

World Cat Glacier Bay Edition 2740 (2011-)

Brief Summary

Since this review, Glacier Bay boats have been folded under the parent World Cat umbrella, and going forward will be known as Glacier Bay Edition. Design, materials and construction will not change.

Roomy has to be the buzz word for this boat. That's all we kept saying as we toured the new 2740 from Glacier Bay. Sure it's good for fishing, but if there was ever a crossover to the family side of boating, this is it. Aside from the spacious layout, there's room for everything, including the kitchen sink, and for that matter, the fridge too. Today, let's step aboard and see just how much room a builder can put into a 26' 6" (8.1 m) boat and what sort of amenities do we get to bring with us.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- (5) piece safety glass walk-through windshield
- Large helm storage compartment with large access door
- L-lounge portside seating for (4) adults
- Luxurious helm bench seat with flip-up bolster and (2) recessed stainless steel cup-holders
- Insulated and lockable 150-quart l-lounge storage cooler with overboard drains
- Ergonomic dash layout capable of a 12" screen
- Starboard trash storage tilt out trash storage bin with Corian top and cup-holder

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	2.6	2.3	1	2.74	2.38	443	386	69
1000	5.7	4.9	1.8	3.14	2.73	509	442	74

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	7.8	6.7	2.3	3.37	2.93	546	475	73
2000	9.3	8.1	4.1	2.3	2	372	323	76
2500	13.7	11.9	5.7	2.4	2.09	389	339	79
3000	18.2	15.8	7.7	2.38	2.07	385	335	83
3500	24	20.9	11.1	2.17	1.89	352	306	87
4000	26.7	23.2	13.2	2.03	1.77	329	286	88
4500	31.7	27.6	16.7	1.9	1.66	308	268	88
5000	34.9	30.3	20.2	1.73	1.5	280	243	92
5500	40.1	34.9	30	1.34	1.16	217	188	93

[View the test results in metric units](#)



Specifications

Length Overall	27' 0" / 8.23 m
BEAM	8' 9" 2.67 m
Dry Weight	6,500 lbs.
Tested Weight	
Draft	20"

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	20 gal. 75.7 L
Bridge Clearance	8' 8" 2.64 m
Weight Capacity	
Person Capacity	
Fuel Capacity	167 gal. 632 L
Water Capacity	20 gal. 75.7 L
Length on Trailer	
Height on Trailer	10' 1" 3.07 m
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	

Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	4.0 sec.
0 to 20	
Ratio	N/A
Props	14.25 x 17 x 3
Load	1 persons, 1/2 fuel, 1/2 water, minimum gear
Climate	75 deg., 50% humid.; wind: 15-20 mph; seas: 3' swells

Capt. Steve Says...

It seems like every time I get onto a boat that’s made for taking on snotty water, I get calm sunny days and flat calm water. When I woke up on test day for the Glacier Bay Edition 2740 it was more of the same.

However, the test was scheduled for later in the day and the forecast was calling for an increase in winds so I was cautiously optimistic. Sure enough, as late afternoon approached, we had winds of 15-20 blowing against the Gulf Stream's northerly current. All I had to do was get out far enough to get into it. Can do.

The Handling

Let's start this report with the meat and potatoes. Cats are well known for being more docile in rough seas. To test this theory, we headed out into the Stream to find 3' (.9 m) rollers. The first order of business was to get the performance numbers, and in these conditions, there's no writing anything down. You hit the target speeds and voice record for later writing. This allows you to later re-experience the building speed and how it felt all over again.

Glacier Bay Renegade 2740

The 2740 has a lot of freeboard that makes for a huge safety factor. You can just make out the rounded gunwales in this shot. The hardtop has red/white LED lights and out of the way.

I started out at idle. Not a stable feel to be sure as I'm bobbing like a cork. Add speed and I have more control and the boat starts smoothing out a bit. As I increase speed to around 2500 I'm running at roughly 13 mph-ish. Now I'm hitting the waves at irregular timing and the up and down of the bow is working against the frequency of the waves. Still, it's not so bad. The hulls are so narrow that they knife right into the waves and there's no pounding whatsoever.

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Those narrow bows give the 2740 a knife edge entry to what would otherwise be pounding head seas. This is a better look at the curved gunwales that take the hard edge look away from this boat. The huge walkthrough windshield needs a snap to hold it open in a crosswind.

