

POWER: MARINER 150

HydroStream Voyager

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Because HydroStream Boats has raced hard to earn its reputation as one of the nation's leading high-performance outboard hull manufacturers, some people don't realize that the company has more to offer than a way for the speed set to get its frustrations out.

It might come as a mild surprise, but when HydroStream's upper management queried its dealers about the new boats they'd like to see added to the line in '82, the consensus of opinion strongly favored the development of a 20-foot bow rider for the family man. Enter the Voyager.

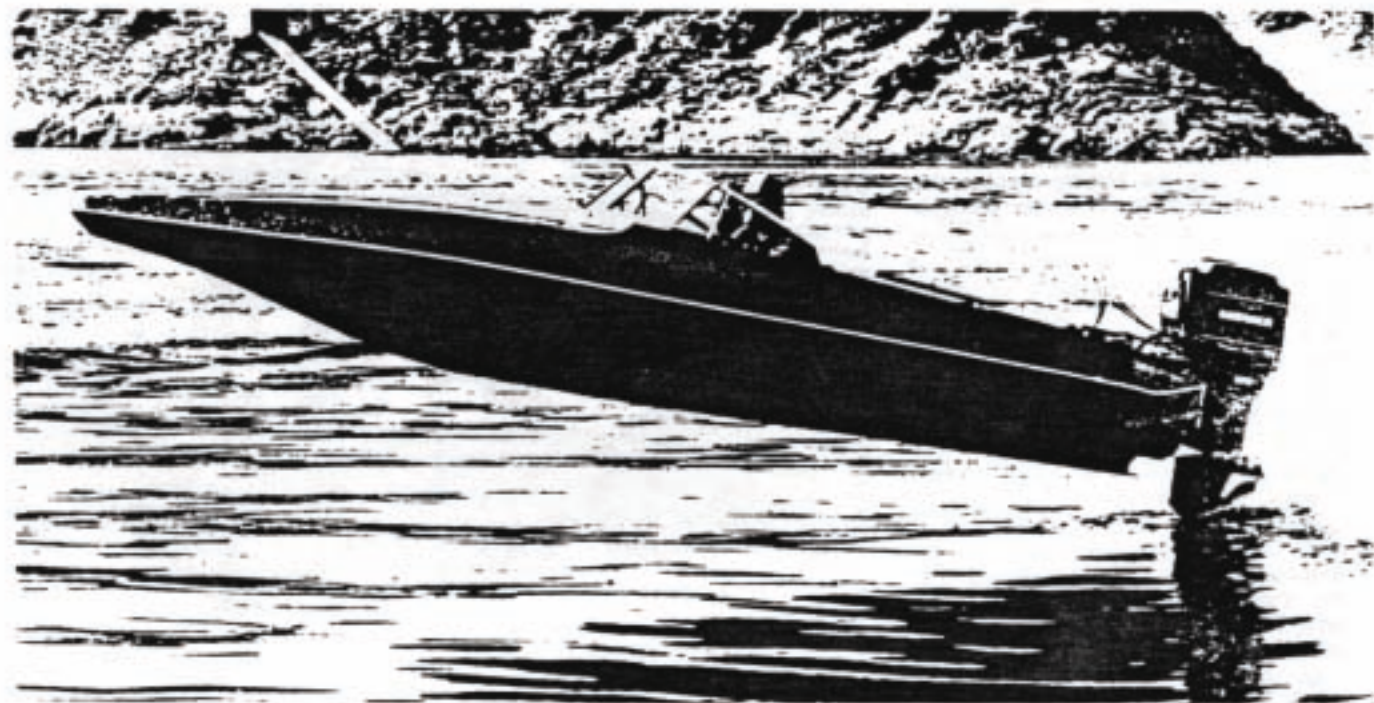
To satisfy the demand of its dealers,

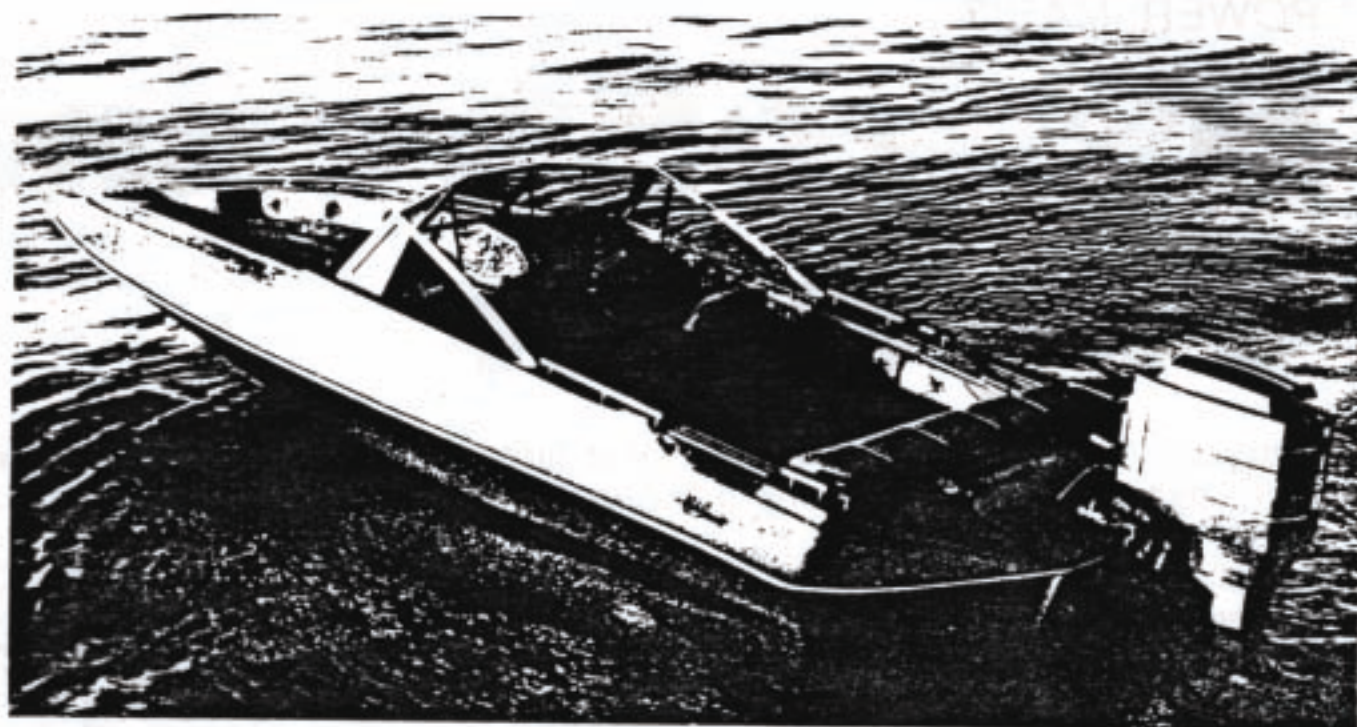
HydroStream didn't have to look very far to come up with a package management felt would more than fill the bill. In the HydroStream line there were already two 20-foot hulls that shared the same bottom: the runabout styled Vulture and the cuddly cabin Venus model. With a little work at the drafting table on a new deck, the Voyager was created using the same bottom configuration as its two sisterships.

Introduced last year at the Chicago Trade Show, the Voyager has a 20-foot centerline measurement and an 89-inch beam. Trying to alter its super high-performance image, HydroStream outfit-

ted our test machine with a conservative Mariner 150, although the boat is rated for top-of-the-line V-6 punch. Force of habit must have resulted in the boat's rigging, because a top-speed oriented 14 x 26 Chopper prop was utilized on an engine that was raised slightly more than three inches on the transom. The people at HydroStream just couldn't help themselves, and we can't blame them.

