Our Cover Photography is compliments of Forest Johnson and the gracious crew of the Marlin Tini, aboard a Pursuit OS 315. Shot on location north of La Libertad, El Salvador, the cliffs and point are called La Perla. At the right time of year, you can catch wahoo within a stone’s throw of the beautiful rocky shoreline. We were hoping for a Rooster bite but instead slid offshore, along with six local Pursuits and got into some great Sailfish and Dorado action. Both Blue Marlin bites that day resulted in what we call long releases, but if you want to catch one, fish there sometime.
Welcome to our premier issue of EXPLORE, Life in Pursuit. Our intention is to share the passion we have built into our boats. Whether you are fortunate enough to create them, as we do, or you are lucky enough to own one, you know that a boat becomes a significant part of your life. Enjoy!

You can find us on:

www.PursuitBoats.com
Welcome to the NeW e-SerieS WideScreeN With hybridtouch™.

New HybridTouch technology combines the convenience of a touch screen with the confidence of keypad control in rough seas. It's a remarkable, dynamic interface loaded with new, groundbreaking options that make navigation simple, fast, and easy.

Learn more at hybridtouch.com

HD Digital Radomes. A smarter way to find birds – and the fish beneath them. Complement your E-Series Widescreen with the superior target resolution only HD Digital Radar can deliver. A powerful digital processor enables HD Digital Bird Mode, which easily targets sea birds above schools of fish. Learn more about what the new Radomes can do at Raymarine.com

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GREETINGS & WELCOME TO EXPLORE

The past few years have been a wild ride full of challenges and changes. One change is our desire to have more contact with you.

Like many companies navigating today's marketplace, our marketing and communication goals are changing rapidly. We want to consume fewer natural resources, deliver more relevant information faster, and get closer to you, our customer. We hope EXPLORE's digital and printed formats prove convenient for your particular use, whether you're on the water in your Pursuit or at your desk.

In this issue of EXPLORE we take you from the tropical jungle shorelines of El Salvador in Central America to the concrete jungle they call New York City to share the adventures our customers undertake in their Pursuits. We take our newest Pursuit, the DC 265 through her paces on a Gulf Stream crossing to the historic fishing Island of Bimini in the Bahamas, and get to enjoy a few days of relaxation with a select group of Pursuit customers who join us on the journey. In our own backyard, some of the best lobster diving in the world is experienced through the eyes of a young family and their friends.

Pursuit designs and engineers a luxury product with yacht-like features rugged enough to handle all of your needs. We understand that the product we build in Fort Pierce, Florida delivers a different experience and level of adventure unique to each of our customers. We also know that you have a choice and value the trust you have placed in our company to build and deliver a vessel that can take you to those rarest of places by water.

Naturally, we'll take this printed version, together with expanded photo editorials of each story, and post them online at PursuitBoats.com/explore. And while you're surfing the digital highway, we invite you to become a fan of Pursuit Boats on Facebook. By doing so, you'll have instant notification of new model “sneak peaks,” get a chance to rate our new models, participate in customer stories, factory-sponsored rendezvous events, special dealer-hosted events, and area boat shows. You'll receive user information and maintenance tips and have the chance to engage with us more frequently. We want EXPLORE to help us fulfill our vision of providing you with a great ownership experience . . . from first launch.

We hope you're enjoying your Life in Pursuit and taking advantage of the Number One Vessel on the water.

Thomas B. Slikkers
President, Pursuit Boats
ISLANDS IN THE STREAM

Ernest Hemingway fishing the bountiful waters of Bimini, Bahamas
BIMINI, PART OF THE MANY ISLAND CHAINS IN THE BAHAMAS, HAS A STORIED HISTORY OF BIG GAME FISHING. North Bimini, South Bimini and East Bimini make a triangle of sorts surrounding a sound, mangrove marshes and flats that account for the topography seen when arriving by boat or plane. Made famous by Ernest Hemingway’s presence in the 1930s one can’t forget the many other influential big game pioneers of the 1920s; Charley Thompson, Bill Fagen, Tom Frazier, Bill Hatch, Charley Pees and Leo Droughtin. They, along with a handful of local guides, fished the productive waters of Bimini, catering to an exclusive clientele shuttled over from Miami, Florida. Early yachtsmen and sportsman would stay aboard their vessels in the harbor, and short of hiring an occasional calypso band for entertainment, concentrate on catching the many pelagic fish passing through the Gulf Stream. While these early charters caught most of the popular species we chase today, the blue marlin and giant bluefin tuna were not landed until 1933 when in February S. Kip Farrington recorded the first blue marlin caught in Bimini waters at 155 pounds. The rest, as they say, is history.

Anglers fishing from the island of Bimini, young and old, male and female, famous and not so famous have since hooked and caught the most sought after of species, the blue marlin. Bimini’s locale, only 48 nautical miles from the South Florida Coast, makes it a perfect weekend destination. The crystal clear Gulf Stream waters play host to other activities as well, including bone fishing, snorkeling/diving and cruising. All of which make it the perfect
rendezvous location for a group of Pursuit boats, owners and families looking for a relaxing and exciting adventure.

**WE TRAVELED TO BIMINI ON A BEAUTIFUL JUNE DAY IN PURSUIT’S BRAND NEW DC 265,** a dual console sport utility vessel built to fish, cruise, board and dive. Joining us for the crossing were two privately owned vessels and a factory 34 center console with team Pursuit employees on board. We chose to depart from the St. Lucie Inlet as it provided a good launching point, although we still had to cover over 100 nautical miles of open ocean. We had all the necessary safety equipment on board for a Gulf Stream crossing, along with luggage, camera gear, rendezvous event boxes and other marine gear for a seven-day round trip to Bimini and back. The Pursuit DC 265 offered a tremendous amount of storage for four adults, plus the additional boxed items that were ultimately given to Pursuit rendezvous attendees. Captain and crew each had a seat and in fact one of the members of our crew was able to fold out the rear lounges and take a nap for much of the four-hour ride. We entered Bimini’s main harbor midday and slowly passed the famous Big Game Club and Government docks on our way to the Bimini Bay resort. The
boat performed exceptionally well in a two-foot quartering sea from the southeast. Upon arrival we unloaded and prepped the vessel for showing to the many rendezvous attendees scheduled to arrive over the following days. The boat would also be photographed by professional marine photographer Forest Johnson, during her stay.

