



Haswing Cayman B

Bow-mounted electric trolling motors are now close to indispensable for serious lure fishermen. Initially designed for freshwater fishing, it didn't take long for saltwater anglers to catch on. With the primary engine switched off and the trolling motor deployed, fish can be snuck up on, drifting and trolling speeds controlled and the anchor kept in its well, the location instead locked by a remote hanging around the captain's neck.

Being a keen lure fisherman myself, I was understandably excited to take Haswing's recently released Cayman Bow Mounted electric motor for a spin. Retailing for \$1699, it promised to be a great choice for lure fishermen seeking a reliable product which isn't priced at a similar point to their main outboard. I was particularly interested in seeing how the Haswing would perform on a 5.45m boat in the forecast 15-knot winds – my family boat is six metres, you see, and I'm in the market.

I met Adam King from Lusty & Blundell, Haswing's NZ distributor, bright and early on a brisk late May morning on Auckland's North Shore, and together we made our way to Kawakawa Bay boat ramp. Arnie Mears from Catch Tackle beat us there by a good fifteen minutes and already had his Extreme 545 Centre Console in the water by the time we arrived. We'd all decided that the best way to review an electric motor designed to aid lure fishing was to actually lure fish, so after the introductions

were done, we raced out to Waiheke to see if there was any lingering late-autumn bird action.

Long story short: there wasn't. But we decided the area was still worth a few casts, so into the water the Haswing went. The first thing I noted was that the motor has to be manually deployed and stowed. It's an extremely simple process, and one that I was able to pick up quickly, despite not having used the motor before. Press the pedal, drop the motor, adjust to the desired depth and that's about it. On Arnie's centre



Deploying and stowing the Haswing motor is a very simple process – particularly on centre console boats like Arnie’s.

console, this was no problem at all – we could simply walk to the front of the boat to deploy it or change its depth. On conventional boats with cabins, however, this process could be a little niggly, depending on the accessibility of the boat’s bow.

Once in the water, there were no operational difficulties. There are two ways to control the motor, and Arnie makes use of both. A remote hangs around his neck which gives him the ability to control the basic functions of the motor: thrust and direction. You’ll also see him regularly holding a phone in his hand and making use of the Helmsman App. This app, compatible with Android and Apple, has GPS and is integrated with online maps, which allows the user to record their routes, spot-lock (keep the boat in the same position) and navigate to waypoints.

While the above features weren’t particularly necessary as we drifted past Waiheke, casting soft-baits over the sand, they came into their own when we made the decision to

check out a mussel farm. As we approached the farm, Arnie killed the outboard and deployed the Haswing motor. We coasted silently into the maze of buoys and ropes, and spot-locked ourselves in casting distance of a number of dropper ropes. The current was ripping through this area and the wind had picked up to the forecast 15 knots, but we were still able to hold our position and cast our soft-baits and micro jigs towards the buoys. Without the Haswing motor, we would’ve had to anchor or only fish the farm’s edges.

The day finished with a few more drifts around Waiheke, and I was very impressed with how we could navigate back to the start of our drift by only using the Haswing, despite the reasonably strong winds. When fishing in 8m of water, there is a huge advantage in not having to roar the main engine into life every time you want to adjust your drift.

While it was a slow day on the fishing front, the Haswing performed well. Its 55lb of thrust had comfortably manoeuvred the



Top: The electric motor can be controlled by a remote which hangs around the user’s neck; Middle: The sleek blacked-out design of the motor is the icing on the cake. Bottom: Mounted on an angle, the Haswing electric motor does not take up any valuable fishing space.

5.45m Extreme, which is at the larger end of the weight-scale for this motor (1250kg is the recommended maximum boat weight). Designed to be used with standard 12v batteries, I am told they are easy to install – something I might get first-hand experience with before long. It also comes with a 30-month warranty, which is very impressive for a motor at this price-point.

The sleek design is the icing

on the cake. Fully blacked out, marked only by Haswing’s tidy logo, this is a good-looking motor which will fit, or improve, the overall aesthetic of most boats.

It may not have all the high-end features of the more expensive electric motors, but the Haswing Cayman B’s cost-effectiveness and overall reliability makes it very hard to ignore.

– Ethan Neville 🇳🇿

Trolling Motor Thrust	Amps Drawn at Various Speed			Run Time (hours)		
	Max Speed	Med Speed	Slow Speed	Max Speed	Med Speed	Slow Speed
40-70lbs	40	20	5	2.5	5	20