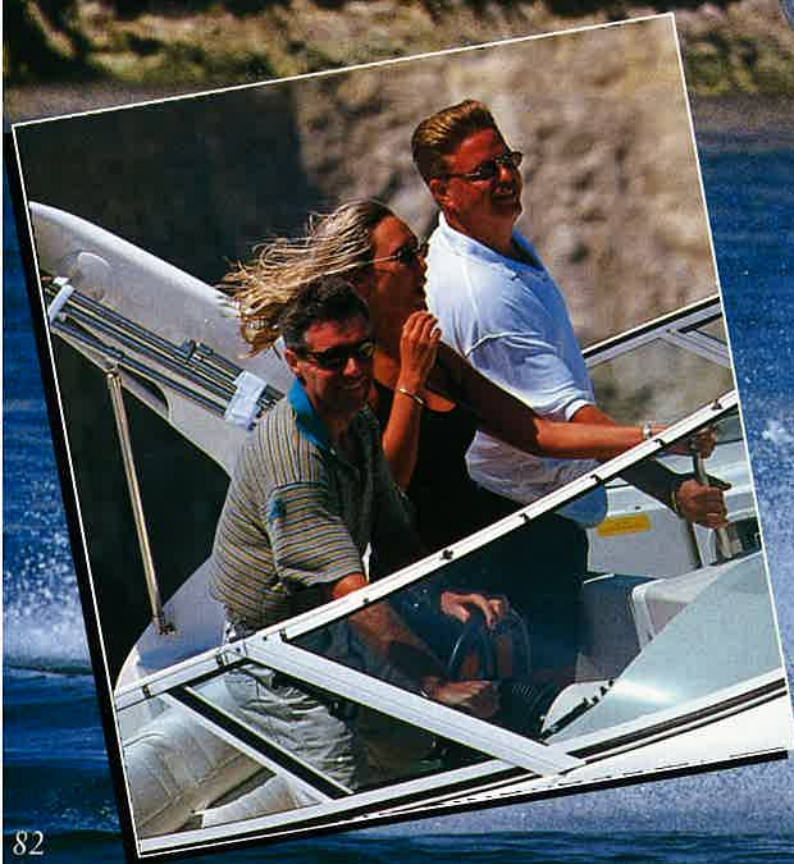


# Boat Report CRUISERS 2870 ROGUE

*A comfortable open-plan cabin and excellent handling should help this American sportscruiser make an impact in the UK.*





Five years ago, calling a 28-footer a sportscruiser would have been stretching the definition. Nowadays boatbuilders make such good use of the space within the hull that this length marks the point where space and facilities move into the comfort zone, and performance levels are not far behind those of smaller sportsboats.

The 2870 Rogue from American builders Cruisers Yachts typifies what is available in an increasingly competitive market, with space found for two curtained-off sleeping areas in addition to a galley and a separate toilet compartment.

Exterior styling is simple and well balanced, with the radar arch a standard feature. The rubbing strake which drops from bow to stern helps to play down the bulk of the freeboard.

Engine options are drawn from the Mercruiser and Volvo Penta ranges, petrol or diesel. Our test boat was fitted with twin 220hp Mercruiser 5.0L petrols, the base twin installation. This should suffice for most owners, giving competent pick-up and top speed.

Unfortunately our radar gun was faulty on the test day, but the manufacturer's performance figures claim a top speed of 37 knots at 4800rpm. Fast cruising at 4500rpm should see 33 knots on the speedometer, and a very relaxed and economical cruising speed of nearly 19 knots can be achieved at 3000rpm.

## Cockpit

Cockpit layout is fairly traditional, with a U-shaped aft dinette and a double helm seat, both to starboard. The after area can be made into one big sunpad, with the aid of infill cushions supported by poles that fit into the table mounts.

There is stowage under the



helm seat, which is accessed by lifting up the back cushions of the aft-facing dinette seats.

There is easy access to the bow, through the screen and onto the non-slip decking, which leads to a bow-roller and a big locker. At the transom, an optional extension to the bathing platform makes it easy to board from alongside, as well as comfortable to use. Fender holders and a shower come as standard.



## Midships berth

The provision of a midships berth is why many buyers choose a craft of this size, and the designers of the 2870 Rogue have clearly taken account of this.

Whereas many such berths can be cramped, and have limited access, this one measures a healthy 6ft 4in (1.95m) by 4ft 4in (1.35m), with open access to the main cabin. Making the berth an integral part of the cabin increases the feeling of space; a curtain provides the privacy when necessary.

There is good headroom, which is often a failing on other

craft, and stowage by way of two large lockers at the foot, plus shelves both here and above the head.



## Forward berth

The forward section of the cabin is occupied by a good-sized angled double berth of 6ft 6in (2.0m) by 4ft 10in (1.5m), with a curtain that can be pulled across to give privacy.

There is stowage for small items above it, on shelving to starboard and right forward, plus a shallow locker underneath. For clothing there is a wardrobe to port, though this is fairly short in length, while bedding can be accommodated in the large locker in the base of the berth.

