



Two testers put each engine through its paces, logging fuel flow, noise levels, and ease of operation aboard a Walker Bay Genesis.

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How We Tested

Practical Sailor testers used a Walker Bay Genesis 270 rigid inflatable boat to test the three engines. The Genesis, which weighs 119 pounds, has an 8-foot, 10-inch LOA, a beam of 5 feet, 4 inches, and is rated for up to a 10-horsepower outboard. The company offers PVC (\$2,499) and Hypalon (\$2,999) models.

We used the Sarasota (Fla.) Sailing Squadron's boat ramp and dock as a staging ground and ran the tests on a calm Sarasota Bay. Testers ran each engine through its break-in period and then recorded fuel, speed, and noise at idle, at 10 knots, and while running the engines at their wide-open-throttle settings. Speed and noise levels were taken in two directions and averaged to account for wind and current.

We examined all components and critical access areas, including oil dip-

stick and oil fill, carrying handles, tillers, throttles, forward/reverse shifts, flushing ports, ease of engine tilting, cowlings, their clips and fasteners, etc.

Two testers (one man and one woman) started each engine to assess smoothness and ease of starting. In addition, they mounted, lowered, and tilted the engines, then operated them on the boat. Only one tester was capable of single-handedly lifting, mounting, and removing the engines from the dinghy.

In the small-outboard testing *PS* has conducted over the years, we've found that the better engines are usually the ones that are easy to operate, transport, store, and maintain. Performance numbers among the engines in the various horsepower groups have been similar, therefore they carry less weight in our overall conclusions.