The Bimini Bay Resort is a newly developed project on North Bimini with two marinas, private residences, condo ownership, hotel rooms and a complete village designed to offer travelers a wealth of amenities. It is a short shuttle ride or the ever-popular golf cart rental from the historical downtown of North Bimini. Our rendezvous began on the following evening around the marina’s poolside where guests checked in, received goody bags and received a brief rundown of the optional Saturday fun fishing tournament. And while some of our guests enjoyed the steel drums of a local island band, a few crews were getting serious about their fishing and the prospect of hooking a grand fish. Eleven vessels made the crossing to Bimini and a total of fifty Pursuit owners, families, friends and employees settled in for the extended weekend.

Seven vessels chose to throw their names into the tournament hat and left early Saturday morning in search of that magical piece of ocean teaming...
with billfish and tuna. What most boats found, however, were a few small dolphin bites with a few little mackerel scattered about that “Papa” would have used for marlin bait in his heydays. All was not lost, though, as many first timers got a taste of a singing drag and the anticipation of seeing what was at the end of the line. Those on vessels not fishing spent time snorkeling or simply sipping frozen drinks poolside and enjoying the sway of palm trees.

Saturday evening we celebrated the catches of the day and awarded vessels and anglers alike for the crossing and fishing. Bimini Bay Resort served one of the freshest and most well-attended buffets I have ever experienced in the Bahamas. Following the prizes, group photo and accolades, we all lingered a while and reminisced on the area, the history and the grand fish that were never caught. Like all my trips to the Bahamas, I was left with the feeling that there was a lot more to see and three days was definitely not enough time to truly discover any of the secrets hidden within this particular island.

Our rendezvous group was scheduled to do some-last minute exploration of the island and the Pursuit team were working on locations to shoot the new DC 265 in the pristine waters out front. Following the morning and evening photography, the DC 265 loaded all the personal effects and prepared for the return crossing to the Florida coast. The NOAA forecast was calling for a solid 15 knot breeze out of the northeast which
has a tendency to work against the northerly flow of the Gulf Stream. Sure enough, the stream was stacking up pretty good the next day so we chose a more westerly course that ran the Pursuit 26 along the troughs of the swell and waves straight to Ft. Lauderdale and the inlet of Port Everglades. The Pursuit 26 was able to maintain a cruising speed of just under 30 MPH through the majority of the 48 mile crossing, despite a rather sporty sea. The full windshield and three-piece enclosure also kept the crew dry for the duration. After entering the inlet we settled in for the slow cruise up the intercoastal waterway allowing us plenty of time to think about how to expand next year’s rendezvous to a longer format for more adventure and exploration.

10 must have items
A captain’s biggest responsibility is his fellow boaters’ safety.

- **Bailer or bilge pump** While your state may have limitations on the requirements of one of these items, it is to your benefit to have at least one of these on board.
- **VHF Radio** This will allow you to call for assistance and access weather updates.
- **Radar or GPS** This, along with a compass, will help you with navigation.
- **Compass** This should be standard boat equipment for every boat.
- **Auto Radio Transmitter** Every offshore vessel should have one of these.
- **Fire Extinguisher** Preferably rated A, B, & C.
- **Flame Arrestor** An absolute must for in-board motors.
- **Flares** Keeping flares on board is another way to prepare for the unexpected.
- **Personal Flotation Devices** There should be a flotation device for everyone on board, and these should follow the state boating regulation rules.
- **Boat safety checklist** Use this list, and add to it, before you start your next adventure.

![Image of people holding fish and a group photo of people at a boat event.](image-url)
Sporty versatility for a variety of water sports, including fishing, cruising, water skiing, wake boarding, and more – whether lake or ocean bound. This Dual Console is built with Pursuit’s legendary style, performance and durability. It is the ultimate all-around boat!
Specifications

- L.O.A. w/Pulpit: 25' 10" (7.65 m)
- Beam: 8' 9" (2.71 m)
- Hull Draft (motors up): 1' 9" (0.53 m)
- Hull Draft (motors down): 3' 1" (0.94 m)
- Clearance w/Hard-Top (from waterline): 7' 6" (2.29 m)
- Clear w/Windshield (from waterline): 6' 2" (1.87 m)
- Approx. Dry Weight (single 300 engine): 5,650 lbs. (2,563 kg)
- Approx. Dry Weight (single 350 engine): 5,875 lbs. (2,665 kg)
- Fuel Capacity: 150 U.S. gallons (568 L)
- Fresh Water Capacity: 18.5 U.S. gallons (70 L)
- Livewell Capacity: 19 U.S. gallons (72 L)
- Fishbox Capacity: 31 U.S. gal. transom (117 L)
- Deadrise: 21°
Sid Haining owns a 345 Offshore. He is retired and splits his time between Memphis, Tennessee and El Salvador, where he makes his home in a boater’s paradise.

“It’s really great. It typically rains only about six months out of the year. It rains beginning in May, and it quits raining in November, but when it does rain most of the rain occurs during the night so it’s rare to have a problem with a thunderstorm or rain,” he says. “The water is beautiful. Sometimes you find completely, absolutely midnight blue water eight miles from the beach. We can get to 2,500 feet of water in about 45 minutes, which means there are more sailfish and the dorado. The dorado are seasonal. They’re not here all the time. The marlin and sailfish are pretty well out there all the time.”