Light comes via the forward hatch during the daytime and from two spotlights at night, with a mirror forward reflecting this to best effect.



## Galley

The galley, to port just aft of the forward berth, has a stainless steel sink with mixer taps, with a partial infill to augment to the moulded work area's Corian-type finish. There is also a single electric burner, and a fridge underneath. A microwave is now included in the specification, although this had not yet been installed on our test boat.

Alongside the fridge are a large cupboard and drawers, above the galley are double cupboards and recessed under an infill at the back of the sink is a cutlery tray, which adds up to plenty of stowage for a galley of this size.



the midships berth opened up as an integral part of the cabin increases this impression.

The main seating area is a C-shaped dinette to starboard, with the table offset so as not to obstruct access forward and aft. Being in the centre of the cabin, it is a most sociable area. The table drops to turn the settee into a berth, and there are lockers in the seat-base and behind the seat-back, as well as a shelf above.

The electric panel, located in a locker just aft, offers AC/DC power. An open locker alongside the stairs houses the optional CD player.

## Cabin

A slide-back top hatch and door give easy access from the cockpit to the cabin, and afford both privacy and security.

Once you are inside there is plenty of headroom throughout, even at the forward berth. Light-coloured upholstery and materials, and plenty of natural daylight, ensure the whole cabin has a spacious feel, and having



Noise levels we recorded in the cockpit at these throttle settings were a very acceptable 84dB(A), 82dB(A) and 82dB(A) respectively.

Pushing the 2870 through its paces, we managed to get the propellers to ventilate on tighter turns in choppy water, but perhaps only a twin-prop arrangement would have prevented this. The response from the steering wheel was very good, with the driver's input quickly acted out by the hull. The Rogue has a sure attitude in the turn: banking, but not too hard, and coming round smoothly.

It has the feel of a big boat, and there is no mistaking it for a sportsboat, but it is certainly one of the better handling sportscruisers we have come across.

Seakeeping was hard to assess in the conditions, but





cutting back through built-up wash and the wake of another boat produced no dramas. There were no undue rattles or squeaks, besides the aft gate rubbing on the transom.

## Conclusions

The 2870 Rogue should appeal most to those moving up from trailable sportsboats or cuddies. But anyone moving down from larger craft would be made to feel at home by its cabin and cockpit facilities.

It is well thought-out and, whilst not setting any new trends in design, makes maximum use of the space available on board, with a good level of fit-out. Although not pitched at the base level, it still offers fair value in what is a competitive market. □

## Toilet compartment

To port, just aft of the galley, the fully lined toilet compartment has a porcelain loo, and our test boat boasted the optional macerator.

Fit-out is comprehensive, including towel-holders, a toilet-roll holder and a shower curtain fitted to the back of the door. The sink, which is part of the moulding, has mixer taps.

There is plenty of stowage on offer, with cupboards under and above the sink, and narcissistic owners will appreciate the two mirrors. A venetian blind covers the opening porthole, and there is also a venting fan. Three recessed downlighters offer artificial light.

Headroom for showering is good, and the door has a seal so you can splash about contentedly without soaking the cabin.



## Helm

The double helm seat adjusts forward and aft, which, combined with a tilt-adjustable steering wheel, means that most drivers should be able to get comfortable. If you prefer standing, then the seat pushes back far enough and you can tilt the wheel to suit.

Being set fairly low, the driving

position is well protected from the weather. Our only complaint is that there is some glare off the screen.

The dash is how dashes should be, simple but effective. Instruments and switches are laid out in a logical fashion, centered on the engine synchronisation gauge, and a bank of lit rocker switches under the instruments takes care of all the electrical functions. A depth-sounder comes as standard.



## Engineroom

Access to the enginebay is by lifting up panels in the aft cockpit sole, which are supported by two gas struts.

There is plenty of room for access forward of the twin engines, and there should be no problem carrying out daily checks or investigating further when necessary.

The fire-extinguisher and battery charger are mounted on the bulkhead. There are two batteries to starboard and another to port, with masterswitches for each set and duplicated switches on the electrical panel.

The installation is to a good standard, with well clipped wiring and piping.



### BUILD

glass-reinforced plastic

### DIMENSIONS

#### LOA

28ft 6in (8.69m)

#### BEAM

10ft 0in (3.05m)

#### DRAUGHT

2ft 11in (0.89m)  
with drive down;  
1ft 8in (0.51m)  
with drive up

#### AIR DRAUGHT

7ft 7in (2.31m)

#### DISPLACEMENT

8500lb (3850kg)

#### FUEL CAPACITY

91gal (416lt)

#### WATER CAPACITY

25gal (113lt)

### ENGINES

twin 220hp Mercruiser  
5.0L petrols

### PRICE

from £49,056 ex VAT;  
£53,483 as tested

### SUPPLIERS

Anchorage Leisure  
Cobbs Quay, Hamworthy,  
Poole, Dorset BH15 4EL.  
Tel: 0700 2030700.

### BUILDERS

Cruisers Yachts,  
804 Pecor Street, Oconto,  
Wisconsin 54153, USA.  
Tel: (1) 920 834 2211.