



# All welcome

THE 2600 SPORTS TARGA, LIKE ALL POWERCATS, IS A CLASSY CUSTOMER WITH THE MULTIPLICITY IN DESIGN TO WOO ENTERTAINERS, FAMILY GROUPS AND THE FISHING FRATERNITY ALIKE. PREPARE TO GO THE DISTANCE IN FAIR WEATHER OR FOUL ABOARD THIS EFFICIENT TRAILERBOAT

In the fibreglass category of catamaran powerboats PowerCat is not a new name to the marine industry and, in fact, is a company renowned for producing one of the best trailerable cats in Australia.

Recent testing of its 3100 Platinum trailerable luxury cat in some of the foulest conditions had me totally blown away at the sheer performance of these boats, as well being really impressed with the classy layout offerings.

On the same day, the 3100's sibling, the 2600 PowerCat Sports Targa was also put through its paces ... well probably a bit more than that considering the abnormal test conditions. 1.5m-plus of

Moreton Bay reverse swell and chop, along with 20 to 25kt southeasterly winds made for a gruesome crossing to the Tangalooma wrecks for the photo shoot – typically a day nobody goes on sightseeing cruises or fishing. Not ideal, but if there was ever going to be a true test of these boats, then this was it.

## TRAILERABLE ENTERTAINER

The 2600 PowerCat Sports Targa design is tailored to suit those looking for a trailerable cat with refined finishes, lots of inbuilt creature comforts, a boat suited to family and entertaining and of course, is fishable and looks the part. At

a glance, the 2600 Sports Targa ticks all the boxes and comes across as a really good multipurpose cat with more than the usual creature comforts added to the mix to please all.

Taking a closer look at the 2600 ST, I've always liked the sporty and low-profile design to the exterior styling found on PowerCats. In saying that, the 2600 ST still maintains a massive freeboard, big spacious interior layout and cockpit, loads of storage options, as well as a great-sized cabin with everything being well in proportion.

For the cruisers, entertainers and island hoppers the 2600 ST has all the necessary creature comforts to keep



2600 PowerCat Sports Targa

**How does it rate?**

2600 PowerCat Sport Targa

1	FUN FACTOR / FISHABILITY	★★★★★★★★★★
2	INNOVATION	★★★★★★★★★★
3	DESIGN AND LAYOUT	★★★★★★★★★★
4	QUALITY OF FINISH	★★★★★★★★★★
5	HANDLING AND RIDE	★★★★★★★★★★
6	STABILITY AT REST	★★★★★★★★★★
7	ERGONOMICS	★★★★★★★★★★
8	STANDARD EQUIPMENT	★★★★★★★★★★
9	VALUE FOR MONEY	★★★★★★★★★★
10	X-FACTOR	★★★★★★★★★★

**Average** ★★★★★



“For the cruisers, entertainers and island hoppers the 2600 ST has *all the necessary creature comforts to keep you, the family and guests super-comfy onboard*”

**ABOVE** Twin 140hp Suzis work well on this hull

**CLOCKWISE FROM OPPOSITE TOP** Plenty of social space at the transom; well-equipped helm is situated to port; nice and bright below deck.

**Sea Trials**

RPM	SPEED (KTS)
1500	6
2000	7.8
2500	9
3000	12
3500	19
4500	28
5500	33.1
6200 (WOT)	37.5

\*Sea trial data supplied by the author

**HIGHS**

- Cruising, family and fishing combo that works
- Comfort of ride over swell and chop
- Comfortable enough for overnights or longer trips
- Large, spacious cabin
- Drives itself

**LOWS**

- A bit more space for flush-mount electronics would be good
- Personally, I prefer a starboard helm station (just because I'm difficult)

you, the family and guests super-comfy onboard. Of note are the wraparound lounge and large table insert in the stern (covered by a bimini extension), easy-to-clean Flexiteek flooring to the cockpit, an off-centred mini-galley/prep station with sink, portable gas cooker, storage for cutlery and crockery, and a small fridge to keep the champers and prawns cold. As an option, you can upgrade to a larger built-in cooker which would be ideal for those doing extended stays aboard.

In the cockpit, the 2600 ST has a slightly different design to the norm, having the helm station on the port side

rather than starboard. A moulded dual helm seat backs onto the mini-galley and as positioned you can access the helm from either side, thanks to the small walkthrough against the port side.

The helm station then consists of a classy-looking dash with loads of space for gauges, switch panels and a separate flush-mount section for the sounder-GPS. If I had to critique this section the only thing I would say is the flush-mount space is limited to medium-sized sounders, but it's not a train smash as there is still heaps of space on the dash to bracket-mount other electronics without restricting your view.

Cockpit protection is in the form of a solid and stylish looking hardtop with half-screen and clears, which I must say I do prefer as you can open up the clears for extra ventilation, as well as better visibility when negotiating bar crossings.

