

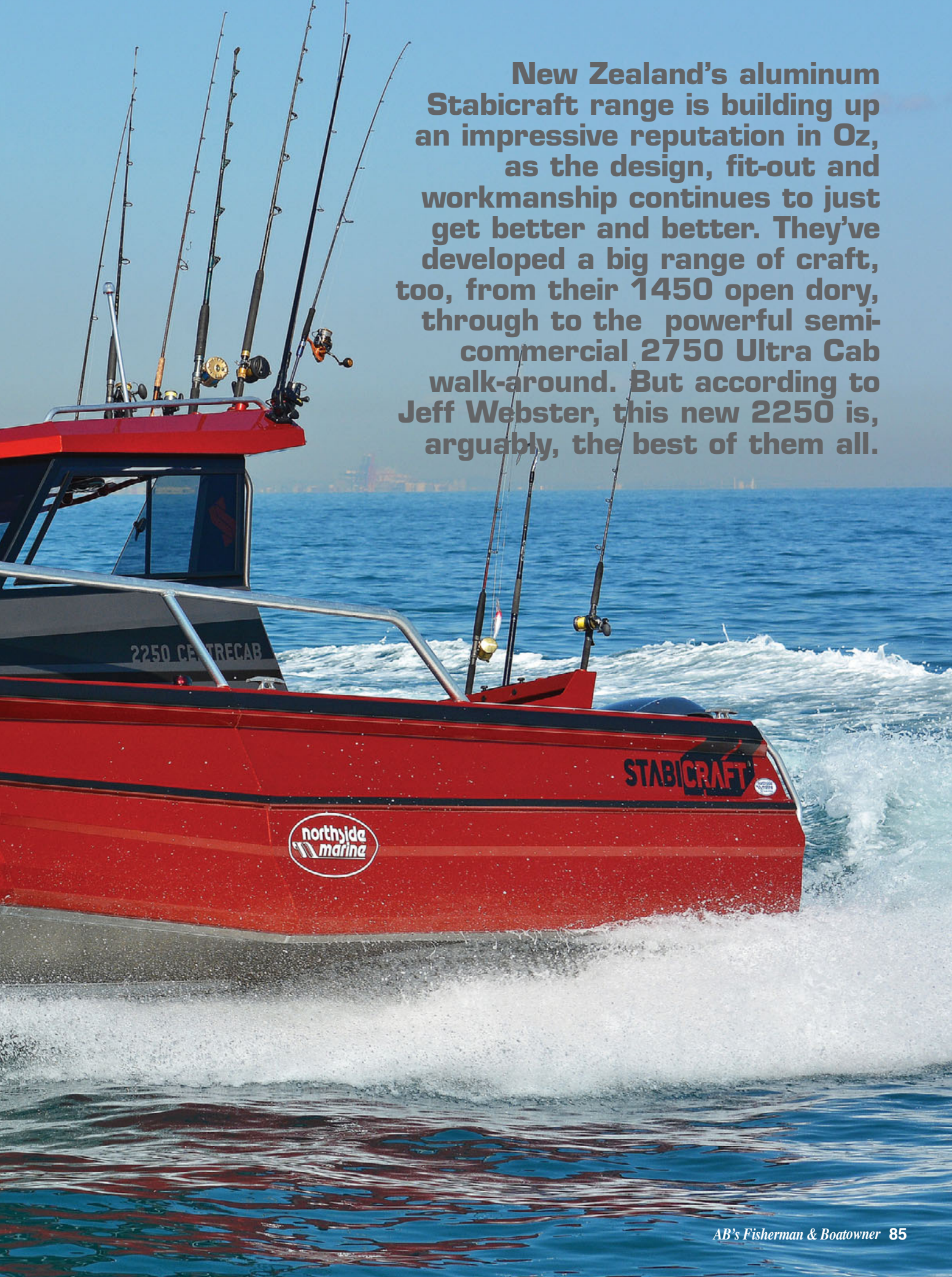
Jeff Webster's AB Field Test For F&B, May-June 2021

STABICRAFT 2250 Centre Cab

Words & photos - Jeff Webster



New Zealand's aluminum Stabicraft range is building up an impressive reputation in Oz, as the design, fit-out and workmanship continues to just get better and better. They've developed a big range of craft, too, from their 1450 open dory, through to the powerful semi-commercial 2750 Ultra Cab walk-around. But according to Jeff Webster, this new 2250 is, arguably, the best of them all.





