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OUTBOARD VERSUS STERNDRIVE WHICH IS FOR YOU?

BOATING

WORLD'S LARGEST POWERBOAT MAGAZINE

WE TEST
MERCURY
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CERTIFIED BOAT TESTS

BACK COVE 340 / CHAPARRAL 21 SSI / PURSUIT DC 326
WORLD CAT 400DC-X / BLACKFIN 332 CC / MALIBU 22 LSV
NORTH COAST 280CC / BRIG NAVIGATOR 610



SCAN ME

To watch a video highlighting key features of the Blackfin 332 CC, scan this tag or visit boating-mag.com/3154.



W

We cleared the Boca Raton inlet about 10 a.m. on test day. We were in the new Blackfin 332 CC. The Blackfin brand reemerged three years ago and out of the gate “Blackfin 2.0” was a success thanks to the comfort, style and fishability of the 272 CC and the 212 CC. Our goal was to see if the 332 CC topped the company’s full lineup of five models. Spoiler alert: It did, thanks to its length and the features on board that proved Blackfin can improve on its successes.

Though we put nothing on the dinner table, the 332 CC put everything on the line for us as we tried everything we knew to generate a bite. The chef was disappointed, but we

PHOTO: GARRETT CORTESE



**BOATING
CERTIFIED
TEST**

#3154

BLACKFIN 332 CC

Blackfin's 332 CC expands its line of luxury fishing machines.



PHOTOS: COURTESY BLACKFIN

were happy to have the challenging day to showcase everything the 332 CC had to offer.

The first thing apparent as we met the seas is the Blackfin's solid hull. It's weighty enough to inspire confidence and with bows high enough to get you home in the worst conditions. The 400-hp Mercury Racing Verado outboards pushed it up on plane in 4.6 seconds and accelerated to 30 mph in 11.7 seconds. At wide-open throttle, the 332 made 51.3 mph but most delightful was the 35-mph cruising speed

which gave the boat 1.3 miles per gallon in our test when many, if not most, would be looking at 1.0 mpg or less at 20 to 25 mph.

At the helm, Blackfin flush-mounted the two 16-inch Garmin multifunction displays into routed windows in the black-plexiglass dash panel, the VHF radio in the hardtop electronics box, and the Fusion audio display set on the passenger side to allow wannabe DJs to change tunes without interfering with navigation.

Three independent bucket seats serve at the helm, each with

their own arm rests. When standing, I flipped the helm side (port) bolster up and leaned back. The center seat cradled my right hip. Center and starboard seats can be flipped up or down for a similar attitude.

I found excellent visibility when on plane, whether I was seated or standing. The bow crosses the horizon for only a second or two during the hole shot.

The black finish under the hardtop and the predominantly black helm reduce glare and the helm seems cooler in the black top's dampened reflection. An electrically actuated vent at the top of the hardtop windshield opens wide to allow a cooling breeze.

Power steering, standard made precise turns smooth and simple, and the optional joystick to the right of the wheel eased entry into the slip at the end of the day.

The fully enclosed glass windshield offers durable protection and an electric vent window at the top funnels plenty of breeze over the helm.

We dropped a hundred greenies into the aft 35-gallon livewell on the port side. We didn't use the 20-gallon livewell in the rigging station behind the leaning post. Tournament anglers would have both full of bait kept alive by dual pumps in a sea chest belowdecks keeping solid, bubble-free water in the tanks.

A pair of slide-out 50-quart Yeti brand coolers under the rigging station kept bait and drinks separate.

The seas ranged to 4 feet on test day, not a typhoon by any standards, but conditions that required balance and attention to navigation niceties. Keeping our footing in the 332 was easy thanks to the steady way it slid over cresting waves while we slow-trolled. When taking the seas head on, the boat neither lunged nor hesitated. When taking them abeam, it slid up the sides staying level, crested and slid down with minimal rocking.

