



BOAT REVIEW  
**Stabicraft 2750 Centre Cab**

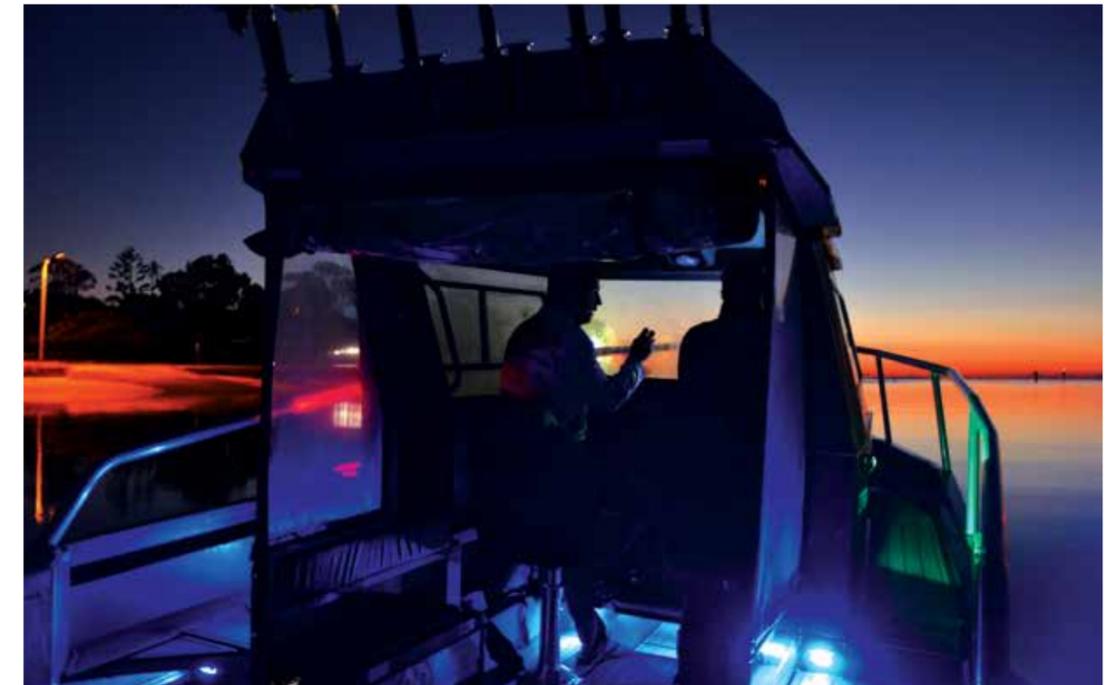
# BATTLE AXE

*Sports fishing is on the rise and with trailerboats more easily relocated to chase the bite, we thought we would take a look at one of the best around.*

STORY & PHOTOS **Kevin Smith**



**“...the quiver of game and bottom rods, squid lights, blue deck lighting and lit-up cab most certainly set the atmosphere for the day ahead”**



**B**ig offshore runs to find quality fish are becoming the norm, which means having a boat that's designed to handle heavier conditions and long-distance runs are becoming more necessity than luxury for most owners these days. Local Brisbane Will Goold recently took us on an offshore adventure out to the depths off Moreton Island on his new tricked-out Stabicraft 2750 Centre Cab, recently purchased from Northside Marine in Brisbane, and of course is customised to slay quality fish in the deep. For a change, the weather gods played ball, the fisherman's tales of mistakenly releasing edible fish were less, and for once we came home from a boat test with a few reasonable fish for the table.

A 5:30am kick-off was the order of the day, ahead of the approximate 140km roundtrip offshore. Nothing like yours truly grabbing a quick coffee, then taking a wrong turn and arriving 20 minutes late. Conditions predicted for the morning were literally pearler, however a full eclipse moon and light northerly was present — I'm a firm believer that fish go into lockdown in these situations. First up the options were:

run the Sportsman 212 centre console also being tested, or kick back and relax in the warmth of the 2750's centre cab. Well there was no debating on which way I went on a brisk Brisbane winters morning; eight degrees feels like the north pole to us up here.

#### OVERSIZED FISHER

Stepping onboard the 2750 Centre Cab before first light, the quiver of game and bottom rods, squid lights, blue deck lighting and lit-up cab most certainly set the atmosphere for the day ahead. It's clear that the owner is committed and means business when it comes to fishing.

