

CabinTalk

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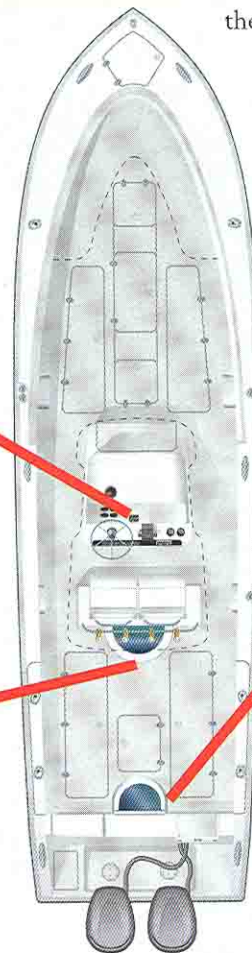
THE NEW PURSUIT 3480 IS READY TO FISH



Recently I was speaking to a friend who is a serious boater and fisherman. He and his family have taken their 38-foot convertible from St. Augustine to the Keys, and almost every island in the Bahamas. However, a few months ago he thought about selling the boat. Was he going to buy something bigger? Nope. He was seriously considering a big center console.

My friend's decision is not unusual, and a boat like the new Pursuit 3480 appeals to his new set of requirements. She has the range, speed, storage, fishing amenities, and efficiencies that he's looking for. Moreover, he feels that a center console will be simpler to maintain than his current boat.

The 3480 has several twin Yamaha engine options including the four-stroke 225 and 250 hp models or the 300 hp two-strokes. If this were my boat, I would go with the twin 250s. I ran a 33 Pursuit for a summer and tired of the noise of the two-strokes.



These photos reveal that the Pursuit is a dedicated fishing machine. The console houses an optional MSD. You'll find plenty of space at the helm to install a host of electronics including a fishfinder, chart plotter, and radar. Behind the leaning post there's a 55-gallon live well along with tackle storage. A T-top is optional. Contact: Pursuit, (772) 465-6006; www.pursuitboats.com.

board system pays off in other ways, as well. You may learn, for instance, that a pump or float switch is shot, or a hose has chafed through on a hard spot in the bilge.

Whether I am doing the work or having it completed by a reputable yard, I make up a "must do" and a "wish list." The former pertains to mandatory maintenance, like oil and filter changes and injector work if required, while the former are jobs I would like to do eventually, time and money permitting. I use my boat as much as I can so it has to be in top mechanical shape first and foremost. But neglect is not tolerated and everything gets done in turn.

A good, clear dialogue with your captain, boat yard manager or service writer is critical when undertaking any boat project, large or small. Even good plans can go awry when unforeseen misfortunes are uncovered. If contaminated oil is found in the transmission, simply draining and refilling the gear case does not solve the issue. You need to find the cause, fix it and then replace the gear oil

before serious damage is done to the reverse gear. Obviously draining a transmission of oil is a lot less work and expense than replacing a rear seal. Then again, replacing a seal is far less costly than rebuilding a transmission, especially if failure occurs at the height of your boating season.

A good yard will have a winter storage program and likely this will be sufficient for most vessels. There also is a wealth of information in equipment owner manuals. These books should be read and the information followed to protect your investment. Most engine manuals, for example, describe a regular maintenance program for the power plant set at regular hourly or seasonal intervals as determined by the manufacturer. Heed the advice thoroughly. Your service manager also may have other suggestions or recommendations based on how and where you use your boat.

If you have questions about the scope of work being done to your boat and what is involved time and material wise, ask them before committing to the job order.

You also need to appreciate the service manager's view of the world. He wants to please you but you need to help him by making timely decisions on what you want done and sticking to the plan. Altering plans in midstream causes scheduling headaches for the yard and can lead to mistakes, oversights and additional expense.

Many owners lack an appreciation of how complex their boats truly are and may have trouble understanding why what they perceive as a 15-minute job took the boat yard two hours. Then again, perhaps they never had the good fortune to crawl into a damp lazarette and lay on their back while troubleshooting a wire harness that mysteriously disappears beyond the bulkhead. But one thing is definitely certain. Boats require maintenance to remain in top form. Whether you choose to do the work yourself or hire skilled, boat yard technicians trained to do the job, staying ahead of the maintenance curve is always preferable to playing catch up. And this leaves a lot more time to enjoy the water.