

Externally, the Fusion is a crowd stopper, no matter what anchorage you are in, commented one of the owners, "people always row over for a look".

Now having produced and sold more than 60 of these futuristic craft, we ask ourselves what makes the Fusion system 'so special', and we have to say 'the





unique support package'. Starting with the website, OEM pricing from suppliers, assembly labour support, PrimeFusion's Consulting, Project Management and Help Desk Services.

The Fusion system is primarily designed as a 'boutique production boat', even though many professional boat builders are using this system now to successfully beat the economic downturn in the industry.

Fusion always wanted the owners to be able to express their desires through a 'custom build' approach. Flexibility in layout and every other facet of the finishing. The owner can build for performance, area of operation, size of family, personal tastes, entertaining, club racing or cruising the world. Another benefit is the owner can source local fabrics and products to give his Fusion a local flavour.

Fusion was never conceived to be a traditional production boat, but it was always intended to provide 'production boat value' with 'custom boat features'.

Owners such as the experienced French sailors, Muriel and Herve Favre, chose the Fusion 40 after searching and chartering catamarans for four years. They built theirs in France, displayed it at the La Rochelle Boat Show and then set sail across the Atlantic, down through the Canaries and across to the Caribbean, it is called *Kangaroo*.

Don Walton took his US built Fusion, *Boomerang* on a shakedown trip to

George Town, Exumas in the Bahamas last year and this year cruised to Nassau. Don's guests are all keen sailors, so the Fusion was entered in the Staneil Cay New Year's Day Regatta, where it was leading the fleet of monos and multihulls, until a weld on the prodder gave way, and *Boomerang* was forced to reduce sail.

Wayne and Robin Home of Airlie Beach in the Whitsundays, recognised the potential for this design in their 'luxury multihulls' charter fleet, and built the first of the 11 charter Fusions in operation.

The current economic times have also proven the Fusion system to be highly effective, with clients choosing to invest in their future, and spend their hard earned cash on a product they can develop over

Fusion's almost 24ft beam lends itself beautifully to the popular 'galley up' configuration. (above)
The queen sized berths have full sit up headroom. (below)

a period of time to suit themselves, rather than watch their investments slip away like melting butter.

With Fusion 40s sailing practically every ocean of the world now, the original business plan along with the Fusion design has proved itself as the ideal 'custom cruiser', and with the total support of the Fusion Agent Network, it couldn't be simpler.