STABICRAFT 2250 Centrecab

New Zealand's Stabicraft Boats is renowned for its rough water capable pontoon fishing boats.

One of the best, most practical, is the mid-sized 2250 Centrecab. Like its Ultra Centrecab twin (with its forward raking cabin), the 2250 Centrecab combines a superb 360 degree walkaround fishing platform with a tough, seaworthy hull. Jeff Webster tested this outstanding trailerable game fishing boat paired with a V6 Yamaha 225hp four-stroke outboard.

The 2250 Centrecab is one of a dozen or so models in the Stabicraft aluminium pontoon boat range. The entry model is a 4.4m tiller-steer open boat called the 1450 Frontier. The flagship is the 8.4m long 2750 Ultra Centrecab. In between there are centre console, cuddy, and centre cabin boats to suit most offshore fishing applications.

The subject of this review is the Stabicraft 2250 Centrecab. It was launched alongside the 2250 Ultra Centrecab back in 2019. The two models both have a 19 degree deadrise pontoon vee hull, a walkaround centre cabin deck, and a one-person sized pulpit casting platform up at the bow.

***Above:** Made for serious fishermen, this 2250 Centrecab is for most fishos, what dreams are made of . . . it's that good. Waddyarekon?*

The difference between the two 2250 models is in the shape of the cabin and super-structure. The Ultra Centrecab has a fishing trawler-style, forward raking windscreen and hardtop; the standard 2250 Centrecab has a regular shaped hardtop and aft sloping windscreen. Otherwise the two boats are pretty much identical.

Design

The Stabicraft 2250 Centrecab incorporates most of the design features and inclusions of the larger 2500 and 2750 models, albeit scaled down in size.

Inside the open plan cabin the Stabicraft has a vee berth layout, but innovatively, each berth has hinged extension panels which fold-out into the skipper and passenger foot-well area to lengthen the berths. When extended, each side berth is 1.82m long. Infill cushions can also be placed down the centre to create a very large double berth.

Three safety gear storage compartments are situated beneath the berths, while side storage pockets encircle the cabin, extending out into the saloon area on the port side.



Above: Classic application of sheet aluminum in a trailerboat fishing environment: Tough, strong, seaworthy - and much lighter to tow than an equivalent GRP sportsfisherman - with more performance per given horsepower.

There's also a tinted acrylic opening hatch in the forepeak to provide cabin ventilation and ambient light - although you can also climb up through it to reach the foredeck.

The standard boat does not come with a toilet, but you can option your boat with a chemical porta-pottie, or with a proper electric flush toilet.

Moving into the saloon area, the all-weather helm station is surprisingly spacious, given there are 300 - 340mm wide side walkways on the outside of the cabin structure.

There is space for two box-mounted bucket chairs, and room to walk between them, through to the dash and cabin. The helm chairs swivel, slide fore and aft, and have flip-up front bolsters so you can position them to drive the boat while sitting down or standing up.

The steering wheel and side-mount throttle are equally well located, and the skipper has a clear view through the full-height (deck-to-hardtop) front windscreen and opening side windows.

On the floor, between the helm chairs, an alloy hatch opens up to reveal a large, sub-floor kill tank. Elsewhere, side storage shelves cater for phones, keys, wallets and the like.

At the helm, the two-tier fascia is not particularly large, but there is provision for a single large multi-function display, and for switch panels and engine instrumentation. A panel overhead takes

care of marine radios and stereo head units.

Additional seating is available behind the helm chairs. Two removable Icey-Tek coolers have cushioned lids so you can sit and face aft to watch your lure spread while trolling, etc.

