



Pursuit Dual Console 265

THE SWISS ARMY KNIFE OF THE PURSUIT FLEET
BY CAPT. TOM SERIO

DOES TESTING A BUILDER'S PREVIOUS MODELS help when given the chance to test its latest offering? I'm not sure. On one hand, I know what to expect. But, then again, I also have high expectations, especially when previous sea trials yielded favorable results. Within just a few minutes of getting on board Pursuit Boats' newest entry, the Dual Console 265, I knew it was going to live up to the Pursuit legacy.

Let me put it out there: The folks at Pursuit get it. They build nice, multifunction boats that are agile, easy to operate and ready to please the entire family. A plethora of features will keep the fisherman, the cruiser and even the water-toy lover content with this platform. In fact, there are so many attributes to the DC 265 that I told David Glenn, marketing manager at Pursuit and my captain for the day, that I thought of

the boat as the "Swiss army knife" of the Pursuit line.

For the fisherman, the DC 265 offers open deck space from stem to stern. A large cockpit with fully padded coaming on the gunnels easily allows for six anglers. An aft-facing seat will come in handy when you're trolling lines or when you need to sit and fight the big one. The fisherman is also going to love the Ocean Blue lighted and insulated 20-

gallon livewell and insulated fishbox in the transom, and the tackle center at the forward starboard corner of the cockpit, complete with a sink, cutting board and tackle drawers. Fresh- and raw-water washdowns are accessible for cleanup.

The forward bow is open, and kids can easily fish here in comfort thanks to the padded bowrider-style seating, which also has padded backrests for those who like to sit forward and see where they're going. Smartly placed grabrails will help keep those up front in their seats if you hit a wave. Step up to the forward deck for easy casting amid sure-footedness from the nonskid finish, which is found on all walking surfaces.

An Inside Look

Want to cruise instead? There's great pullout seating in the cockpit that, when closed, sits flush and does not impede fishing. Along with the port-side aft-facing seat are a port-side fold-out bench as well as a foldout forward-facing transom bench. Varying combinations allow for comfortable seating or for large sunning areas. And there's still room for a table or a few more chairs. Four speakers (two forward, two aft) are available, along with the optional Clarion stereo/CD for your musical pleasure.

For tubing and skiing enthusiasts, there is an optional transom-mount ski tow kit that will exponentially increase the pleasure value of the DC 265. Doing double duty, the aft-facing seat is a comfy perch for an observer. Getting back on board is easy with a four-step telescoping boarding ladder.

WHAT'S HERE

From a practical aspect, this Pursuit follows many of the same inherent standards and qualities as other models from the builder. A fiberglass hull with a one-piece stringer system makes for a rigid bottom and a solid ride. Inserts bonded between the stringers in machinery spaces help minimize wetness and corrosion on metals, wires and connections, as bilge water runs below these areas.

An integrated stainless steel through-hull anchor system is contained below the forward deck, keeping the tie-off cleat and optional windlass, the plow anchor stem and the chain out of toe-stubbing range. The anchor itself rests against a contoured stainless steel plate on the bow. The anchor system gives the boat a cleaner profile.

Behind the curved, wrap-around



TESTER'S OPINION

"The Pursuit Dual Console 265 has the tools and functionality that will satisfy everyone's whims."



With various seating options and plenty of room for fishing, this vessel is Pursuit's new Swiss army knife.



Pursuit Dual Console 265

SPECIFICATIONS

| | |
|--------------------|---------------------------|
| LOA | 25 ft., 10 in. |
| Beam | 8 ft., 9 in. |
| Draft | 3 ft., 1 in. (motor down) |
| Displacement (dry) | 5,875 lbs. |
| Fuel | 150 gals. |
| Water | 18.5 gals. |
| Engines | Single Yamaha 350 |
| List price | \$112,765 w/350 |

STANDARD EQUIPMENT

Pursuit Protection Plan includes 5-year hull/deck structural and blister-free warranty, 2-year limited warranty; six 8-inch flush cleats; through-hull bow anchor system w/cleat, chain, plow-style anchor, storage and fiberglass hatch; cockpit coaming bolsters; raw-water washdown w/coiled hose; telescoping boarding ladder; console compartment w/manual head and holding tank; rod storage under starboard gunnel; tackle center; hydraulic steering w/tilt; 2 batteries w/switches; trim tabs; bilge pumps (2); Racor fuel filters; cockpit courtesy lights (3); starboard windshield wiper; drink holders (8); helm seat w/flip-up bolster; adjustable, port-side console companion seat and more.