Straight up the theory of bigger is always better stands out when boarding the 2750. The cockpit and rear decks' open fishability is most certainly notable — it's massive to say the least and easily caters for four anglers fishing at the same time, even six at stretch. Tricked-out with all the fancy LED lighting options, plus a sizable live-well with nice access to the heavy-duty plumbing system, coffin-sized flush mount killtanks/hatches in the decks and oversized bait/



**CLOCKWISE FROM MAIN** The Stabicraft 2750 is robust, both in looks and performance; Pre-dawn mood lighting doesn't get much better than this; Open fishability is a hallmark of the 2750; The centre cab with walk-around actually offers decent space to, well, walk around

#### Ratings

FUN FACTOR / FISHABILITY	9
INNOVATION	8.5
DESIGN AND LAYOUT	9
QUALITY OF FINISH	8
HANDLING AND RIDE	8
STABILITY AT REST	8.5
ERGONOMICS	8.5
STANDARD EQUIPMENT	8
VALUE FOR MONEY	8.5
X-FACTOR	9
OVERALL	8.5

**“One thing I found was they are not as quiet as the V6 range at high revs”**



**LEFT** The 2750 is fitted with lightweight Yamaha F200s that perform all-round, but there are alternative combinations that may perform better. We think heavier engines would help bow lift

## Yamaha F200

Fitted up with lightweight Yamaha F200 four-cylinders, there's no issues when it comes to torque and speed throughout the rev ranges on the 2750.

### LIGHT ON WEIGHT, HEAVY ON POWER

Heavy weight and four-stroke outboards have gone hand-in-hand over time, but as each year goes by they become significantly lighter and pack more performance punch. Regardless, weight has always been the primary issue when trying to match horsepower - especially when comparing the older two-strokes to the new fours in the same horsepower.

Yamaha produce high-end four-strokes, and in my opinion when it comes to providing solutions to weight issues, their 70hp three-cylinder and latest 200hp four cylinder are two of their better-designed

motors. Comparing apples with apples, the Yamaha F200 V6 weighs in at a very healthy 283kg, versus the F200 four cylinder weighing in at 222kg (dry weights). That's a hefty 61kg difference and one that would normally have you downgrade on horsepower to compensate in the past.

Under the hood, the F200XCA is a lightweight 2.8L straight four cylinder 16-valve that features variable camshaft timing, optional digital electronic throttle, offset crank for efficient transfer of power, one-touch start-stop for multiple engines, high-output 50amp alternator at WOT, variable trolling control and shift dampener props to mention a few.

These twins on the 2750 boast impressive low-down torque out of the hole, and when opening up to

WOT they crank out 41kt at 6100rpm, which is good going considering they are only four cylinder motors. One thing I found was they are not as quiet as the V6 range at high revs, but the alloy hull was also adding to a bit of extra noise transfer. Dropping to civilised cruise speeds, the ideal number was around 4000rpm at 27kt, producing a combined economy of 52L per hour; that's pretty good considering the size and weight of the boat.

Are the twin F200 four cylinders the ideal match for the 2750? Yes, on the power, economy and price side, but for once I would opt for the twin Yamaha F225-250hp for the added weight (and just to be gumption-greedy on a hull that can handle it like this one).

tackle station in the stern, it has some x-factor fishability going for it — whether that be bottom or game fishing.

Up front, the centre cab setup with walk-around deserves a special mention, as it's one of the better I've seen in a while. It's really well balanced between maintaining decent interior cab space with numerous features and fixtures, while still being a true walk-around that you can actually walk through to the bow without having to do the latest floss or pull your gut in to get to the bow. Further to that the upper walk-around deck has a pretty cool drain grate on either side that prevents water flow to the main deck — a nice idea and works well. The higher-than-usual bow rail is another good feature on-board, and it is high enough to be lent into when fishing off the bow (and probably great for triple backflips off if you're up to it). Interestingly, I can't recall the height of the rail impairing my vision while at the helm.

A closer look at the cab: it's yet another well thought-out layout on board having a dash setup that caters for numerous gauges and large flush-mount electronics. There's a slide-out electric cooler on the port side, dual flip-up passenger seats on the starboard side, a comfortable helm with passenger seating, as well as a sleep-able cabin area with head (and even some fancy fold down extensions for the feet). The optional side/rear clears are welcoming during winter or overnights, as well as the full windscreen and lengthy side windows adding light and decent air flow. Finished off with full Ultralon flooring throughout for added comfort, plus a lined hard-top, means this fishing weapon certainly has a touch of class and style too.



**TOP TO BOTTOM** Impeccable welds, gas struts and heavy-duty hinges are standouts in both wet-tanks; The cabin area is certainly sleep-able; The single piece, curved windscreen is work of art, like the dash under it



**RIGHT** Even the bowrail seems made with fishing and fun in mind  
**OPPOSITE** The Stabicraft 2750 is excellent at cutting through chop, but we'd love a touch more bow lift



## Facts & Figures

### STABICRAFT 2750 CENTRE CABIN

**PRICE AS TESTED**  
 \$256,000

#### OPTIONS FITTED

Twin Yamaha F200XCA outboards, Dunbier Alloy Suparolla trailer, Twin Garmin 7412 head units, Garmin 18HD radar, Garmin Autopilot, upgraded transducer, Ultralon flooring, full paint, boat catch, underwater LED lighting, Cabin roof hatch, fresh water, foam injected pontoons, boarding ladder.