360 Degree Fishability

With bow and stern fishing platforms, along with the ability to actually fish from the trenches on each side of the cabin structure (thanks to perfectly positioned walk-way "lean" rails) the Stabicraft is a fishing boat with few peers. I struggle to think of a rival boat in the 7.0m size range that is better suited to offshore gamefishing.

Some anglers might find the Stabicraft's 800mm cockpit freeboard a tad too deep for heavy tackle, stand-up gamefishing, but this extra depth is a big plus in rough weather when high cockpit sides help you to maintain your balance.

The size and shape of the cockpit also lends itself to gamefishing. Anglers can walk and fish right into the transom corners, thanks to the fold-up corner seats, and there is roughly 2.2m of



STABICRAFT 2250 Centrecab

uncluttered deck space aft of the removable cooler bins.

The cockpit is not self-draining unfortunately, but there are two automatic bilge pumps fitted to remove any water from the rear cockpit.

Our 2250 Stabicraft test boat was equipped with the Superfish transom configuration which has a centre transom live bait tank/bait station. There's also an aft facing rod rack, Railblaza cup/storage holder inserts, and an enclosed shelf underneath to house the ship's dual batteries.

Handling And Ride

Stabicraft's latest, Arrow pontoon hull is a ripper. I have tested this current design beneath a number of Stabicraft models in recent years and they have all excelled. The boats are designed to tame rough water and they do a great job of it.

Like its forerunners, the new 2250 Centrecab is a big, sturdy, soft riding boat. It is also very stable - both at rest and underway. The 2250 is set up to accept trim tabs, for example, but it doesn't really need them as it maintains a solid, level trim

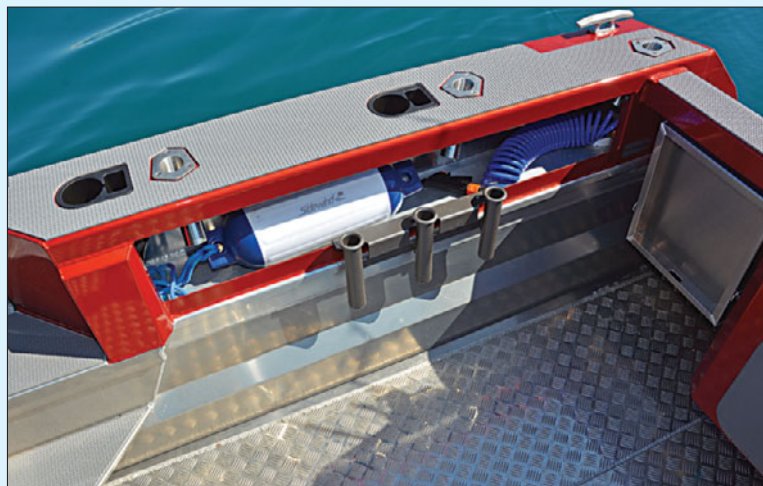
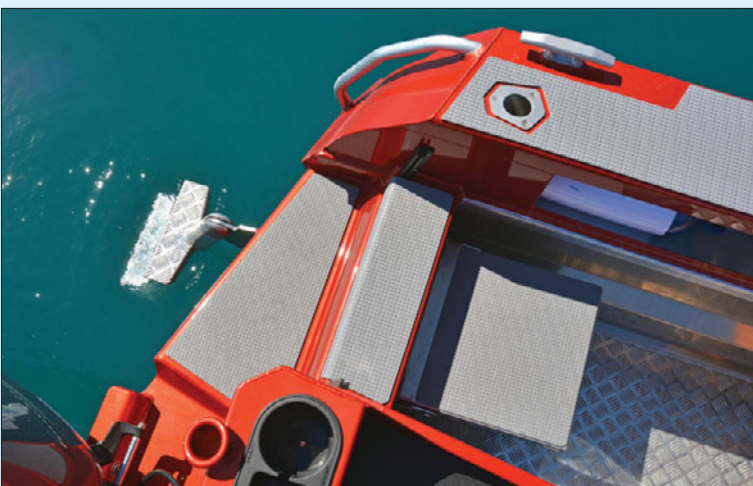
Jeff's Test Report continues on P.90

