

BAR CRUSHER 730HT TWIN RIG

Boat Advice - Shane Mensforth

I first saw the 730HT at the Adelaide Boat Show in June, where it took pride of place on the Pacific Marine display. Immediately noticeable as I moved in for a closer look was the pair of 130hp Evinrude E-TECs hanging off the back. I had only seen one Bar Crusher with twins before – a 780HT with dual 150 four strokes – and that one didn't turn out to be a great success. Consequently, I couldn't wait to get into this new unit to see if much lighter two stroke engines would be a better fit.

POWER

Bar Crusher recommends outboards of between 200-250hp for the 730HT, which seems just about right. Because of their reduced weight, Pacific Marine had installed a pair of 130hp Evinrude E-TECs, which although slightly above the maximum power ceiling, certainly didn't appear excessive. Only time on the water would tell, of course.

The combined weight of the E-TECs was 354kg, which is a fair bit more than a single Honda 250 (272kg), but there's no doubt that the 730 hull has enough buoyancy aft to handle the extra weight aft.



ON THE WATER

Confirming what I had suspected, the 730HT sat at a healthy angle once it had been launched at Adelaide's North Haven Marina. There was certainly no 'bum-down' attitude, as had been the case with the 780HT I had tested a couple of years ago with dual 150 four strokes on the transom. This was definitely a case where the weight advantage of direct injected two strokes provided a real bonus.

Once outside the restricted speed zone, I dropped the hammers and blasted out onto St. Vincent's Gulf. **The acceleration provided by the twin Evinrudes was really something else; I guess when you have that sort of torque working in your favour, the outcome is essentially a foregone conclusion!** It was pretty flat as we powered toward the west, and we topped out at an impressive 40 knots (GPS measured) at 5900rpm.

With two prop's biting hard, I was able to pull the boat around into some pretty radical turns with absolutely no cavitation or loss of momentum. Mind you, there was a small amount of prop' torque evident while turning against the direction of rotation, but certainly not enough to worry about.

Unfortunately, there was insufficient sea running to provide an up-to-date rough water performance assessment, but I'd be confident in saying this hull would behave precisely as its brethren and eat up the lumpy stuff. I wouldn't order this rig (or

any other Bar Crusher for that matter) without trim tabs fitted, as physics dictate that any hull with such a deep deadrise will always lean into a cross wind. This is accentuated further by the hard top, of course, making those tabs essential equipment.