I advance to a cruise mode of about 3500 rpm (more on that later) and I'm hitting the mid twenties for speed. Now it's much more manageable and I'm more in sync with the waves. It's now a fun roller coaster up and down and the frequency of the boat is more in line with that of the waves. Still, I'm going through those waves instead of over them. It's pretty exhilarating. Forward go the engine controls again and up go the rpms of the twin 150-hp Yamahas. At 4500 I'm into the thirties for speed, and now I'm starting to get air under the boat. Then, I launch off a wave and I'm headed right into the oncoming bigger wave. I've been here before and it's never pleasant. You know, boat coming in for a hard landing and big wave coming up to meet it at the same time. So I simply curse (as boat captains do) and brace for impact. Only the impact never comes. Instead, the 2740 simply presses into that wave, throws water off to the sides, a mist of spray into my face, and continues on. Those narrow bows are really making a difference. But we're not done yet.

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The hardtop really adds to the great looks of this 2740. The supports did not seem to affect visibility at all. I shove the throttles to the stops and the boat lurches ahead instantly. I top out in the low forties for speed and the port throttle starts doing a creep back on its own. It's just an adjustment of the tension but I can't do it here so I have to keep my hand pushing against both controls to keep the speed up. Now the ride is unbelievable. I'm launching over the waves and getting airborne to the next wave. The troughs are not a factor. Just the tops and I fly from one to the next. The timing is nearly perfect. Still, the 2740 refuses to pound and I just enter the wave and launch off it. It does take a good grip, because the boat descends faster than I do, so to be a part of the ride you have to hold on. I probably would slow down with the family onboard, but for now it's just me and I'm loving it, so I only slow down to turn around.

Following Seas

Big difference here. Now I'm hitting the backside of the waves which are nearly matching the height of the bow. I'm not stuffing the bow but I probably could so I take corrective action. Just a couple shots of up trim (I'm talking engine trim here, there are no trim tabs) brings the bow up and now I can add speed. Again, it's a dream ride. I see a boat about half a mile away and he's throwing water everywhere while I'm just slicing through. If only I could get us both on camera. In the head sea, my bows were causing a mist, not spray, to blow up into the windshield (and my sunglasses). Now, there's nothing. Back off to a normal cruise and I could keep up this pace forever. No hanging on for dear life, no fishtailing, just a straight run downwind.

Beam Seas

Even better. The beam seas are the clear winner for comfort. The cat stays flat and just lets the waves lift the whole boat up and back down. I did notice a slight tendency to lean downwind, so I dropped the trims back down (from the following sea run) and experimented with individual trimming. What I found was that by bringing the upwind engine up a bit I could level the boat out nicely and the feel was much more comfortable. Adding more trim wouldn't cause the boat to actually lean against the wind. It only went to level, which I found interesting. I'm already about 10 miles offshore and heading further off. I know the Bahamas are ahead of me and it wouldn't take much for me to just keep going, but my morals (and, to a lesser extent, the gas gauges reading only half tanks) compelled me to turn around.

Turning

Cats turn differently than monohulls. It's a fact of life. This one stays flat in the turns, rather than leaning into the turn. That's a sore spot for some, but for others, myself included, it's a fair tradeoff for the stellar sea kindness of this boat. So it's not a ski boat. It's not meant to be. It's a "get you out and back when others are sitting at the dock" boat. That means a lot when you get caught offshore and a squall hits unexpectedly.

As an entertainment platform it's second to none as no mono hull can compete with the roominess of a cat of the same length. And those guests will not take kindly to hard turns anyway.

Performance Figures

Top speed was reached at 5500 RPM and 40.1 MPH. The twin Yamaha 150 four-strokes were burning a combined 30 GPH which meant a range of 217 miles with a 10% reserve.

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Cruise was another matter. At 3000 RPM we had better range at 385 miles, but the speed was a bit slow for most tastes at 18.2 MPH. Picking it up to 3500 RPM and we were cruising at respectable 24 MPH, burning 11.1 GPH and had a range of 352 miles.

Features

There was a lot to like about the Glacier Bay 2740 layout, and a few things that could use a little tweaking. Stepping aboard was the first item to adjust as there was a lot of height to the gunwale. This meant a great safety factor, but an uncomfortable drop of about 2' when stepping aboard from a fixed dock. A fold down step would be a welcome touch. Of course stepping on from a floating dock would also alleviate that problem as you could simply step onto the platform sticking out between the two engines. A large and beefy door opens *into* the 35-sq.ft. cockpit. I add emphasis on "into" the cockpit as a door opening outward has little safety to it (but it is great for quick dewatering.)

