

Stabicraft 2570 Supercab Plus

A generous enclosed cabin and respectable 3.24m² cockpit make Stabicraft's new 2570 Supercab Plus an attractive package for the weekend warrior.



Words **John Eichelsheim**
Photos **Will Calver**

At a glance ▶ loa x beam 7.85m x 2.5m ▶ cruise speed 25 knots ▶ max speed 39.7 knots ▶ engine Yamaha 250hp V6 four-stroke outboard ▶ price as tested \$166,408

If there's one thing American's love, it's to take something great and super-size it. So it's no surprise that it was North American demand that inspired Stabicraft to create the new 2570 Supercab Plus.

The 25-foot salmon/tuna fishing boat was built on Stabicraft's Generation III pontoon

platform but it's the generous enclosed cabin with seating for four passengers and workable cockpit that take it from Supercab to Supercab Plus.

The 2570 Supercab is also produced in an open cabin version and a specialised, high specification MWS (Matt Watson Signature) sportfishing version with a smaller cabin and bi-fold rear doors (see *NZ Fishing News*, June 2011).

Generation III pontoons are narrower and taller than earlier Stabicraft designs, with more defined turned-down chines. The narrower, taller cross-section offers more internal beam and improved aesthetics without compromising reserve buoyancy, while the chines provide a better, drier ride.

High-tech construction

Stabicraft manufacture their boats to exacting standards using jigs – the 2570 shares its jig with the 829/7880 – and hulls are constructed from the pontoons down, then from the cabin up. A 360-litre underfloor fuel tank – the biggest in the class – is standard, with twin 250-litre tanks optional.

Underneath the sealed, welded chequerplate floor, the hull is compartmentalised and includes two underfloor buoyancy tanks in addition to the fuel tank(s), with cross-members, full-length bearers and 6mm thick hull plates. Stabicraft's folded and welded 4mm-thick pontoons with their aluminium extrusions add considerable strength and stiffness to the overall structure. Paint is standard from the beltings up, but this boat is painted

bright red all the way to the chines.

Kevin Griffin, owner of Kev & Ian's Marine, Auckland's Stabicraft dealer, specified this particular boat for his local market. There is an extensive list of available options, including Superfish transoms, engine pods for 25-inch, 30-inch or twin-engine installations, toilets and much, much more. Kevin opted for a middle of the road specification, which keeps the package down to around \$170,000.

There has been no compromise with the standard Stabicraft galvanised dual-axle multi-roller trailer. It features heavy-duty components and springs, large wheels with 3000kg-rated tyres and a Sensa-brake electric over hydraulic braking system activated by the tow vehicle's tail lights. On the trailer with a belly full of fuel, the rig came in at 2814kg on the weighbridge.

All weather comfort

The cabin is the main talking point. It is extremely spacious with an open-plan layout that makes the most of the available volume. The 2570 has 1525 litres total stowage according to Stabicraft, and the extra cabin length has allowed them to fit a small cupboard/workspace/galley module which will accept a sink and a single burner gas cooker if desired. Alternatively, it can be changed out for a second two-person seat identical to the seat on the port side, bringing the seating capacity inside the wheelhouse to six. A bench seat infill across the back of the wheelhouse is an option.

Large windows and moderately-raked windscreens with narrow mullions provide a remarkable 240° arc of unobstructed vision for the helmsman. The windscreens are 6mm toughened glass and curve only at the very corners to minimise distortion when looking through the glass. One windscreen wiper is standard, two wipers is an option.

Extra-large sliding side windows

offer good ventilation and open wide enough that you can climb out of them in an emergency.

The forward hatch is also large, but how much use it will get is debatable since it's so easy to access the foredeck by walking around the hardtop. There are handrails galore positioned further inboard on the hardtop roof for better ergonomics, non-slip panels along the tops of the

pontoons and an extra high, multi-element aluminium bowrail that offers real security.

The new railing complements a new bow platform, another notable feature of this model. It's covered in non-slip panels, making it an excellent place to stand and fish while braced securely against the rail. There is sufficient space to slide underneath the bowrail, which facilitates boarding or disembarking over the bow, and it's also extremely useful when launching and retrieving the boat.

The cabin has a head height of 1.99m – more than enough to accommodate the lanky frame of Stabicraft's Tim van Duyl, who joined Kevin Griffin and I for the ride – and there's sitting head height in the Frontrunner-lined forward cabin. Kevin opted for red vinyl upholstery and tube mat covering the cockpit and the wheelhouse soles, which means that the boat remains “hose out and wipe clean”.

Grab rails are well-positioned including along the hardtop ceiling, while swivelling bucket seats offer adjustment both vertically and fore and aft. A massive underfloor wet locker between the berths is ideal for dive gear, while berth infill and toilet options turn the boat into a comfortable overnighter.

One of the advantages of this boat is its lock-up wheelhouse. Centralised sliding doors keep out the elements at sea and any unwelcome visitors when the boat is unattended. Stabicraft fit Webasto diesel heater/demisters to many of the boats

Performance data

Speed, fuel and noise as tested

Lowrance GPS; noise level, helm

RPM	speed (knots)	fuel (lph)	Noise (dB)
idle	3.5	N/A	55 54*
1000	5.2	4.9	65 60*
1500	7.3	8.3	67 63*
2000	8.4	12.9	72 69*
2500	13.0	20.8	73 72*
3000	15.0	24.6	79 85*
3500	24.0	29.1	81 80*
4000	28.8	44.7	84 83*
4500	32.0	56.8	85 83*
5000	36.4	78.3	87 85*
5500	39.7	90.8	90 84*

* cabin doors closed

bound for cold climate markets like Alaska and it's an option that's becoming more popular here too, allowing all-season boating, particularly in the South Island.

