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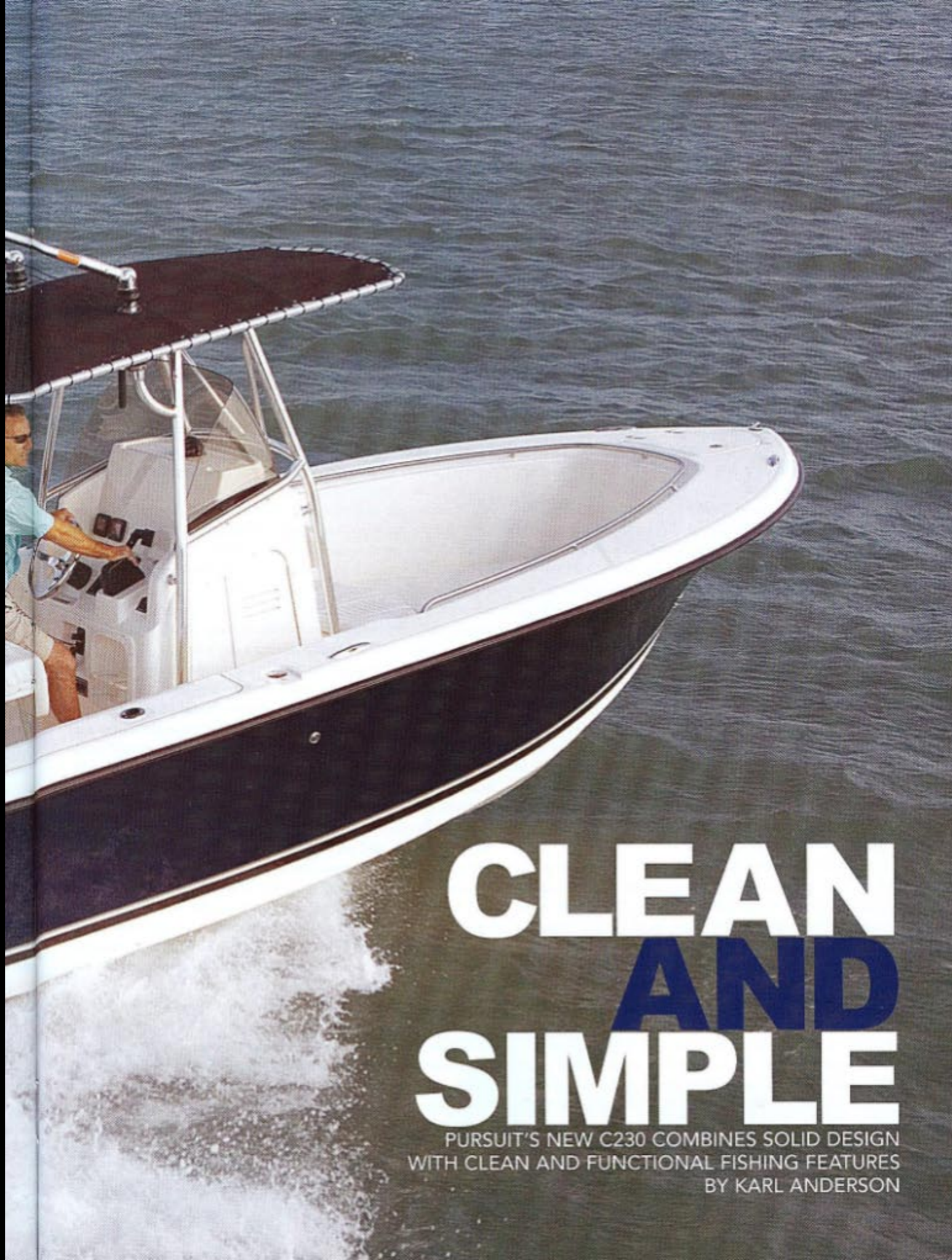
Electronics:
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CLEAN AND SIMPLE

PURSUIT'S NEW C230 COMBINES SOLID DESIGN
WITH CLEAN AND FUNCTIONAL FISHING FEATURES
BY KARL ANDERSON

CLEAN AND SIMPLE



The C230 has a large casting platform forward (left), a compact and functional console (center) and a very practical transom (right).

