



# Regal 2750 Cuddy

## Predictability at its best.

BY TOM THOMPSON

This was almost the boat test that wasn't. I was on a tight travel schedule and had planned a quick stopover in Orlando, Florida to drive the Regal 2750 Cuddy. Mother Nature looked like she wasn't going to cooperate. Driving to Lake Conway, near the Regal factory, the rain was coming down in torrents. As I neared the dock and caught a glimpse of the 2750, I noticed a patch of blue breaking in the sky. A few moments later, the storm clouds moved on and we were on the water. Talk about timing.

The 2750 Cuddy is Regal's latest model to use FasTrac, and it was everything I expected it to be. The step design improves handling and control by reducing the hull's wetted surface, making it move through the water more smoothly and efficiently.

The 2750 is quick to plane and is agile in turns. It has the kind of handling and performance you'd expect from a smaller bowrider that doesn't have the weight of a cabin up front. The test boat I drove had a single 375-hp MerCruiser 496 Magnum MPI gas engine and a Bravo Three sterndrive. I measured a top speed of 51.9 mph on my GPS. The engine is most fuel-efficient at about 28 mph, where it burns about 2.5 gph, and the 86-gallon tank will take you over 150 miles with a 10-percent reserve.

Precise steering and tight handling make this a fun boat to drive, but there's an added benefit—the FasTrac hull is predictable. From a safety standpoint, this is a critical advantage: When you turn the wheel, the boat goes where you want it to go.

Another feature that impressed me was the fact that I didn't lose my hat. The

curved glass wrap-around windshield provides outstanding wind deflection. There's almost no air movement behind it.

The cockpit has extra-wide adjustable benches at the helm and to port behind the windshield. U-shaped bench seating with a removable circular table fills the aft. The center section of the seating comes out to make a walkway to the swim platform. Refreshment centers lie on both sides of the cockpit. The console to port has a sink set into a Corian countertop, while the console to starboard sports an ice chest under a removable section of Corian and a storage cabinet in its side.

Belowdeck, LeatherCrest seating converts to a V-berth. There's a chemical toilet under the cushions to starboard. A circular hatch in the foredeck and portlights on each side let in daylight.

As we were wrapping up our test, I saw an ominous cluster of thunderclouds on the horizon headed our way. We got back to the dock just as a second wave of rain started to pelt the peaceful surroundings of Lake Conway. Yes, timing is everything. ⚓

### Specs

LOA.....	28'6"
Beam.....	8'6"
Draft.....	3'
Weight.....	6,100 lbs.
Fuel capacity.....	86 gals.
Base power.....	Volvo Penta 5.7L Gi w/Duoprop (280 hp)
Base price.....	\$69,870
Power as tested.....	MerCruiser 496 Magnum MPI w/Bravo 3 (375 hp)
Price as tested.....	\$80,326

regalboats.com