Haining, 60, is a father to two grown children and the owner of a construction business, although he is retired from running the business. But above all else he is a fisherman, a man who has hunted and fished almost since he could walk, he says. He grew up in Mississippi and spent his childhood hunting and fishing along the Mississippi River, using his family’s fishing boat to fish for black bass, crappie and catfish. In 2009 he bought his Pursuit, and when he is in El Salvador he spends as many as four days a week out fishing, always with a captain and mate. The lure for him is the challenge.

“The fact that it’s never predictable. It’s a challenge to try to figure out what it takes to be successful at it, and then about the time you think you have that figured out it doesn’t work every time you go,” he says. “It’s the challenge of it, and when I do catch fish, we keep enough for ourselves to enjoy eating, share some with friends, and release the rest to fight another day.”

For more than 30 years Haining has been a boater. He began saltwater fishing during vacations in his 20s to the Gulf Coast, where he took chartered excursions. Eventually he bought his
own boat and kept it on the Mississippi coast. But he grew interested in Pursuit after he retired. He wanted to fish more and felt frustrated by the Gulf’s storms and hurricanes. He liked El Salvador’s weather and fishing. In El Salvador he is close to Guatemala and Nicaragua, which he describes as a beautiful place and the sailfish capital of the world. He bought his Pursuit because of its shallow draft, allowing the boat to go into inlets in countries that lack the dredging and maintenance of the U.S. Army Corps of Engineers. He doesn’t have to worry about running-a-ground.

Haining named his Pursuit El Jefe, Spanish for The Boss, after his old position at his construction business. The boat has twin 350 Yamaha Outboard motors that make it run up to 45 miles an hour on smooth seas. The motors are fuel-efficient. Haining figures he can fit in an extra day of fishing for what most boat owners pay for gas. The boat is reliable. He’s had no major problems, and when he’s had a problem he’s had no trouble getting service in El Salvador. The dealer where he bought the boat, Maspor Marine, readily responds, and even when parts aren’t available the dealer can get parts from the United States within a week, he says.

The layout is comfortable, and he’s stayed overnight on the boat a few times, although that’s not what he primarily uses it for. “The boat’s to fish. I like the speed capability that the boat has. I like the fact that you have a lot of freedom in the maneuverability of the boat. Because it doesn’t draft a lot of water you can come and go in shallow water situations without worrying about tearing the props off the boat or running-aground, all issues you would have with a bigger boat. And so far as the fishing platform, it’s very stable. The boat is very responsive,” he states.
When his kids visit, Haining takes them on the boat, too. His daughter is 29, and his son is 26, and they visit sometimes with friends. Both also like to fish.

“There’s something compelling to most people about the ocean, the sea, the beach, the sky, the stars. … It’s not any single thing. It’s a whole combination of things,” he said. “It’s the power of the engines for one thing. It’s the velocity of the boat over the water. It’s the spray of the water in the air. It’s a breeze, a sunset. It’s a fish taking the line of the reel. It’s just everything,” Sid says.

About Pursuit he adds, “They’ve been really good folks, and I think they certainly seem to want to please their customers, and they’ve got a great product and they’ve got everything.

…I don’t know how you could ask for a lot more. I’m pretty happy.”
Whether you’re hunting or fishing, it’s

World-class billfish angler and friend of Sid Haining, Paco Saca, looks on as the mate of Calena puts the finishing touches on the release of a Pacific Sailfish. Notice in the final frame, the light tackle rig Paco used during the fight. Not only are the sailfish challenging on light tackle, the run out and back in the inlet above from Bahia Del Sol, can sometimes give anglers and crew as much of an adrenaline rush as the fishing.
Whether you’re hunting or fishing, it’s the challenge of it that’s the primary thing.

On a solid swell day, the waves are breaking over numerous sandbars in this natural collision of estuary and wide open Pacific. Sid and friends describe days that they just simply turn around and settle in back at the marina for refreshments.
When tasked with designing a replacement model for the 335 Offshore — the best selling model in Pursuit’s history — our engineers had a tall order to fill. Fortunately, our staff is full of over-achievers and the OS 345 was born. Slightly longer and wider than her predecessor, this model features an expansive cockpit for fish fighting and a large cabin for cruising and overnighting in comfort.

The OS 345 is brand new from hull to decks to interior. The hull has been specifically designed for twin Yamaha 350 hp 4-stroke engines, which provide optimal performance with minimal horsepower. Standard bow thrusters will give any captain the confidence to dock in close quarters, wind or strong currents. The express design includes an open helm with optional bridge deck cooling with air conditioning and an aft canvas enclosure so you can escape the elements without escaping the view. This layout also affords quick access from the helm to the cockpit when you have more screaming reels than anglers.

The cockpit includes ample seating and an electric grill for entertaining and a host of fishing features including a recirculating livewell, a comprehensive rigging station with locking tackle drawers, insulated fish boxes and enough elbow room that you’re not running into each other.

In the cabin, we’ve developed an innovative circular seating arrangement forward for dining and socializing. The mid-cabin berth includes a comfortable settee. The head compartment includes a separate area for showering to minimize clean up after a nice hot shower. The galley features stainless steel appliances and Corian® countertops like those found in fine custom homes — that’s appropriate since you’ll probably want to live aboard the new OS 345.
Yes, there’s an App for that . . .

**iNavX Marine Navigation**
Never lose sight of land with iNavX Marine Navigation. This App turns your iPhone into a detailed NOAA RNC U.S. waters marine chart, then plots your position in real time. Before you set sail, tap to get the latest weather, tide, and current forecasts.