Like most of the company's boats, the HydroStream Voyager incorporates one of the most technologically advanced bottom designs in the outboard high-performance industry. The boat utilizes a 21-degree deadrise transom with a five-





inch-deep step and an eight-inch-wide pad along the keel. Like the other models in the line, the Voyager has a distinct front end design that is unique to HydroStream hulls. Although the boat has a 20-foot centerline measurement, there's only about 17 feet of potential running surface.

Even though the company opted to use a Chopper prop for our evaluations, the Voyager still had exceptional low-end performance characteristics. The 1500-pound package jumped on plane in under three seconds. Unlike most bow riders, the front end never got so high that vision was completely blocked.

Considering the rigging choices that were made in assembling our Voyager, the boat had a brisk acceleration curve. Credit an excellent bottom design, a stout Mariner 150 and a bare hull weight of only 1,000 pounds for the quick moves. With the trim pulled in the Voyager went from zero to 21 mph in three seconds, zero to 33 in five and zero to 48 in 10. Moving the trim out once the boat was on plane, the newest member of the HydroStream family attained its top end in a full 15 seconds.

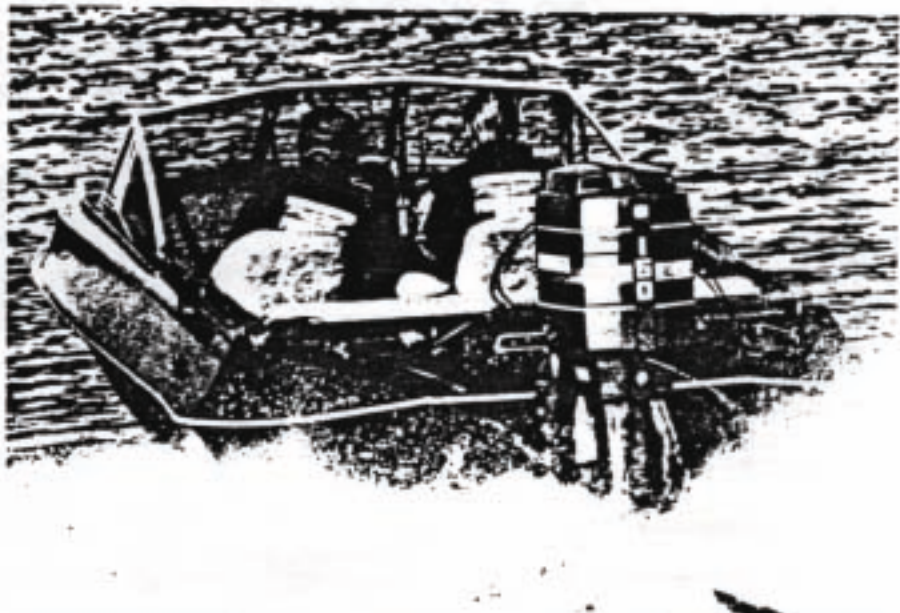
Even when it tries to, HydroStream just can't ditch its high-performance image. Extending the Mariner 150 all the way out, the Voyager moved through our top speed tests at a very impressive 62 mph at 6,000 rpm.

Unlike many of the HydroStreams we've tested and watched run in the past,

the Voyager didn't have to be hung on the ragged edge to attain maximum performance. The boat retained excellent tracking characteristics at full throttle and didn't give any indications of bow flutter or chine walking. You won't find many true deep vees that can make that claim, especially among the kind that can skeddadle at speeds over 60 mph.

We were in awe of the Voyager's outstanding top-speed performance, but the best was yet to come. In the slalom course the HydroStream received per-

fect ratings in every cornering maneuver we attempted. The boat moved through the course with exacting precision. No keel hop, cavitation or excessive lean. For its size and weight the Voyager made quick changes of direction far better than we anticipated. You can check the catalogs of all the other builders — stern drives, jets, vee drives and other outboard manufacturers — but try as you might you just won't find another 20-footer that handles like the Voyager in the turns.



