

TESTED: **Powercat 3100 Sports Cruiser**



Pleasure & Pride

Catamarans deliver extra benefits for skippers and crews with more space and typically a better ride through rougher waters. Add the security of twin engines, and craft such as this Powercat 3100 are excellent for short haul coastal cruising.

By Wayne Kampe

Powercat Marine of Caboolture, just north of Brisbane, continues to launch additions to its range of well finished and well appointed power craft with this classy 3100 Sports Cruiser joining the fleet late last year. On reflection, it must be an interesting exercise for Steve Shaw and his

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staff at Powercat to keep developing craft of such quality, and the 3100 had that indefinable *something* that sets it apart from others.

The twin hull design approach tends to allow more space onboard, and that's certainly the case here as the 3100 seems quite massive for its length, and notably the sun deck forward of the wind screen is huge. Two or three folk could relax up there and they would feel quite safe as well due to a high bow rail. General access forward is as easy as using the wide walkaround area beside the cabin (suitable hand-holds are provided) or alternatively via the cabin's forward hatch. Standard hull and deck equipment includes an electric anchor winch handy to the large anchor locker.

Steve Shaw has departed from the layout he has employed with several of his previous models to establish the helm of the 3100 to starboard. The skipper's seat is nicely set up

The Powercat 3100 slips along effortlessly, and remains comfortable in much rougher conditions than these. The catamaran design boosts space and makes for a very seaworthy vessel.



The aft end of the cockpit is user-friendly with a galley to starboard and good seating.

just ahead of the main galley unit with its Granicote top, stainless steel sink and pressure water system, built-in cupboards, cutlery drawer, gas stove, and 12/240 volt refrigerator.

Sit or stand to drive

At the helm, I found the Powercat's plush seat to be very comfortable and to offer the option of flipping down the outer section so that you can stand to drive whilst supported against the rest of the seat. There's a handy foot rest as well and the ergonomically designed dash layout had everything just where it should be.

On top of the moulded dash was a line of gauges to monitor the paired Yamaha 200 four-stroke outboards while main switches plus a Humminbird Matrix 97 GPS fishing system were installed at a lower level. Various other controls (for the winch, bilge pump and sockets for phone and the like) were at another level down, but still within easy reach



A central swim platform makes a quick dip easy for guests – or to just test the temperature of the water!

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from the driver's seat - as were the VHF radio and Clarion CD/FM radio controls. Set into a neat binnacle to starboard were the throttles/shifts for the engines, also perfectly situated for easy use.

Opposite the galley and helm station, the saloon is the hub of the craft's entertainment facilities. Separation from the aft cockpit area is achieved with a moulded entertainment unit that included a bar storage cabinet and usefully large ice box. An L-shaped lounge caters for up to six passengers who can either join the skipper in conversation or, once the saloon's pedestal table has been set up, who can enjoy some on-water refreshments.

Tucked under the fully lined, full length hardtop and protected from the slipstream by the craft's large windscreen, the saloon is a great place for socialising or for just relaxing while under way. Come nightfall, however, the saloon's pedestal dinette table can be lowered to make up a decent sized double bed. With installation of the Powercat's full set of camper covers, an insect-free and well sheltered sleep would be assured.

The 3100's cabin is entered via a lockable door to port ahead of the saloon. Once down a couple of carpeted stairs, there's a lot of room to relax or to stretch out in privacy within a fully lined and carpeted interior. The area has paired side pockets and forward storage lockers, reading lights, a hanging locker and a handy seat beside the double bed. Conveniently, there's full-height head room including for the bathroom located within the extensive moulding upon which



ABOVE: The forward cockpit is designed for convenient onboard living.

the helm station is situated.

Entry to the bathroom is through a lockable door accessed from the starboard side of the forward cockpit area. Inside there are an electric toilet, shower with optional hot water, a light, mirror, window, and side vanity unit with basin. In all, it's quite a comfortable set up.

The self-draining cockpit of the 3100 is a spacious affair, tastefully carpeted, and is quite capable of seating another three or four lucky travellers on corner lounges above moulded storage boxes. These can be easily removed if fishing is high on the agenda, but otherwise complement storage areas within the cabin and elsewhere.

Other useful cockpit features include paired speakers within the targa arch, a coaming



ABOVE: A comfortable double bed is part of the Powercat package.

height of 900 mm which provides terrific safety at sea, a deck shower, central transom gate, a swim platform large enough for two (which also incorporates the engine battery storage compartment) and a stainless steel boarding ladder plus several sets of strategically placed courtesy lights.

Smooth performer

The twin Yamaha V6 Saltwater Series 200 hp four-strokes were spinning 17 inch propellers to make the Powercat a smooth and powerful performer. With almost 3,000 kgs weight plus three passengers and plenty of fuel aboard, one might have anticipated some hard work for the engines but this was not the case. The smooth and responsive Yamahas kicked into life with the slightest whisper and were quick to respond to the throttle.

The 3100 planed at an easy 3,000 rpm with 24 kph on the GPS unit, cruised at 4,000 rpm at a speed of 39 kph and started to really hum along at 5,000 rpm and 65 kph. A brief WOT burst



LEFT: Whether at the wheel or lazing on the foredeck, the Powercat 3100 makes a super way to zoom across the water.

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brought up 5,800 rpm and recorded 76 kph which is over 45 mph on the old scale. That’s pretty fast for a boat like this, and I was very content with the smooth, effortless cruising speed of 40 kays at around 4,000 rpm. The engines are very, very, quiet at that level of performance.

The ride was pure Powercat – smooth as silk with absolutely no wallop or thump upon contact with waves in the Pumicestone Passage or with the oceanic swells when we ran offshore of Bribie Island. The two hulls deliver a ride that’s cushioned by trapped air as the boat comes off a wave, and the entire hull remained as dry as a bone. The stainless steel rails aft remained totally without any sign of water on them throughout all of our run, which says a fair amount for the ability of the 28 degree deadrise hulls to ride efficiently and without the slightest fuss. In all, the ride and performance of this superbly finished craft match its onboard features in every respect. It’s one very well put together package and the investment required of some \$202,100 for the rig as tested delivers a lot of boating pleasure – and pride of ownership.

Technical summary

Powercat 3100 Sports Cruiser

Length:	9.30 metres
Beam:	2.82 metres
Deadrise:	28 degrees
Weight:	2,700 kgs (approx)
Fuel:	480 litres
Power:	Twin outboards to 149 kW (200 hp) each
Power as tested:	Twin Yamaha four-stroke outboards 149 kW (200 hp) each
Speeds:	24 kph at 3,000 rpm (planing) 39 kph at 4,000 rpm 65 kph at 5,000 rpm 76 kph at 5,800 rpm
Price as tested:	\$202,100

More information:

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The galley is advantageously positioned and includes all the equipment a chef would need for snacks or full meals.



The helm station of the Powercat is very comfortable with a well set out instrument panel.