**Boating Weather**
The Boating Weather App for iPhone and iPod Touch is the answer when you want to know if it’s safe to go out fishing or for a nice sail on the flat ocean. This intuitive App will show you the wind speed and wave height for your local area. Data provided by the National Weather Service.

**Boating Suite • Log Book & Expense Log**
Boating Suite is a professional, full-featured App for the iPhone and iPod Touch that is designed to help you manage all aspects of your boating life. But it’s not just a boating App. It’s the first and only App designed by boating enthusiasts, for boating enthusiasts.
The new OS 375 is the largest Pursuit outboard model we've ever built. Measuring just under 40 feet in length, our newest flagship has all the comforts of home — plus a 360-degree water view!

The 375 combines the performance, seaworthiness and fishability of the world's top inboard battlewagons with the luxuriousness of the most comfortable cruisers.

When tasked with designing a replacement model for the 335 Offshore — the best selling model in Pursuit's history — our engineers had a tall order to fill. Fortunately, our staff is full of over-achievers and the OS 345 was born. Slightly longer and wider, this model features an expansive cockpit for fishing and a large cabin for cruising and overnighting.
For yacht-caliber comfort in a manageable size, the OS 315 fits the bill. Its enclosed helm, integral hardtop and vented windshield afford unobstructed visibility, optimal weather protection and comfort during those long, relaxing days on the water. Ample companion seating in the helm area ensures the captain can enjoy camaraderie while he or she is at the helm or while relaxing at the dock.

The sleek appearance of the OS 285 is enough to get your heart racing; but there’s a lot more to this boat than simply good looks. The large unobstructed cockpit features a molded-in stern seat with a spacious insulated storage compartment in the seat base. Across from the stern bench are port and starboard aft facing seats for watching lines or for joining in on the conversation.
### Specifications

<table>
<thead>
<tr>
<th></th>
<th>OS 255</th>
<th>OS 235</th>
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</thead>
<tbody>
<tr>
<td>L.O.A. w/Pulpit</td>
<td>27’ 3” (8.32 m)</td>
<td>22’ 9” (6.93 m)</td>
</tr>
<tr>
<td>Beam</td>
<td>8’ 9” (2.67 m)</td>
<td>8’ 6” (2.59 m)</td>
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<tr>
<td>Hull Draft</td>
<td>1’ 3” (0.39 m)</td>
<td>1’ 4” (0.42 m)</td>
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<tr>
<td>(motors up)</td>
<td>2’ 4” (0.73 m)</td>
<td>2’ 9” (0.88 m)</td>
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<tr>
<td>(motors down)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clearance w/Hard-Top (from waterline)</td>
<td>7’ 10” (2.16 m)</td>
<td>7’ 8” (2.16 m)</td>
</tr>
<tr>
<td>Clear. w/Windshield (from waterline)</td>
<td>6’ 5” (1.98 m)</td>
<td>6’ 2” (1.84 m)</td>
</tr>
<tr>
<td>Approx. Dry Weight (twin 150 engines)</td>
<td>6,100 lbs. (2,766 kg)</td>
<td>5,015 lbs. (2,274 kg)</td>
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<tr>
<td>(single 300 engine)</td>
<td>5,480 lbs. (2,485 kg)</td>
<td>106 U.S. gallons (401 L)</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>130 U.S. gallons (492 L)</td>
<td>9 U.S. gallons (34 L)</td>
</tr>
<tr>
<td>Fresh Water Capacity</td>
<td>20 U.S. gallons (75 L)</td>
<td>5 U.S. gallons (18 L)</td>
</tr>
<tr>
<td>Holding Tank Capacity</td>
<td>13 U.S. gallons (49 L)</td>
<td>30 U.S. gallons (114 L)</td>
</tr>
<tr>
<td>Livewell Capacity</td>
<td>23 U.S. gallons (87 L)</td>
<td>Fishbox Capacity</td>
</tr>
<tr>
<td>Max. Horsepower</td>
<td>350 h.p.</td>
<td>Deadrise 21°</td>
</tr>
<tr>
<td>Sleeping Capacity</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Deadrise</td>
<td>21°</td>
<td></td>
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</tbody>
</table>

You work hard all week. The OS 255 is the perfect reward for your effort. Fish, tube, dive or simply relax in comfort aboard a boat big enough for open water but small enough to tow virtually anywhere.

After spending the day on the water, the last thing you want to do is spend a few more hours cleaning up. The OS 235 gives you the flexibility to enjoy a multitude of on-water activities with minimal maintenance and the low fuel consumption afforded by a single engine.
Who better than the factory to restore your investment to like new condition? Our technicians know your product and can add that new or custom touch to your Pursuit. As original equipment manufacturers, we can upgrade original equipment and custom fabricate to your needs. For more information visit us at PursuitBoats.com

The First Certified Pre-Owned Program in the Industry.

PURSUIT CERTIFIED PRE-OWNED

Purchase a Certified Pre-Owned Pursuit (CPO) from any Authorized Pursuit Dealer in the U.S. or Canada and experience the same piece of mind you get from buying a brand new Pursuit. The Pursuit CPO program allows dealers to certify used Pursuits under specific eligibility requirements and offer to consumers with limited warranties similar to new boat coverage. Visit pursuitboats.com or your Pursuit dealer today to learn more about this Pursuit advantage.
KIDS ROCK FLORIDA LOBSTER

It is Florida’s lobster two-day mini-season and Mom, Dad, two young brothers and their friends put a C280 to the test off Florida’s east coast in search of Spiny Florida lobsters. Locals refer to the Spiny lobsters as “bugs.”
Our group with a boat full of kids took a slightly more casual and educational approach. Our goal was to educate the youngsters on the environmental aspects of harvesting bugs, along with ensuring we had a safe and prosperous adventure. The lobstering is pretty simple, especially in mini-season. Locate good bottom structure, ledgey reefs, honeycombed rocks and stand alone holes, and you will likely find a good number of bugs to work. The C 280 and her crew found an empty spot to start in about twelve feet of water with plenty of room north and south, threw the hook and started to gear up. Just try and outfit six kids and two adults on a dive/snorkel trip and you’ll quickly learn that storage space is at a premium. The C 280 has excellent storage, comfortable seating and walk-around room throughout.