Because of the boat's comparatively light weight, we didn't know how the Voyager would take to rough water. Once again, remember that even though the boat is a true 20-footer, the bottom design is what you'd expect on a 17- or 18-foot hull. In the swells the HydroStream maintained a reasonable ride attitude, with the bow never getting excessively high. In re-entry the Voyager landed evenly, with a soft, gentle impact. We wouldn't recommend taking jaunts too far from protected conditions with the HydroStream. However, the boat is up to the task if the wind suddenly kicks up.

One of the things we liked best about the Voyager combination we tested was the fact that you didn't need a degree in high-performance outboard control to handle the boat. Even in the hands of a novice, the Voyager just isn't going to get into trouble. The boat doesn't need to be trimmed on a precarious edge for top speed. At full throttle with the trim extended the HydroStream assumes a clean, efficient ride with no trace of chine walking. Torque on the steering wheel is non-existent, and overall visibility is very good.

In these fuel-conscious times, gas mileage is extremely important. Scan the other boat tests of similar length hulls and see just how many can match the HydroStream's efficiency standards. At 25 mph this 20-footer needs a skimpy four gallons per hour. In the popular 35-mph mid-range the Voyager can be counted on for an impressive seven gallons per hour, and pushing the throttle down to 45 mph only moved our FloScan meter over to 9.5 gph. Five miles per gallon in the mid-range for a 20-footer is simply unheard of in the marine industry, particularly on a boat that can run over a mile per minute with the coals on. Our test machine was equipped with the optional 20-gallon gas tank, so you'd have no problem taking a 100-mile journey without stopping for fuel.

When you consider all of the performance attributes of the new HydroStream Voyager, you'll find that it's in a class by itself in the 20-foot category. From an interior roominess standpoint, however, the boat is spacious compared with other HydroStreams, but it's not the ultimate. Our test machine had provisions for five adults, with two forward-facing pedestal mounted bucket seats and a rear bench across the transom. Both the driver and navigator seats swiveled and were adjustable fore and aft.

In the forward bow rider section HydroStream tried something a little different. Instead of using a flat forward, the bow cushions were shaped some-

what like a chaise lounge, for relaxing afternoon snoozes or sunbathing. Storage space on the boat was limited to some room under the bow rider seats and along the gunnels. To make this a true family-sized cruiser HydroStream will need a floor ski locker and provisions for an ice chest.

A very small, inexpensive touch that we particularly like on the HydroStream Voyager was the ability to completely seal off the forward section. Thoughtfully, HydroStream provides a covering to block the air that would normally flow underneath the enclosed windshield. Not only is the noise level greatly reduced inside the cockpit, but passenger comfort is increased because you don't have to contend with any wind in your face.

HydroStream was interested in building a "family"-style boat when it intro-

duced the new Voyager. The company came close. From our standpoint the boat has just a little too much of HydroStream's patented high-performance appeal to be classified with the other 20-foot bow riders we test so often. The boat's interior, although not as spacious as some full-sized machines is more than roomy enough for the typical family excursion.

HydroStream does a good job keeping the weight down on its boats for increased performance and less on-the-road towing weight. Fortunately, the company makes the savings without sacrificing construction strength. In the lay-up process on the Voyager HydroStream uses a combination of mat woven roving, contourkore balsa, cloth and coremat. In the non-essential areas such as the deck, some chopper lamination is also employed. ■