Well known for building a stout, well-rigged and engineered boat, the folks at Pursuit Boats continue to turn out products that fill a niche for their loyal owners as well as entice new owners into the fold. With solid design and construction practices entrenched in the culture at the sprawling Ft. Pierce, Florida facility, Pursuit is building a line of boats with fine styling and always packed with features.

The C230 Center Console, an entry-level model for the company that offers the look, feel and quality of the larger boats in the line, is one of the latest to enter the model line-up with the added bonus of being offered with Yamaha four-stroke twin or single engine power. The single-engine package help keep the sticker shock to a minimum, and the boat is well balanced with a single without sacrificing performance.

Utilizing advanced CAD and solid modeling software to develop their boats, the engineering staff at Pursuit creates the boat first in the computer. This pre-engineering and rendering creates incredible accuracy in the plug and mold-making process, with the largest benefit being a very true and balanced hull running surface. The software packages also give the engineers and designers the ability to actually see how things will fit and work together in regards to hatches, drawers, inside consoles, wire runs, hose placement, cleat layout and even bilges, with pump layouts and the like if they want to carry the process out to the total build of the boat.

This may seem like overkill, but there are many boats on the water today that suffer greatly from a lack of engineering and forethought as to how things will fit and work once in the boat. Pursuit utilizes the tools available today to alleviate a lot of the engineering nightmares that can plague a boat from the outset. With the C230, it is easy to see the thought and effort put into the process.

A fully composite boat, the C230 offers a finely fit and finished rig based on a stable platform with excellent freeboard. A large molded-in anchor locker is fully forward on the deck and has a molded receiver for the anchor as well as an overboard drain. The C230 uses flush-mounted pull-up cleats all the way around, but opts for a standard on-deck forward nav-light—I'd sure like to see a pull-up light here instead to further reduce the clutter and clear the deck for a clean, uniform and more upscale look.

The large and spacious forward casting deck is available with a full set of cushions and has a 26-gallon storage locker/fish box

underneath. A recessed one-inch stainless handrail surrounds the entire foredeck area. The large step-in console is surprising for a 23-footer—it seems to be a prerequisite these days to have a head on every boat made and the C230 offers a nice one with a bi-fold door and portable toilet and pump-out along with a well-lit inside area that is easy to clean and keep with its molded fiberglass, floor, walls and overhead.

There is a molded 60-quart cooler under the forward console seat. On the business side of the console, the C230 offers drink holders, a 12-volt receptacle, a molded footrest, an offset hydraulic steering wheel to port, large electronics dash, a Ritchie compass and an acrylic windshield with wrap-around handrail. There is a 12-volt electrical panel with breakers, dual battery switch with two batteries for plenty of cranking juice and power to run electronics and pump during a day's fishing.

The cockpit features four stainless gunwale-mount rod holders, two under-gunwale rod racks on each side and an aluminum leaning post with cooler storage underneath and a four-rod rocket launcher with two drink holders on the backside. There's a lighted, circulating 23-gallon live well in the transom bulkhead with a 22-gallon storage bin to port—on the centerline is an aft seat with removable cushion. A raw-water outlet with 25-foot hose completes the whole fishing package.

I ran the C230 rigged with a Yamaha four-stroke F-250 in Sanibel, Florida, and the single engine matched the boat beautifully. She comes on plane smoothly and with little effort and assumes a gentle cruising speed at 3500 rpm, making 25 mph and burning 7 gph for her best speed/range scenario of 339 miles on a tank of fuel. To put that in perspective you could conceivably go from Key West to Cancun on a tank of fuel, although it would take you around 15 to 18 hours at that speed, that's pretty good fuel economy.

Pushing her up to 4000 rpm she ran right at 30 mph burning just under 9 gph making around 3.5 miles to the gallon for arrange of about 320 miles. On the pins, she'll turn up 6000 rpm and zip along at 48 miles per hour burning right at 21 gallons per hour, still getting over 2 miles to the gallon.

There is no question this boat is properly rigged with single power and offers an impressive efficiency compared to a twin-engine boat of similar size. The Pursuit C230 is a solid performer with a lineage and built-in quality that has been long established and well maintained from this venerable builder. ▲