#### PRICED FROM

\$213,000 - includes twin Yamaha F200XCA outboards and Dunbier alloy trailer.

#### GENERAL

**TYPE** Offshore centre-cab  
**MATERIAL** Plate aluminium  
**LENGTH** 27.5' (8.4m)  
**BEAM** 2.5m  
**WEIGHT** 1990kg (hull only)  
 ~3500kg loaded  
**DEADRISE** 21.5°

#### CAPACITIES

**PEOPLE** 9  
**BERTHS** 2  
**REC. HP** 300hp  
**MAX. HP** 500hp  
**FUEL** 500L

#### ENGINE

**MAKE/MODEL** Yamaha F200XCA  
**TYPE** Four stroke, 16 valve DOHC, direct action in-line four  
**WEIGHT** 222kg  
**DISPLACEMENT** 2785cc  
**GEAR RATIO** 1.86:1  
**PROPELLER** Yamaha Reliance Series - SDS 14-1/4 x 17

**MANUFACTURED BY**  
 Stabicraft New Zealand

**“The higher than usual bow rail is another good feature onboard and is high enough to be lent into when fishing off the bow, and probably great for triple backflips off if you’re up to it”**

#### OCEAN BATTLE AXE

Military-styled aesthetics are unique to Stabicraft and they can be easily identified from afar. The new 2750? Well, this beast just looks like a weapon designed for offshore war, and so it proved.

On test day, we tackled the 35km bay crossing at first light at a comfortable 30-35 knots in glassed-out conditions. Around the top of Moreton Island it's a different story, as the swell and current change is quite dramatic even on the calmest of days, and it provided enough chop to get a good idea at what the 2750 can handle.

Designed around maximising the cockpit space and overall fishability, the cab and helm area are a lot closer to the bow than standard. Again, it's a great layout and works, however, there's always compromise when it comes to boats. In this case, I felt the 2750 rides on more of a level plane due to the overall hull length and the cab position, meaning it lacked a bit of positive trim in the bow. In saying that, you would notice these effects more on a standard glass or alloy hull, however,

Stabi's deep entry bow, hull strake and boxy sponson design does a great job at cutting into chop and flaring the water off the bow sponsons to create a dry and soft ride in rough conditions. Talk around the pub suggests a pair of heavy motors helps pull the stern down too. It is no doubt good, but it is not great; I reckon a touch more lift to the bow would make the ride perfect.

As tested, the 2750 had twin Yamaha F200 four-cylinders fitted, and when it comes to torque and speed these outboards have some decent grunt going for them. The combination of sufficient power and decent ride characteristics in the rough allow for above average speeds on the 2750. It's clear that the owner doesn't mind a heavy hand on the throttle to hit the offshore G-spot sooner than later: in moderate conditions 30-35 knots speed is easily achievable offshore, whilst maintaining comfort in the ride. In the chop, you can drop back to 25kt to maintain comfort and economy.

One characteristic that I do like on the 2750 is the stability both at rest and underway, and

## Performance

RPM	SPEED (kts)	FUEL BURN (Lt/hr)	ECONOMY (nm/l)	RANGE (nm)
1000	4.31	5.4	0.80	363
1500	6.1	9.2	0.66	301
2000	8.09	14	0.58	263
2500	10.79	22	0.49	223
3000	16.19	29	0.56	254
3500 (Optimal cruise)	23.11	38	0.61	276
4000	27.32	52	0.53	239
4500	31.31	65	0.48	219
5000	33.2	80	0.42	189
5500	36.71	112	0.33	149
6100 (WOT)	41.57	153	0.27	123

\* Range calculated leaving 10% fuel in reserve



## Highs

- Superb fishability
- Nippy performance
- Heavy-duty construction
- Bullet-proof ride
- Long range capabilities

## Lows

- Positive trim in the bow would be nice
- Big rig to tow



that stems from the boxy sponson design which works similar to a rigid inflatable pontoon system. Stabicraft's sponsons have separate air chambers that add to buoyancy and extra safety onboard, and in this case had the optional foam fill which makes quite a difference to noise transfer.

### WRAP

This is a serious-sized plate alloy boat that's loaded with serious fishability and decent rough water and long-range ride characteristics. Again, the centre cab layout is a stand-out for me, with the way they have created a usable 360 degrees on this hull. Weighing in at just under 3500kg fully loaded with gear and fuel she's no lightweight, but it's a big boat that means big business on the water.

Regardless of top fishability all-round, the 2750 Centre Cab would serve just as well as cruiser or family boat with a few extra seating options added, or even an extendable bimini off the cab. [👉](#)

**TOP** The 2750's substantial space and full-fish features makes it an angling weapon  
**LEFT** Our reviewer was perhaps most impressed by the layout in and around the centre cab

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