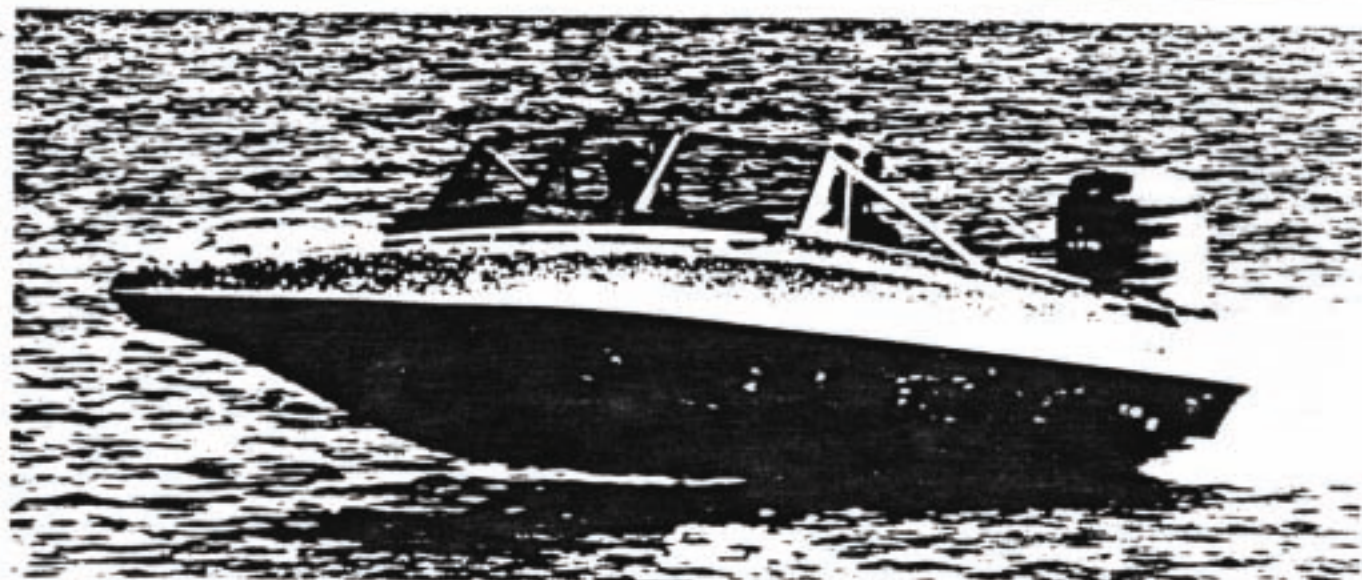
BÓB NORDSKOG ON PERFORMANCE: "Test driving the new HydroStream Voyager was an absolute pleasure. The boat had very good low-end characteristics in spite of the top speed oriented Chopper prop. Unlike most of the high-performance outboard hulls I've tested in the past, the Voyager was rock steady at all throttle settings. Even at high speed with the trim out, the boat didn't want to roll on the keel or start chine walking. You could hang a more potent V-6 on the transom, but why bother? The Mariner 150 pushed the boat to an impressive 62-mph clocking, and even more important was the fact that it was power you could use consistently.

In the slalom course the Voyager astounded me with its superb handling characteristics. No matter what test I tried at any speed, the HydroStream was ready for the challenge. Very rarely do I dare turn a boat at full throttle, but the Voyager was equal to the task. Judging by the boat's top end and its excellent fuel economy, I think HydroStream has come up with a combination that's ideal for the man who likes to take his entire family boating but still wants a little extra performance left over for himself."

NORM TEAGUE ON DRY LAND INSPECTION: "HydroStream puts the strength where it's needed and leaves the overconstruction techniques I sometimes see for those who want to pay a heavy-duty fuel bill. The mold work, fiberglass construction and finish work on the boat, although not up to the level of some custom builders, were better than average. The interior lacks sufficient storage space, but I was impressed with the seating arrangement in the bow rider section. Why not build some reclining seats for use when the boat is under way, anyway? HydroStream did a good job on the boat's dashboard layout and controls placement, but the seat padding just wasn't sufficient. Also, the windshield was a little too flimsy for extended use."

WADE WORLEY ON SKI TOW PROFICIENCY: "Take the Chopper prop off and lower the engine an inch or two and this would make an excellent ski boat. In its test configuration, the Voyager just barely had enough power to pull Danny Churchill out of the water. Once on plane the new HydroStream left a nondescript wake that slalom skiers should find delightful, although you can forget about hotdog skiing with this 20-footer. Boarding and debarking were a bit of a problem because of the angled edges on the boat, which make the swim steps difficult to use. Also, there wasn't much storage space for water skis and related accessories because the retaining lip along the gunnel probably wouldn't hold your equipment in place in rough water."