CONSTRUCTION

DC 265s are built with standard or colored gelcoat, and hand-laid fiberglass with vinyl ester resin. A reinforced, infused, one-piece structural fiberglass stringer system is bonded into the hull with methacrylate adhesive for strength and rigidity.

OPTIONAL EQUIPMENT

Anchor windlass w/remote, Raymarine C90 electronics, Raymarine 4 kw radome, underwater lights, hull color (yellow, blue, flag blue), electric head, Clarion AM/FM stereo and CD player w/remote control and speakers, transom-mount ski tow kit, frame and hardtop, hardtop rod holders, E-Tec outriggers and Bimini top w/side curtains.

BUILDER

PURSUIT BOATS, Ft. Pierce, Fla.;
(800) 947-8778; pursuitboats.com

WEST COAST DEALERS

Westcoast Marine, Newport Beach, Calif.;
(949) 673-2060; westcoastmarine.com

Islands Marine Center, Lopez Island, Wash.;
(360) 468-3377; islandsmarinecenter.com

tempered-glass Taylor windshield — with its beffy frame — is the signature low-glare gray-colored command console to starboard, complete with a molded-in footrest. The helm seat is adjustable fore and aft, it swivels to create maximum comfort and it has a flip-up bolster for those times when standing is better.

There's plenty of dashboard room for electronics, including a Raymarine C90 chart plotter display, along with a tachometer and speed displays, and a Raymarine VHF radio. Rocker switches for the horn, lights and pumps, the trim tab indicator, and a Clarion AM/FM stereo with CD player control display flank the hydraulic tilt steering wheel. Forward visibility through the tempered-glass windshield is good, as the frame is just above most people's sight lines (unless you're taller than 6 feet).

Access to the bow is through the windshield's center walk-through panel. It folds back flush against the port windshield and is held in place by a latch that could hold an elephant. There's also a door below the windshield panel that keeps the elements out and opens flush (actually recessed) against the starboard helm. Good thinking.

As this is a dual-console model, the port console, at first look, seems plain. With an indented shelf on the face and some flat space on top, for charts perhaps, it's no big deal. But grab the latch and the whole front of the console opens to provide access to the head. For a 26-footer, the head is larger than you might expect and has elbow room — definitely sufficient for day use. A standard manual head, holding tank, macerator, cold-water faucet and sink let you answer nature's call when, well, you are enjoying nature.

Our test boat has the optional hardtop, which should be considered for a number of reasons. First, it keeps you out of the elements, either from the blazing sun or from rain by adding Bimini front, side or aft curtains. It can also lengthen your boating season or trip range by offering added protection. Additionally, you'll need the hardtop if you desire radar, more lighting (it has two embedded lights and aft-facing LEDs), higher antenna

mounts or more rod holders. From a safety standpoint, the white powder-coated aluminum hardtop frame is very sturdy and offers many more hold and grab points. There are five points where the frame attaches to the boat, so it's going to stay put.

PERFORMER

Built more for versatility (remember the knife) than speed, the DC 265 still turns respectable numbers. Its engine options are limited to a single Yamaha 300 or 350, both with electronic controls. My test boat has the Yamaha 350, a V-8 configuration, and it seemed like plenty of power. Running specifications taken during the trial were very close to Pursuit's spec sheet. At 2500 rpm — barely working for the 350 — you're proceeding at 10 mph. Open it up to 3500 rpm, and you're skipping along at 25 mph. At 4500 rpm, the boat can make 37 mph. Go wide open, about 5800 rpm, and the DC 265 screams at 48 mph, fast enough to make your eyes tear up, some of it from the exhilaration of the stable ride (thanks to the 8-foot, 9-inch beam).

A day on the water requires storage for gear and goodies, and the DC 265 doesn't disappoint. Lift the hinged, full-length bow seat cushions, and you have cavernous, self-draining storage boxes. There's also lockable rod storage in the center floor hatch and space to drop in a couple of tubs in the aft hatch. For those quick-to-grab items such as life jackets, there's storage space under the helm console, which also allows plenty of access to the electronics in the helm.

Simplicity is key, and the DC 265 is simple to operate and maintain. Fuel tank access is via the aft hatch, as is access to the pumps, bilges, wiring, transducers and filters. Also worthy of note is the triple-clamped fuel fill hose. There is no teak trim or any other hard-to-keep finishes.

The Dual Console 265 is a new entrant in the Pursuit lineage. It has the tools and functionality that will satisfy everyone's whims. Question is, how will Pursuit top the DC 265? My expectations are rising. 🍷