Up front the cab is a fully-usable area due to the full beam spanning through to the bow. The double bed is full size, in fact more like a king bed, with additional storage space, full lighting, as well as the cabin having an inbuilt head that's hidden but easily accessible. The internal trimmings are stylish, plush to the touch and overall, it's a really nice, comfortable area to kick back in or

sleep. If overnights is part of the plan and you have a few extras onboard then another bonus is the rear lounge that converts to a double bed.

**JUST AS FISHABLE**

As for the fisherman, well before you think you've been left out, fear not. The rear loungers are moulded inserts and can be taken out, transforming the rear deck into a good-sized fishing platform suited to both game and bottom angling.

Each corner of the stern holds good-sized storage tanks which can be plumbed for livebaits, as well as

plenty of space available for a baitboard to be slotted in on either side of the boarding walkthrough off the transom. As tested the coamings had flush-mount rodholders fitted, as well as a rocket launcher to the hardtop for extra rod stowage.

On the fishing side, the stability and comfort will score highly when trolling for gamefish, as well as at rest when cranking the big reds in. Like any fishing craft, one will adapt or add accessories to suit.

The economy of the two Suzuki 140s is exceptionally good at troll speeds and low revs and twin 200lt fuel tanks

make this a boat that can handle long range and rough conditions with ease. Think big fishing days or trips out to the islands of the Whitsundays or Lady Musgrave Island on the Barrier Reef.

**GUNG-HO PERFORMER**

Having previous experience on PowerCats, I really wasn't perturbed about crossing Moreton Bay to Tangalooma, as these boats do a pretty good job at annihilating chop and swell. For the trip, we ran the 3100 on the wild ride at a cocky 30kts, with the 2600 ST trailing not far behind. The latter craft is significantly smaller but still boasts very



similar characteristics when it comes to ride.

Being a twin hull, you can run a far heavier deadrise without the compromise of stability. The 2600's hefty 28-degree deadrise does a fine job at slicing chop and swell to create a sweet ride throughout the rev ranges.

As previously mentioned this was not a normal recreational boating day, probably the type where you would rather polish the boat at home. At the helm, seated or standing, driving is comfortable – although doing this from the port side can feel a bit odd but after a while, you do get used to it. Personally I do prefer my helm stations to be on starboard, the main reason being that I don't like anybody near my control box. Regardless, that is a personal preference and as it is, it doesn't make the driving experience uncomfortable.

Of all the Suzuki four-strokes, I do have a soft spot for the 140hp. It has a superb all-round torque curve and pretty impressive reliability. Although twin 140s might seem conservative on a sizeable boat like the 2600 ST, I found the combo to be ideally matched. Plenty of guts low down, with a nice midrange cruise speed of around 25kts at 4500rpm and a very acceptable 37.5kts at WOT of 6200rpm.

Impressively, at 25kts and 4200rpm the twin motors chew a combined 34lt/h, which is not bad considering the boat's size, weight and horsepower of

the engines. This shows the efficiency of these hulls, as you can get monohulls chewing the same or similar fuel off one motor.

Like its big brother, the 2600 ST produces a smooth and controlled ride on the water regardless of conditions. I like the fact that you can set a good cruise speed and literally sit back and relax as the boat virtually drives itself.

## THE WRAP

The more I test these boats, the more I like them; it's as simple as that. Yes I've always been a cat fan in the boating form, and definitely not the feline species, and yes I do have a preference for twin-motor setups, regardless of what boat they're on. As the cat people say, "Two hulls are better than one." And you know, maybe two motors are better than one?

The overall versatility of the 2600 PowerCat Sports Targa, combined with quality build and some really nice finishes throughout, make it very appealing indeed. As a touring boat, local family weekender, serious fishing boat, dedicated dive boat or just a nice entertainer for friends, it's all the above and more.

Weighing in at under three-tonnes and with a beam of 2.5m, you can also hook-up and tow the 2600 ST. Standard 4x4s will do the trick but ideally, you would probably want a good LandCruiser or something similar for towing. ■

## facts & figures

### 2600 PowerCat Sports Targa

#### PRICED FROM

\$176,871 w/ standard features and twin 115hp Suzuki four-stroke outboards

#### GENERAL

**MATERIAL** GRP

**TYPE** Power catamaran

**LENGTH** 7.75m

**BEAM** 2.5m

**WEIGHT** Approx 2200kg

**DEADRISE** 28°

#### CAPACITIES

**PEOPLE (DAY)** 8

**REC. HP RANGE** 2 x 115 to 150

**FUEL** 400lt

**WATER** 80lt

**HOLDING TANK** 30lt

#### ENGINE

**MAKE/MODEL** 2 x Suzuki DF140ATX

**TYPE** DOHC 16-valve four-stroke petrol outboard

**RATED HP** 140 (each)

**DISPLACEMENT** 2044cc

**WEIGHT** 184kg (each)

**GEAR RATIO** 2.59:1

**PROPELLER** 22in counter rotating

#### SUPPLIED BY

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