After our scouting party located good bottom structure and what appeared to be legal size lobsters, we got a couple scuba tanks ready to assist in the capture. The lobster harvesting process involves tapping the lobster on the tail to encourage it to exit the safe haven. Once you coax the bug out of its lair and get a chance to place a net behind it,
a simple tap on the front of the bug and the natural instinct to retreat to the rear puts the lobster into your net. It is then a quick twist of the net, a measurement of the carapace and into the catch bag it goes. This may all sound easy enough but try and make it happen twelve feet below the surface with all your gear and one breath of air and you'll start to feel the need for a scuba arrangement. For a child it is difficult but not impossible; it just takes some practice.

Our approach was a combination of both snorkeling and scuba diving. For the younger children, I recommend they start out by working in teams of two or three, with one locating the bugs, one tickling and one netting. Or, let the kids locate, send an adult down on a scuba setup and then have the adult tickle lobsters out one at a time and the kids can snorkel down to net them. Either way, get the kids involved; they will gain tremendous confidence and skill with each underwater experience. We captured short juvenile lobster which were measured in the water and released unharmed. We captured large female lobster with their tails full of bright orange eggs which were also released unharmed. The simple

“Best Day Ever!”

Response from nine-year-old Ashley, first time lobsterer phenom, when her parents asked how her day went aboard the Pursuit C 280.

We don’t know if it was the Pursuit, but we’ll take it.
lessons learned are to leave the short ones for next year and to carefully handle the females with eggs so there are plenty of lobsters for the future.

The added bonus for the kids while snorkeling along was the variety of sea life encountered during the hunt for lobster. During our adventure, we saw loggerhead turtles, nurse sharks, goliath grouper that were twice the weight of our largest teenager, schools of snook, snapper, grouper, tropical fish and a host of other species. With all the additional attractions, some of our younger crew became more interested in the other surroundings and abandoned the quest for lobster. They headed back to the C 280, dropped their gear, and began to tell their own stories of the underwater world. You realize how much equipment was brought along when all of the discarded gear accumulates from stem to stern. I matched equipment to participant and quickly stowed everything away in the awesome storage space provided on the C 280. The kids were entirely too busy terrorizing the lobsters dispatched to the 30-gallon live well to help. So while the bugs were running for their lives, dad pulled the anchor and motored towards the beach.
The C 280 slid easily into the shallows and anchored just off the shoreline of our friend’s beachside community. Our plan was to clean the bugs, refresh poolside and enjoy a casual dinner. A true sportsman with a hunter’s instinct and good underwater skills can definitely catch the twelve lobster limit. Our catch of ten bugs, one pound to five pounds each was plenty to feed two families. The experience for the kids was priceless. We have hopefully created future conservation-minded sportsman, Pursuit buyers and maybe even the next Jacques Cousteau. I know for sure that the adults have definitely marked out the last two days of July on their upcoming calendars.

LOBSTER LAWS FOR THE FLORIDA SPINY LOBSTER

**Sport Season**

*Season dates: July 28-29, 2010*

_Last consecutive Wednesday and Thursday of July each year._

**Bag limits** 6 per person per day for Monroe County and Biscayne National Park, and 12 per person per day for the rest of Florida.

**Possession limit** on the water, equal to the daily bag limit.

**Possession limit** off the water, equal to the daily bag limit on the first day, and double the daily bag limit on the second day. **Possession limits are enforced on and off the water.**

**Minimum size limit** must be larger than 3” carapace, measured in the water. **A reminder that possession and use of a measuring device is required at all times, and night diving is prohibited in Monroe County (only during the sport season).**

**License requirements** A recreational saltwater license and a crawfish permit are needed for harvest.

**Regular Season**

*Season dates: Aug. 6 - March 31*

**Bag limit** 6 per person per day.

**Possession limit** on the water, equal to the daily bag limit.

**Minimum size limit** must be larger than 3” carapace, measured in the water. **A reminder that possession and use of a measuring device is required at all times.**

**Prohibitions** Harvest of lobster is prohibited in John Pennekamp Coral Reef State Park during the sport season. Harvest is also prohibited during both the 2-day sport season and regular season in Everglades National Park, Dry Tortugas National Park, and no-take areas in the Florida Keys National Marine Sanctuary.

_Courtesy of the Florida Fish and Wildlife Conservation Commission._

Visit [www.fwc.state.fl.us](http://www.fwc.state.fl.us) for additional information.
Following in the footsteps of the C 310, the new C 280 combines the ultimate in fishability with creature comforts not typically found in hard core fishing machines.

Start with helm and companion flip-up bolster-style seating for comfortable operation while sitting or standing. And check out the expansive helm area for mounting multiple large screens for fish finding accuracy. Aft of the helm in the seat base is a 52-gallon lighted, recirculating livewell just opposite of the transom mounted rigging station with removable tackle drawers, cutting surface and molded tool holders. Passengers will appreciate the comfortable and convenient folding stern seat that quickly folds flush to the transom when the fishing begins. The two 29-gallon in-deck fishboxes with macerators are insulated to make your ice last longer so your catch stays fresher. There’s an additional 45-gallon insulated fishbox in the transom.
### Specifications