Frankly, this fit-out is pretty amazing - and reflects a helluva lot of fishing skill and genuine experience in the fishing department. Much as we all hate to admit it, what the Kiwis have done here is exemplary. And

Performance

RPM	SPEED	ECONOMY	RANGE
1000	5.1kt (9.4km/h)	4.9L/h	296.6nm
1500	6.7kt (12.4km/h)	7.9L/h	241.7nm
2000	7.7kt (14.3km/h)	12.3L/h	178.4nm
2500	11.4kt (21.2km/h)	18.1L/h	179.5nm
3000	17.2kt (31.9km/h)	25.0L/h	196.1nm
3500	22.8kt (42.3km/h)	31.4L/h	206.9nm
4000	26.3kt (48.8km/h)	42.4L/h	176.8nm
4500	29.5kt (54.7km/h)	52.0L/h	161.7nm
5000	32.8kt (60.7km/h)	66.9L/h	139.7nm
5500	36.2kt (67.0km/h)	80.8L/h	127.7nm
5700	37.3kt (69.1km/h)	84.5L/h	125.8nm

Range on 95% of the 200L fuel supply at 3,500rpm: **230.3nm**

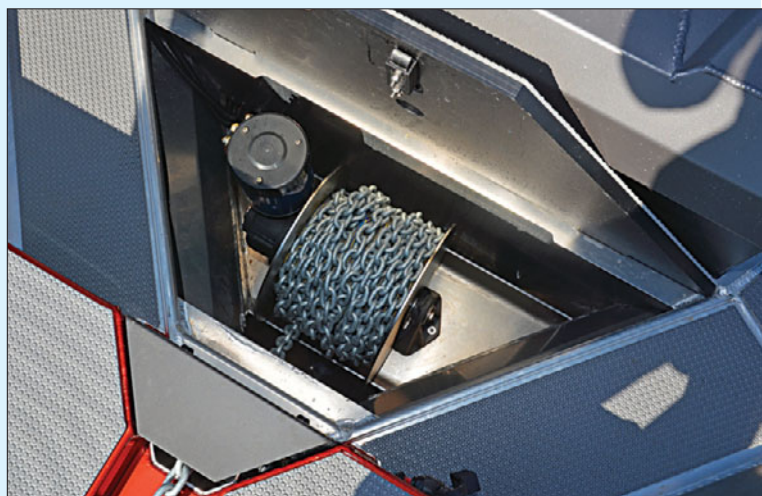
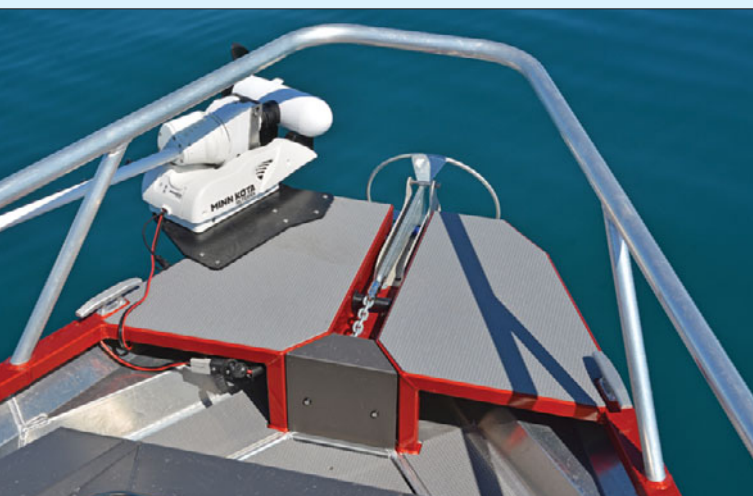
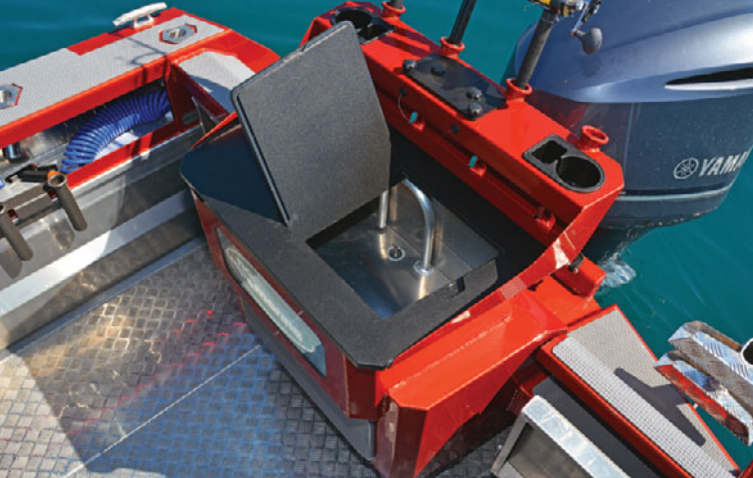


