

WORLD'S LARGEST POWERBOAT MAGAZINE

BOATING®

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SNEAK PEEK

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10 TESTS

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COVER
EXCLUSIVE
Tiara 3500



Pursuit C 340



Power Game

Running with the bulls.

There's 650.6 cubic inches of displacement wide open and thrumming, 16 spark plugs that flare out every microsecond, and 9,685 pounds of fiberglass going into rocket mode. My brain is trying to catch up with my body—damn, there's some serious power working here. And as perfect as a pair of 350-hp Yamaha outboards is for this new Pursuit C 340 center console, the boat is just as perfect for the motors. Pursuit designed it specifically to carry these 804-pound beasts, and when I throw down the throttles, the end result is awesome.

Changes from the norm for Pursuit include a new fiberglass stringer system, redesigned weight distribution, and an increased transom thickness from 27/8" to 4". The new stringers mate with the transom via a ply-cored, fiberglass-infused center stringer knee, which is bonded to the face of the transom. When tackling the prospect of extra weight and horsepower, many builders simply mount a motor on the old transom, then wait to see if complaints trickle—or flood—in from the field. Not so with Pursuit.

The C 340 is designed with angling as a priority. Check out the livewell. It has oxygen injection, two separate inlets (each with dedicated pumps), a soothing blue interior, no hard corners, and a whopping 55-gallon capacity. It's even pressurized, so your baits don't get bashed around by sloshing water when you charge through six-footers. Stow your gear in the five tackleboxes or bulk stowage drawers in the transom or the six tackleboxes in the leaning post. Once you strike blood, reach for the raw-water washdown. You'll be happy to know that the gutter system ringing the deck evacuates lots of water—fast.

Another nifty feature that you won't find on other boats (yet) is a role reversal for the forward compartment hatch latches. Instead of being mounted in the top of the hatch, the latch is mounted on the side of the box's inwale, where it's easily accessible. Clearly, the

BOATING

Certified Test Results

rpm	SPEED			EFFICIENCY			OPERATION		
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
1000	5.7	6.6	2.9	2.0	2.3	660	760	0	62
1500	7.4	8.5	5.0	1.5	1.7	493	568	0	66
2000	8.2	9.4	9.8	0.8	1.0	278	320	1	70
2500	11.0	12.7	13.4	0.8	0.9	275	316	4	73
3000	16.9	19.4	18.5	0.9	1.0	304	350	5	78
3500	24.7	28.4	24.0	1.0	1.2	343	395	3	81
4000	31.6	36.4	27.7	1.1	1.3	381	439	1	85
4500	37.3	42.9	33.2	1.1	1.3	375	431	0	80
5000	43.1	49.6	43.6	1.0	1.1	330	380	0	84
5500	48.8	56.2	58.9	0.8	1.0	277	319	0	95

Advertised fuel capacity 371 gallons. Range based on 90 percent of that figure. Performance measured with four persons aboard, full fuel, no water. Sound levels taken at helm, in dB-A.

LOA	34'5"
Beam	9'6"
Draft (max.)	2'6"
Displacement (lbs., approx.)	9,685
Transom deadrise	24.5°
Bridge clearance	9'4"
Max. cabin headroom	6'2"
Fuel capacity (gal.)	371
Water capacity (gal.)	30
Price (w/standard power)	\$185,070
Price (w/test power)	\$200,390
NMMA Certified	

STANDARD POWER Twin 250-hp Yamaha F250 four-stroke outboards.

OPTIONAL POWER Twin 350-hp Yamaha F350 four-stroke outboards.

TEST BOAT POWER Twin 350-hp Yamaha F350 V-8 four-stroke outboards with 325.3 cid, swinging 15 1/2" x 21" three-bladed ss props through 1.73:1 reductions.

STANDARD EQUIPMENT (major items) Boarding ladder; pull-up cleats; bi-fold transom door; adjustable leaning post w/4 rocket launchers; cockpit coaming bolsters; 4 integrated fishboxes; fresh/raw-water washdowns w/quick-disconnect fittings; electric console head; two 12v receptacles; Clarion AM/FM/CD stereo w/speakers; 6 gunwale-mounted rodholders; aft and leaning post tackle centers; 52-gal. livewell; bait prep station; dual-ram hydraulic steering; 4 batteries w/switches; Lenco trim tabs w/indicator.

Monthly Payment \$1,219

(6.75% interest with 20% down on test boat power, tax not included; 20-year loan to qualified buyers estimated by Excel Credit)

High Points It's built heavy and designed to handle twin 350s, yet still cruises in the 40s and tops 55 mph wide open. Flip-up bolster seats are cushy and comfy. Oversize console door on gas-assist struts makes for easy entry into the center console.

Low Points Anchor locker hatch leans back against the hinge. The fuel fitting access compartment doesn't drain. Single-engine get-home speed tops out at 10.1 mph.

Toughest Competitors Hydra Sports 33 Vector is another tough-built, well-finished center console that runs the same waters. Its list price is nearly identical to the Pursuit. Yellowfin's 34 is another close contender. Its fit and finish are a hair behind the Pursuit's, but the stock boat costs about \$8,000 less.

Contact Pursuit Boats, Dept. B, 3901 St. Lucie Blvd., Ft. Pierce, FL 34946, 772/465-6006, www.pursuitboats.com.

designers put a lot of thought into this boat—instead of merely firewalling the throttles and leaving their minds behind. —LENNY RUDOW