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<thead>
<tr>
<th></th>
<th>C 310</th>
<th></th>
<th>C 280</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>L.O.A.</strong></td>
<td>31' 2” (9.5 m)</td>
<td>28' 0” (8.53 m)</td>
<td></td>
</tr>
<tr>
<td><strong>Beam</strong></td>
<td>9' 6” (2.9 m)</td>
<td>9' 6” (2.92 m)</td>
<td></td>
</tr>
<tr>
<td><strong>Hull Draft</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(motors up)</td>
<td>1' 10” (0.55 m)</td>
<td>1' 7” (0.51 m)</td>
<td></td>
</tr>
<tr>
<td>(motors down)</td>
<td>2' 8” (0.81 m)</td>
<td>2' 10” (0.64 m)</td>
<td></td>
</tr>
<tr>
<td><strong>Clearance w/Hard-Top</strong></td>
<td>7' 11” (2.16 m)</td>
<td>7' 8” (2.3 m)</td>
<td></td>
</tr>
<tr>
<td><strong>Approx. Dry Weight</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(twin 250 engines)</td>
<td>8,600 lbs. (3,901 kg)</td>
<td>8,510 lbs. (3,860 kg)</td>
<td></td>
</tr>
<tr>
<td>(twin 300 engines)</td>
<td>8,600 lbs. (3,901 kg)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fuel Capacity</strong></td>
<td>260 U.S. gallons (984 L)</td>
<td>220 U.S. gallons (832 L)</td>
<td></td>
</tr>
<tr>
<td><strong>Fresh Water Capacity</strong></td>
<td>20 U.S. gallons (75 L)</td>
<td>20 U.S. gallons (75 L)</td>
<td></td>
</tr>
<tr>
<td><strong>Holding Tank Capacity</strong></td>
<td>20 U.S. gallons (75 L)</td>
<td>20 U.S. gallons (75 L)</td>
<td></td>
</tr>
<tr>
<td><strong>Livewell Capacity</strong></td>
<td>52 U.S. gallons (196 L)</td>
<td>52 U.S. gallons (196 L)</td>
<td></td>
</tr>
<tr>
<td><strong>Fishbox Capacity</strong></td>
<td>45 U.S. gal. transom (170 L)</td>
<td>45 U.S. gal. transom (170 L)</td>
<td></td>
</tr>
<tr>
<td>2 @ 29 U.S. gal. (2 @ 109 L)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Max. Horsepower</strong></td>
<td>600 h.p</td>
<td>500 h.p</td>
<td></td>
</tr>
<tr>
<td><strong>Deadrise</strong></td>
<td>24°</td>
<td>24°</td>
<td></td>
</tr>
</tbody>
</table>

We’ve all been there. You climbed aboard a friend’s boat for an exciting day offshore and you return home wet, tired and beaten up. That’s what inspired us to build the C 310.

The deep-V hull slices through chop and rough water so your knees and back aren’t taking a pounding.

Following in the footsteps of the C 310, the new C 280 combines the ultimate in fishability with creature comforts not typically found in hard core fishing machines.

The optional flip-up bolster-style helm/companion seating provides for comfortable operation while sitting or standing.

With unmatched inner strength and efficiency, combined with the reliability and precision performance of the Yamaha engines, you’ll have an exceptional ride and efficient fuel consumption!
### Specifications

<table>
<thead>
<tr>
<th>Feature</th>
<th>C 250 Details</th>
<th>C 230 Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>L.O.A. w/Pulpit</td>
<td>27' 6&quot; (8.38 m)</td>
<td>22' 9&quot; (6.93 m)</td>
</tr>
<tr>
<td>L.O.A. w/o Pulpit</td>
<td>24' 10&quot; (7.57 m)</td>
<td>8' 6&quot; (2.59 m)</td>
</tr>
<tr>
<td>Beam</td>
<td>8' 6&quot; (2.59 m)</td>
<td>1' 5&quot; (0.43 m)</td>
</tr>
<tr>
<td>Hull Draft</td>
<td></td>
<td>(motor up)</td>
</tr>
<tr>
<td>(motors up)</td>
<td>1' 6&quot; (0.48 m)</td>
<td>(motor down)</td>
</tr>
<tr>
<td>(motors down)</td>
<td>2' 10&quot; (0.64 m)</td>
<td></td>
</tr>
<tr>
<td>Clearance w/T-Top</td>
<td>7' 9&quot; (2.4 m)</td>
<td>7' 7&quot; (2.31 m)</td>
</tr>
<tr>
<td>(from waterline)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clear. w/Windshield</td>
<td>6' 1&quot; (1.8 m)</td>
<td>6' 3&quot; (1.92 m)</td>
</tr>
<tr>
<td>(from waterline)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approx. Dry Weight</td>
<td>5,605 lbs. (2,542 kg)</td>
<td>4,580 lbs. (2,077 kg)</td>
</tr>
<tr>
<td>(twin 150 engines)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(single 250 engine)</td>
<td>4,710 lbs. (2,136 kg)</td>
<td></td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>150 U.S. gallons (568 L)</td>
<td>105 U.S. gallons (397 L)</td>
</tr>
<tr>
<td>Fresh Water Capacity</td>
<td>13 U.S. gallons (49 L)</td>
<td>9 U.S. gallons (34 L)</td>
</tr>
<tr>
<td>Livewell Capacity</td>
<td>30 U.S. gallons (113 L)</td>
<td>23 U.S. gallons (87 L)</td>
</tr>
<tr>
<td>Fishbox Capacity</td>
<td>42 U.S. gallons (159 L)</td>
<td>26 U.S. gallons (98 L)</td>
</tr>
<tr>
<td>Max. Horsepower</td>
<td>300 h.p.</td>
<td>250 h.p.</td>
</tr>
<tr>
<td>Deadrise</td>
<td>21°</td>
<td>21°</td>
</tr>
</tbody>
</table>

The C 250 offers the features and functionality typically only found in much larger boats. Plus, her compact size means she can be easily towed to where the action is — whether it's diving for lobster, shelling on a secluded beach, fishing the blue water or simply relaxing on the water.