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These flip-down seats work better than any we've seen. A 125-qt fish box in the deck is mirrored on the starboard side. The side hatch opens to reveal a fuel filter/water separator. Note the gas grill mounted on the caprail. You can also see two of the four aft deck drains.

On both sides of the transom are flip-down seats, and I always have trouble with these, but not this time. These went up and down in a flash and with no effort. Open them half way and you have access to the hatches underneath that cover the independent batteries. Having a separate electrical and fuel system for each engine is one of the perks of cats. There's a rigging station to port with a sink and livewell. The sink cover flips over to reveal a cutting board; counters are Corian. Our test boat had an optional gas grill set into the port side caprail.

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Notice in the lower right of the rigging station is a plug for adding downriggers to your arsenal. Forward you can see the refrigerated drawer in the end of the L-seating.

Moving forward, there is roomy L-shaped seating to port with an optional refrigerator at the end. The seats easily hold four adults, but one facing aft on the lounge has the best seat in the house.

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Under the L-seating is a fish box. The cover is gasketed all around, supported by gas-assist struts, and secured with a beefy piano hinge. Note the drains in the channel around the lid seal and in the hold itself. The helm is uncluttered and nicely laid out. The Triple Yamaha gauges help with that, but they also take up valuable real estate on the panel and reduce the size of the obligatory display from a 12" (30.48 cm) to an 8" (20.32 cm) unit. I noticed that the compass was mounted off to the side, rather than in line with the driver's eyes and when I mentioned that to Glacier Bay's president, he assured me that they were still tweaking this prototype and that would be corrected. Ship's electrical is under the raised helm seat base.

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The switch panel to port is waterproof. Variable speed wiper controls are just below. Note the twin trim controls on the forward part of the engine controls. The seat has a flip-up bolster and flip-down armrest. Note how the console is molded in, not bolted or glued.

I found sightlines to be excellent, even with the heavy tubed supports of the optional hardtop. Back over to port there's a head that is roomy enough to hold races in. It's massive, and falls just shy of making you not want to leave. There's a solar fan overhead and ample lighting, plus the sole is self draining so no worries about cleanliness. The helm console had storage underneath but a house battery was mounted in the center of the sole. I'd like to see that recessed or moved off to the side and covered so we can still toss stuff in there.

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This is the helm storage. Note the battery takes up valuable space and is not covered. The tank to the upper left is the windshield washer fluid.

Take a Bow

Up forward is an open bow that is wide enough to easily allow four adults to sit without having knees knocking together. In fact, it's so roomy that it's virtually screaming for the addition of the optional pedestal table that our test boat lacked. Facing forward in the seats was ultra comfortable. Your arm rests on the raised seatbacks and just outboard was a stainless grab rail. There when you need it, out of the way when

you don't... brilliant. There are fishboxes under each seat that are all self-draining and all could easily be used as ice coolers or just dry storage. Two additional storage hatches are on either side of the optional windlass and they access a single compartment that can swallow up fenders, lines and a probably a kitchen sink. This, by the way, was the only spot on the whole boat that wasn't gel coated on the inside.

Additional Touches

Glacier Bay went to a lot of trouble to make the 2740 ergonomic and it shows. Heavy duty piano hinges are even on the smallest of doors, seats are comfortable and roomy. The rounded gunwales really draw your eye to the boat's clean curving lines. All drink holders are self-draining with hoses leading to the cockpit. If you picture water coming over the bow, you can how easily it will flow aft and out the four large deck drains. Corner areas of the L seating and helm seat soles have additional deck drains. The aft platform has massive rails leading right to the end, making this a functional dive platform. You can hang on while hauling your buddy's tanks aboard without fear of losing your balance, or your grip on safety. And Glacier Bay recognized the need of having four pull up cleats on each side of the boat. Additionally, all components are molded into the deck and full fiberglass liner; not bolted on modules or worse... glued in. Seats, rigging station, consoles... all molded in. I've been on Glacier Bays that don't feel as if the boat was made with boaters in mind, but those days seem to be behind us. Ergonomics really is the key word for this boat. It felt right all around and handled seas exceptionally well, as only a cat can. It seems that this is a portent of the future for Glacier Bay, for the company is under new management. The new owners are dedicated catamaran people who have been building cats for years and know what saltwater anglers want and more.