

# Defiance Defiance 260(2006-)

## Brief Summary

The Palmer Defiance models feature one of the best rides in the marine industry with their 22-Degree deadrise, defined strakes and bow flare. These boats love rough water and you will stay drier as you cruise through rough water with ease.

**Test Power**-- 2 x 150-hp Honda 4-stroke outboards

**Best Cruise**-- 21.9 mph @ 3500 rpm

**WOT**-- 45.4 mph @ 6000 rpm

## 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

- Deep V-hull
- Stable trek hull design
- Self-bailing cockpit which allows water to drain freely from the inside deck--off the boat
- Non-skid walk-around foredeck with access to bow area
- Great storage

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	3.5	3	0.5	6.9	6	838	729	72
1000	4.7	4	1.2	3.88	3.37	471	409	72
1500	6.5	5.7	1.9	3.42	2.97	416	361	72

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	7.9	6.9	2.7	2.93	2.54	356	309	70
2500	8.6	7.5	4.5	1.93	1.68	235	204	76
3000	14.4	12.5	5.9	2.44	2.12	297	258	84
3500	21.9	19	7.7	2.86	2.49	348	302	84
4000	28.5	24.7	10.8	2.65	2.3	322	280	85
4500	34.6	30	13.6	2.54	2.21	309	268	92
5000	38.8	33.7	16.5	2.36	2.05	286	249	90
5500	41.8	36.3	23.1	1.81	1.58	220	191	94
6000	45.4	39.5	28.7	1.58	1.38	192	167	87

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

Defiance260-chart.jpg

# Specifications

Length Overall	25' 10"
BEAM	8' 6"
Dry Weight	5,500 lbs.
Tested Weight	
Draft	18"

<b>Draft Up</b>	
<b>Draft Down</b>	
<b>Air Draft</b>	
<b>Deadrise/Transom</b>	22 deg.
<b>Max Headroom</b>	open
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	135
<b>Water Capacity</b>	N/A
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	

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	7.7
0 to 20	
Ratio	2.14 : 1
Props	N/A
Load	2 persons, 1/2 fuel, no water, min. gear
Climate	77 deg., 0% humid.; wind: 5-7 knots; seas: calm

## Defiance 260

Small boats with enclosed pilothouses tend to be fairly traditional in appearance, with straight lines and square corners that often look a little, well, clunky. In a refreshing departure from this trend, the new Defiance 260 is an outboard powered pilothouse boat offering more contemporary styling. A bit of downward

sweep of the shear at the bow, a steeply raked stem, and a reverse transom combine to give this boat a speedy look even when it is tied to the dock. Appealing angles on the pilothouse and rounded corners on the truck cabin create a far different appearance than its competitors.

While looks are important, the purpose of a pilothouse on a small boat is to insulate fishermen from Mother Nature's less appealing characteristics on the way to and from the fishing grounds, a role the Defiance 260 serves well. The company combined a true deep-V bottom (22 degrees deadrise at the transom) with a reverse chine, forming what they call a "Stable-Trak" hull. The sharp angle of the V bottom gives the Defiance the ability to cut through rough water, but the hook on the chine lessens a deep-V hull's tendency to roll while trolling or anchored. The reverse chine also helps the boat plane quickly and deflects spray for a dryer ride. While we didn't have a chance to test the boat in rough water, we did notice another benefit of the hull design, an incredible turning ability. The boat leaned into turns more than a cat, but not as much as most monohulls, and made extremely tight high-speed turns.

While many small pilothouse boats are powered by inboard engines, the Defiance 260 takes advantage of performance benefits often associated outboard power. Our test boat, equipped with twin 150 horsepower Honda four-stroke outboards hit a top speed of 45.4 miles-per-hour at 6000 RPM. We planed off in 7.7 seconds and hit 30 miles per hour in 8.4 seconds. While those numbers are impressive, the boat is rated for twin 200 horsepower engines which should make the 260 a rocket ship. If you're happy with 45 miles-per-hour top end, you'll probably appreciate the economy of the Honda 150s. We found our best cruising speed of 21.9 miles-per-hour at 3500 RPM, burning 7.7 gallons per hour or 2.86 miles-per-gallon. Even at 5000 RPM where we were making 38.8 miles-per-hour, we were still getting considerably more than two miles-per-gallon. While we didn't test this boat with twin 200s, we've tested other boats with Honda's 4-strokes and found all of these motors to offer similar economy.

The designers of the 260 weren't satisfied with just good performance and contemporary looks, opting to incorporate some simple yet thoughtful features. For instance, a channel in the side deck catches water flowing down the deck from the bow, diverting it over the side of the boat rather than letting it drain into the cockpit as it would on most boats. This might not matter much while running with everyone protected from spray inside the pilothouse, but will help keep water out of the cockpit while trolling or anchored on a choppy day. Considering this boat is likely to be purchased by fishermen who like to stay dry, this should be a well-appreciated feature.

Inside the pilothouse the captain has good visibility from the helm. In addition to numerous windows, the pilothouse door is entirely made of clear plex, providing an excellent view of the cockpit. The optional 12 volt DC refrigerator sits beneath the captain's seat, and a galley area behind the captain's chair is easy to access from the cockpit. There is a small dinette across the boat on the port side. While the table drops to form a bed, it's really more of a place to sit than sleep, except for children less than 5 feet tall, but the v-berth forward will comfortably sleep two adults, either with the filler cushion installed forming a large double, or without the filler cushion for separate twin bunks. The optional marine toilet sits between the bunks, concealed by the filler cushions when installed.

With opening windshields, sliding side windows, and a large overhead hatch in the V-berth, the Defiance 260 offers plenty of ventilation, and for still days in the summertime, Defiance offers air conditioning and a small generator as an option.

For cooler climates or extending the fishing season it's hard to beat a pilothouse, and economical four-stroke outboard power is both easy to trailer and easy on the wallet. Add in the boat's contemporary lines and the Defiance 260 is a winning combination.

Captain Vince Daniello

Test Captain