“No hassles” doesn’t mean “no frills” when it comes to the versatile C 230. Despite her trailerable size, this boat packs a lot of amenities for fishing, cruising and watersports enthusiasts.

The integral transom bench seat simultaneously provides comfortable seating while the seat base houses a 22-gallon storage compartment.
Infusion Technology

design innovation becomes strength and style...
Manager of Manufacturing Engineering, Scott Shanley has been working with fiberglass and related materials for more than 30 years. We catch up with Scott for a quick question and answer on Infusion Technology.

**Q** In layman’s terms, what is vacuum infusion?
In traditional lamination production, resin and fiberglass cloth are bonded together in open molds through the use of sprayed resin and manual wetting of materials. The process of infusion uses a vacuum and a closed mold. A measured container of resin is actually drawn (infused) through the dry materials within a closed mold.

**Q** What are some of the benefits of infusion?
Strength, reliability and predictability are three words that come to mind. The infusion allows for a very consistent application of materials. We are able to have great control of our glass and resin ratios. Being able to control materials means a very strong, reliable part and repeatable production process with predictable quality.

**Q** What parts does Pursuit currently manufacture through infusion techniques?
Currently we infuse our stringer grids, some small parts and probably the most visual part of our offshore and dual consol series, the windshield frame.

**Q** How does infusing the windshield frames benefit Pursuit customers?
We have developed a proprietary technology from engineering design to production that allows us to manufacture a major component of our boats to be aesthetically pleasing and no other manufacturer can match it. So I would say that customers notice the styling first, it has a lot of sex appeal, classically styled but modern. The finished part has excellent strength characteristics and finish characteristics that make for easy maintenance and long term durability as well.

**Q** Do all the Infused windshields use tempered glass panels to finish off the process?
Yes, the fiberglass infused frames are engineered to receive tempered glass panels. In some cases we use curved corners but in all cases, the glass offers better visibility for the captain of the vessel and crew. The glass is perfectly fitted and matched to the frames and bonded using high strength adhesives. The edges are finished with a black UV resistant caulk. A lot like automobile construction.
The Big Apple is a place of surprising contrasts, ranging from towering skyscrapers to winding creeks with bait shops and waterside eateries. It’s rife with history. And it can best be seen by a daytrip aboard your Pursuit boat.

Taking that advice from a native New Yorker, we jumped aboard a Pursuit DC 265 from Strong’s Marine for a day cruise of Manhattan with Pursuit S 280 Sport owners Laurie and John Reische. The diversity we experienced underway was amazing.

Plan A was to start at the 79th Street Boat Basin with Laurie and John Reische because we had heard you could get coffee and a freshly baked sticky bun at the Boat Basin Café. The weather was right for that kind of breakfast as we awoke to a 65-degree morning and brisk Northwest winds. As sometimes happens with boats, our plans changed. Besides, there were no sticky buns after all, since the café is only open for breakfast on weekends.

Instead, we departed from World’s Fair Marina, in the shadow of Citifield and LaGuardia Airport, jumping aboard the DC 265 with Captain Cyril Fabijanic and headed out to
Laurie and John Reische break through the chop of the East River aboard their Pursuit S 280 while passing under one of the oldest and longest suspension bridges in the world, the Brooklyn Bridge. The bridge, built in 1883 and the city in the background offer an interesting contrast to the newly christened 2010 model year Pursuit.
Flushing Bay into the East River, which is actually a tidal strait connecting Long Island Sound with New York Bay. We pass North Brother Island where Typhoid Mary was quarantined, then slide through Hell Gate. The 5 knot current can give boaters fits, but the DC 265 confidently powers us through.

The morning sun, rising in our wake causes the Manhattan Skyline to glitter ahead, and, framed by the arch of the Hell Gate Bridge, presents quite a sight.

We head North into the Harlem River. On the east shore is “Da Bronx,” and passing Macombs Dam Bridge, Yankee Stadium looms, close enough to hear the crack of a bat. The western bank of the river reminds us of how lucky we are, as ramshackle shacks of the homeless dot the shore.

We run a gauntlet of bridges: seven swing bridges, three lift bridges, and four arches, all without needing an opening. Proceeding north, the river narrows and rock cliffs squeeze the sky above into a narrow, blue strip. A large C emblazons one craggy face, marking the location of Columbia University’s Baker Field. As if on cue, a crew team sculls past, hard at their morning workout, the coxswain’s commands echoing off the granite. We feel as if we’ve left the city, though it’s literally a short cast to port. And then the “Palisades,” towering bluffs on the New Jersey side of the Hudson River, come into view through the Spuyten Duyvil Swing Bridge. Named by the Dutch, New York’s first colonists, Spuyten Duyvil means devil’s whirlpool.

The Palisades offer a stunning sight. But at mean low water the bridge has but 5 feet of clearance. So we are at the mercy of the bridge tender and in jeopardy of missing our 8:30 AM date with Pursuit Owner Laurie Reische and family at 79th Street Boat Basin. No whirlpool, but a devil of a situation. Forty-five minutes, three trains, and as many requests for openings later, the span swings aside.

Officially in the Hudson now, we run the DC 265 up to a comfortable cruise and power south towards 79th Street Boat Basin. This part of the river is a coastal estuary, with tidal influence extending as far as the Federal Dam at Troy. It’s said that a piece of driftwood dropped in at Troy, takes over a month to reach the sea, due to the see-sawing currents. We feel this power as we swing into the stream and to meet the Reisches.

We slide into 79th Street Boat Basin, the wind rising, and greet Laurie, John and Griffin Reische. Daughter Danielle, seeing the building chop, decides to stay ashore. Laurie and crew threw the lines and our Pursuit Twosome motored south to round the southern tip of Manhattan. The harbor bustles with every type of vessel. Big Ferries, small ferries,
sightseeing boats, sailboats, sportfishing boats, a lot of patrol boats galore, you name it.

