



There are two different Mustang 2800 models (with and without the GRP targa, basically) sharing the same excellent hull and the principal of a single petrol/diesel sterndrive combining high performance with low capital outlay and tolerable fuel consumption - an important factor when fuel (petrol or diesel) is commonly pushing well over a dollar a litre at most marinas around Australia these days.

Mustang 2800 LE Series 111

Report By Darren Shiel

Rarely in Fisherman & Boatowner do we test a boat of the size and style of the Mustang 2800 Sports cruiser. However, with the recent influx of American boats to the Aussie market, and the current six figure price of trailerboats like the Whittley 700, we thought testing the 2800 was warranted if not overdue.

Design

Mustang Boats has long been recognised as one of the larger boat

manufacturers in Australia, and their boats are well accepted in the marketplace.

The 2800 was designed from the outset to be a mid-sized pocket cruiser, one which will comfortably handle a small family for long weekends afloat.

The 2800 is a raised sports bridge style boat along proven lines. It has a large double V-berth up front, galley to port and toilet cubicle to starboard, and a transverse double berth below the helm station or bridgedeck.

With room to accommodate four people, the boat is reasonably self sufficient for shortish periods, depending on the number of people on the cruise. Facilities include a toilet, basic cooking facilities, a sink and 'fridge. It could be comfortable (and practical) to live on board for a long weekend with a bit of commonsense planning.

With a centreline length of 8.4m, a beam of 2.59m, and a draft of 0.55m, the boat is not trailerable, but does come under the important 3.5 m