MARK SPENCER—OVERALL SUMMARY: "This is the first opportunity I've had to ride in one of HydroStream's 20-footers, and I was extremely impressed. The boat is ideally suited for the Mariner 150 engine. HydroStream goes after the family man with a hideaway canopy top, teak trim appointments and a bow rider seating configuration, but don't kid yourself too much: this one is intended for some enjoyable 'performance' excursions."



HULL SPECIFICATIONS

Make/Model	HydroStream Voyager
Hull configuration	Deep vee w/pad
Length	20'
Beam	89"
Hull weight (w/o engine)	1000 pounds
Construction process	Hand lay-up
Passenger capacity	800 lbs
Retail price as tested (not including trailer)	\$11,831

STANDARD EQUIPMENT: Two-tone color scheme, color-coordinated interior, dual steering, running lights, leak railings and appointments, deck railings and hardware, tempered glass walk-thru windshield, locking glove box.

OPTIONAL EQUIPMENT: Gauge panel, convertible top, side and aft curtains, bow cover, seat swivels and slide assembly, 20-gallon gas tank, mooring cover, leak swim platform.

OPTIONAL EQUIPMENT ON TEST BOAT: Gauge panel, convertible top, seat swivels and slide assembly, 20-gallon gas tank, leak swim platform.

COLOR OPTIONS: Customer choice.

ADDRESS OF HULL MANUFACTURER:

HYDROSTREAM BOATS
2211 West County Road-D
New Brighton, MN 55112

ENGINE AND PROPULSION SPECIFICATIONS

Make/Model	Meriner 150
Cylinder type	V-6
Cubic inch displacement	121.9
Maximum horsepower at rpm	150 at 5250
Prop	14 x 26 three-bladed Mercury Chopper

MEASURED PERFORMANCE DATA

Indicated top speed-calibrated speedometer	62
Indicated top speed-stock speedometer	62
Recorded top speed-radar gun	61
Measured top speed-measured 1/4 mile	61
Maximum rpm-calibrated tachometer	6000
Maximum rpm-stock tachometer	5800
Time to reach plane	2.97 seconds
Minimum plane speed	18 mph
Distance to stop from 35 mph	260 feet
Decibel reading (35 mph at 50 feet)	78 dB(A)

FUEL CONSUMPTION DATA

25 mph consumes	4 gph = 6.25 mpg
35 mph consumes	7 gph = 5.0 mpg
45 mph consumes	9.5 gph = 4.74 mpg

CONSTRUCTION-WORKMANSHIP EVALUATION

Fiberglass lay-up	8
Mold Detail and Finish	8

Placement and quality of deck hardware	9	Slalom course at 30 mph	10
Dashboard instrument layout	8	Slalom course at 40 mph	10
Controls placement	10	Rough water ride attitude	8
Installation of electrical wiring	7	Hull recovery in rough water	8
Installation of fuel tanks	7		
Seat padding	4		
Access to minor services	9	HIGH SPEED	
Storage space	6	Tracking	8
Interior styling	8	Throttle response	8
		Right turn	10
		Left turn	10
		Visibility	9
		Ride comfort	8

PERFORMANCE EVALUATION

LOW SPEED

Tracking	8
Throttle response	8
Shifting of passenger weight	8
Docking maneuverability	8
Visibility coming on plane	8
Ease of boarding and debarking	8

CRUISE SPEED

Tracking	9
Throttle response	8
Slalom course at 20 mph	10

WATER SKI EVALUATION

Take-off power	6
Tracking consistency of hull	8
Throttle sensitivity	8
Visibility coming on plane	7
Visibility at speed	9
Wake	8
Ease of boarding and debarking	6