Our goal was to use the Manhattan skyline as a backdrop to photograph Laurie and her family in their Pursuit. The blanket of clouds quickly approaching from the NW stayed at bay just long enough for us to shoot some great pics of their navy blue Pursuit, framed by the Brooklyn Bridge and the city. We then dashed west towards Lady Liberty and Ellis Island. But the cloudbank from the north engulfed us, thwarting our photographic plans. Instead, we opted for lunch.

We tucked into Liberty Landing Marina, in Jersey City, having heard great reviews of its Liberty House Restaurant. The view of Manhattan is incredible and we dug in to some soup/sandwich combos.

After lunch, we headed north passing within a 100 yards of the Chelsea Piers with its restaurants, shops and driving range. We fell quiet while passing Ground Zero. Continuing north, passing 79th Street Boat basin, we arrived at the George Washington Bridge. Tucked under the western span of the bridge, is a little red lighthouse, officially Jeffrey’s Hook Light, made famous by the 1942 children’s book The Little Red Lighthouse and the Great Gray Bridge by Hildegarde Swift and Lynd Ward.
We see the sun trying to peak through to the south so we do a roundabout back towards Lady Liberty and Ellis Island passing the NY Yacht Club, at North Cove, where megayachts of industrial titans are docked. In equal awe, we look at the Ambrose Lightship, which stood station at the entrance to New York Harbor from 1854 to 1967. Its berthed beside the aircraft carrier Intrepid, which fought during WW II, and now serves as a sea, air and space museum. Perhaps another time. Today, photo duty calls.

The sun glistens off the Statue of Liberty and we get some great shots. Then it’s north, around the southern tip of Manhattan, and back into the East River. We pass under the Brooklyn Bridge, with Roosevelt Island in view. At the tip of Roosevelt Island, on the Manhattan shore, is the United Nations building.

With the Reische’s needing to put their S 280 back in her slip prior to low tide, we rafted up briefly, thanked our hosts, before departing in opposite directions. Our crew powered back up the East River towards Flushing Bay as the Reische’s headed southbound for the Hudson, and Manhattan’s west side.

Walk among the stone and glass canyons that are the streets of New York, and you’re vitalized by the energy and hustle of the Big Apple. From the water, the perspective is entirely different. You are awed by the enormous majesty and grand spectacle the buildings, bridges and landmarks present. With the skyline diminishing in the DC 265’s wake, we leave with a new perspective and appreciation from our 60 nautical mile cruise. You will too. Take your Pursuit and see for yourself.
Below the waterline, the S 310 Sport is an offshore animal built for rough water and big seas. Above the waterline she boasts more delicate features including an extended hardtop for weather protection — from the forward console seat to well aft of the helm.
Every day, we sell boats with the primary goal of the end user going out into our oceans, rivers and lakes to catch fish or enjoy the scenery that is unique to our saltwater and freshwater environments.

Pursuit encourages you to support those organizations that work tirelessly towards the conservation of our natural marine resources. Please make it a priority to support your regional and national associations for the sole purpose of protecting our saltwater and freshwater environments for future use.

Pursuit has identified the following leading organizations with the hope that you will find one that matches your personal marine conservation goals and support their efforts to protect the resources we frequently enjoy.
Coastal Conservation Association (CCA) is a non-profit organization comprised of 17 coastal state chapters spanning the Gulf of Mexico, Atlantic and Pacific coasts. CCA’s strength is drawn from the tens of thousands of recreational saltwater anglers who make up its membership. A unique combination of membership, fundraising and advocacy has enabled CCA to enact positive change for marine resource conservation and habitat enhancement since 1977.

Phone: 800-201-FISH • E-mail: ccantl@joincca.org • Website: www.joincca.org

The National Coalition for Marine Conservation (NCMC) mission is to build public awareness of the threats to our marine fisheries, provide constructive solutions, and persuade state, national and international fishery managers to take appropriate action to reverse the over-fishing effects on marine fish.

Phone: 703-777-0037 • E-mail: Christine@savethefish.org • Website: www.savethefish.org

The Billfish Foundation (TBF) is the only non-profit organization dedicated solely to conserving and enhancing billfish populations around the world. A membership-based organization headquartered in Fort Lauderdale, Florida, TBF’s international network of supporters includes conservation-minded anglers, captains, mates, scientists, policy makers, tournament directors, clubs and sportfishing businesses. A three-tiered strategy of research, education and advocacy is employed by TBF in order to create marine conservation strategies that benefit oceanic resources while also empowering the recreational fishing community.

Phone: 954.938.0150 • Email: tbf@billfish.org • Website: www.billfish.org

The International Game Fish Association (IGFA) is a not-for-profit organization committed to the conservation of game fish and the promotion of responsible, ethical angling practices through science, education, rule making and record keeping.

Phone: 954-927-2628 • Email: hq@igfa.org • Website: www.igfa.org

The Recreational Fishing Alliance (RFA) is a national, grassroots political action organization representing recreational fishermen and the recreational fishing industry on marine fisheries issues. A non-profit 501C4 group, RFA was founded with the specific mission “To safeguard the rights of saltwater anglers, protect marine, boat and tackle industry jobs, and ensure the long-term sustainability of our Nation’s saltwater fisheries.” Since 1996, RFA has represented those saltwater anglers in America who believe they have a right to fish.

Phone: 888-JOIN-RFA • Website: www.joinrfa.org
THE ADVENTURER'S BOAT

PursuitBoats.com
3901 St. Lucie Boulevard • Fort Pierce, FL 34946
Tel 772-465-6006 • 1-800-947-6778
A Division of S2 Yachts

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