The Blackfin 332 CC proved it could also perform for cruisers looking to relax in comfort afloat whether beach combing, sunset cruising or speeding out to the fishing grounds. Blackfin courts the luxury cruising angler with lots of style touches and comfort features aboard its boats. Cushions measure at least 4 inches thick,



and the foam inside feels firm, which prevents passengers from bottoming out in their seats when the seas build.

A dual lounge ahead of the console features arm rests and a center rest with two cup holders. Pop up the bottom cushion and there is a large storage compartment underneath. A marblelike top covers the rigging station, which is trimmed in stainless steel and outfitted with abundant drawers, tackle storage and a freshwater sink.

Boarding options include a starboard-side transom door that opens to a large platform with a ladder. On the port side of the cockpit, a tuna door opens inward for easy fish release or for reboarding after swim, using a removable ladder.

Stainless-steel recessed handrails run from aft of the helm to the bow. Even the side hatch to the console interior sports near-Mil Spec durability, allowing the hatch to open and slide forward instead of swing out toward the gunwale, blocking passage.

Inside the console the key switches for the Verado engines and the starter battery switches were easy to reach from the hatchway, without descending beneath the console.

I found the 332 CC ideally powered with the dual 400 Verados, competitive as a fishing boat and sumptuous for cruising with a fun-loving crowd of sun seekers. — *Randy Vance*

High Points

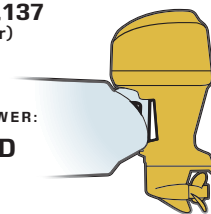
- ▶ Rod storage includes six holders in the hardtop supports, six in the gunwales, and four in the transom.
- ▶ A hatch in the hard top's trailing edge allowed easier access to the antenna and other equipment on top.
- ▶ The large anchor locker features a huge hatch for access to untangle the standard windlass lines or chains should they get snarled.

Low Points

- ▶ A high moment of bowrise was over quickly and the boat's attitude enhanced seaworthiness.
- ▶ We liked the ignition keys in the console, off

• LOA: 33'2" • BEAM: 10'6" • DRAFT (MAX): 1'11"
 • DISPLACEMENT (APPROX.): 10,500 lb. (with engines) • TRANSOM DEADRISE: 22 degrees
 • BRIDGE CLEARANCE: 10'6" • FUEL CAPACITY: 315 gal. • MAX HORSEPOWER: 900 • AVAILABLE POWER: Mercury and Yamaha outboards

Price: \$381,137
(with test power)



AVAILABLE POWER:
OUTBOARD

HOW WE TESTED

ENGINES: Dual Mercury 400 Verados DRIVE/PROP: Mercury Eco 17 P 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 150 gal. CREW WEIGHT: 400 lb.

BLACKFIN BOATS
Williston, Florida; Phone 352-528-2628; blackfinboats.



**BOATING
CERTIFIED
TEST
RESULTS**

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	sound level
1000	4.4	5.1	2.4	1.8	2.1	523.5	602.4	2	67
1500	6.4	7.4	3.6	1.8	2.1	506.4	582.8	2	71
2000	7.7	8.9	5.8	1.3	1.5	378.0	435.0	2	75
2500	8.6	9.9	9.2	0.9	1.1	265.1	305.1	4	77
3000	9.1	10.5	13.6	0.7	0.8	190.2	218.9	5	79
3500	10.3	11.8	18.8	0.5	0.6	154.6	177.9	7	82
4000	13.8	15.9	21.6	0.6	0.7	181.3	208.7	8	86
4500	22.2	25.5	24.0	0.9	1.1	261.8	301.2	8	90
5000	35.1	40.4	32.2	1.1	1.3	309.1	355.7	5	90
5500	38.2	44.0	36.2	1.1	1.2	299.4	344.6	4	91
6000	40.8	47.0	38.2	1.1	1.2	303.1	348.8	4	92
6500	44.6	51.3	47.0	0.9	1.1	268.9	309.4	3	92
7000	48.4	55.7	70.0	0.7	0.8	196.0	225.6	3	92

MOST ECONOMICAL CRUISING SPEED

PHOTO: GARRETT CORTESE