Fisher-friendly

The cabin might be what sets this model apart from its siblings, but the cockpit remains a highly practical, fisher-friendly space, with plenty of freeboard and a decent internal beam thanks to the Generation III tubes. It has ample room to accommodate four anglers and reasonable stowage in side pockets and transom lockers.

This boat is fitted with the 2570's standard transom, with a walkthrough on the port side and a short drop-in door. Twin transom lockers accommodate two batteries – only one was fitted to the review boat – and there's provision for a modest-sized bait tank.

An aftermarket bait station and four through-gunwale rod-holders normally complement the boat's eight-position rocket launcher. Serious fishers can also opt for the 'Superfish' transom with its full-size bait station and monster livebait tank with viewing window.

The standard 200-litre fish bin/kill tank under the cockpit floor is equipped with a waste pump to deal with scales and fish goo. The lid is supported by a hydraulic ram and there are deep gutters to prevent it filling with water washing over the cockpit sole. A high-capacity automatic bilge pump in the covered sump under the



“It’s an excellent place to fish while braced securely against the rail.”



Stabicraft 2570 Supercab Plus

technical



BOATING
NEW ZEALAND

PROS

- well-built, safe and stable with foolproof, predictable handling
- large lockable cabin; top-quality trailer
- comprehensive options list

CONS

- cockpit size somewhat compromised (but larger cockpits in other 2570 Supercab models)
- weekender features optional, not standard

OUR VERDICT

The Stabicraft 2570 Supercab Plus is an attractive option for family boaters and more serious fishers and divers who want a bit of all-weather boating comfort. It's an ideal weekender when fitted with the galley kit, and it should also be attractive to charter operators. As expected, the 2570's build quality, finishing and paint set a standard many production aluminium boatbuilders seldom achieve.

Combining Stabicraft boat's renowned safety and idiot-proof handling with indoor seating for four or more, good fishability and the ability to overnight, the Stabicraft 2570 Supercab Plus should be a winning formula.

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boat's transom wall deals with any water sloshing around the cockpit. The cover comes off to access the bilge pump, which lifts out for inspection and cleaning.

On the water

The Supercab Plus is big, but she's no slug on the water. Stabicrafts can be deceiving, seldom exhibiting any high-speed nervousness, so it is easy to underestimate how fast they are going. This boat gets along quite serenely, almost like a launch at cruising speed, but give it a handful of throttle and the Yamaha V6 quickly propels it to 40 knots. We recorded just a shade under this speed three-up and full of fuel in flat conditions on test day.

The transition onto the plane is seamless and the exact moment difficult to pick, but the big Stabi appears to slide onto the plane at around 10 knots. At 3200rpm it's loping along at 22 knots and feeling very relaxed, which from a fuel burn perspective has to be good news.

The helm position is spot-on. Excellent all-round vision has already been noted, the seat allows plenty of adjustment to suit different drivers, and bolsters on both bucket seats offer good support when

standing. Electronic throttle and shift, full-function digital instruments and Sea-Star hydraulic steering take any effort out of conning the boat, while Yamaha's new 'shift dampening' system makes slipping the engine in and out of gear as smooth as silk. A 10-inch full colour Lowrance HDS10 unit displays navigation, sonar and engine data as required. A Stress-Free fully automatic anchor winch is operated from the helm, this totally hassle-free Australian design storing the warp and chain on a drum under the foredeck.

No trim tabs are fitted to the review boat, although Kevin recommends tabs in certain situations. Engine trim is not that critical, and Kevin quips that Stabicrafts make boaties lazy because once the boats are running nicely, there's little need to adjust the engine trim under most conditions. Indeed, this boat climbs onto the plane without any fuss with the engine trimmed well out.

Proper trim adjustment does translate to better fuel economy, performance and ultimately a better ride – and the 2570 is no exception – but we could throw the boat into tight sweeping turns without the need to pull in the engine,

as is necessary with most boats to avoid propeller ventilation. It was only when Kevin demonstrated just how tightly the Stabi really turns that engine trim became important.

It pays to hang on tight if you throw this boat into a hard turn. There's minimal heel – only as far over as the pontoon – and the grip is phenomenal. It was possible to wind it tighter and tighter in an ever-decreasing spiral that belies the boat's size.

Generation III hulls are reportedly a step-up in terms of ride quality compared to earlier Stabicraft designs. In the flat conditions we had no real means to find out, but the boat certainly feels assured, and like most of the Stabicrafts I've tried over the years, it should offer foolproof handling while keeping its occupants safe, comfortable and dry. ■

Stabicraft 2570 Supercab Plus

- loa 7.85m ➤ beam 2.5m ➤ internal beam 2.04m ➤ draft approx 400mm at rest
- weight approx 2800kg (on trailer, fully fuelled) ➤ engine Yamaha 250hp 4.2-litre V6 four-stroke; 17-inch pitch stainless steel propeller ➤ fuel 360-litre alloy underfloor tank ➤ cruising speed 24 knots ➤ max speed 40 knots ➤ price as reviewed \$169,408
- packages from \$145,000 (Std Supercab) ➤ designer/builder Stabicraft Boats
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