the expertise and clever thinking continues into the cabin area (luv the 'extenda' berth flats - a beaut old idea, well done!) and the truly outstanding transom door / water and / highway access.

Specifications

Length overall:	6.85m
Beam:.....	2.50m
Internal beam.....	1.97m
Deadrise.....	19°
Hull weight.....	1,787kg (est)
Weight on trailer: Approx.....	2,520kg (dry)
Bottom & transom alloy.....	6.0mm
Tube alloy.....	4.0mm
Minimum power:.....	200hp
Maximum power.....	300hp
Maximum motor weight:.....	299kg
Power as tested: Yamaha 225hp 4-stroke	
Fuel capacity:.....	300L
Maximum persons:.....	Eight
Price range as tested:.....	\$163-\$192K
From.....	www.nsmarine.com.au





STABICRAFT 2250 Centrecab

angle at speed - thanks largely to the support and lift from the pontoon tubes which encircle the hull.

Our test boat also proved to be easy, predictable to drive, and quick off the mark. The big vee hull handled tight turns proficiently, and generally felt safe, sure-footed throughout the day.

The Stabicraft 2250 accepts single extra-longshaft (25") outboard engines between 200hp and 300hp. Best power is somewhere in between.

Our test boat pulled a top speed of 37 knots and felt pretty solid in the mid range - although the boat was lightly loaded with just two adults onboard.

The 225hp Yamaha four-stroke fitted to the test boat will likely be sufficient for most applications, but I'd still be tempted to step up to the physically identical, but more powerful 250hp Yamaha V6.

The Wrap

The Stabicraft 2250 Centrecab is available with four levels of fit-out, each one having more standard inclusions than the last. Our test boat was fitted with the middle range, Sportfish pack

Once again, the Kiwi's workmanship and experienced thinking is obvious. Underfloor anchor winch (with all chain anchor rode) is cunning.

with pricing starting from \$163,203 with a 225hp Yamaha four-stroke outboard and a tandem axle galvanised steel Redco trailer.

The Sportfish pack includes a Maxwell electric drum winch anchor system, Superfish transom bait tank/bait board, deluxe bolster helm seats, Fusion stereo, LED lighting pack, raw-water wash-down, cockpit transit rod holders, boarding ladder, external paint above the water-line, and lots more.

Our test boat was also rigged with a Simrad NSS Evo3S 12" display, a Minn-Kota RT Ulterra 112 l pilot 72" electric trolling motor, foam-filled pontoon tubes, and cool-looking metallic paint.

With an offshore safety gear pack, sand anchor kit and QLD registrations, the drive-away package price rises to \$192,111 from **Brisbane's Northside Marine**.

About the only thing missing from our test boat was a pair of outriggers. It was otherwise good to go; all set to head offshore in pursuit of everything from mackerel to marlin.

AB