



#### **FINE ART**

**Cougar's 27 MTR is a stunner that's built to fly.  
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Every look at a boat on a trailer and get a little breathless, not so much from the anticipation of the ride, but from the sheer beauty of it? That's exactly what happened to our Test Team when the Cougar 27 MTR pulled upon the first morning of our Performance Trials in Placida, Florida. The 27' 3" long, 8' 6" wide catamaran simply looked spectacular and - as we later found - was built with amazing attention to detail, from its seamless mold work to its flow-coated Baltek balsa parquet sole.

The 27 MTR appeared to be built for speed and a pair of Mercury Racing's Pro Max 300X outboard engines on the transom did nothing to dispel that perception. As tested with the twin 300-horsepower outboards and a few other options, the cat cost \$122,550.00. But it looked - pardon the cliché - like a million bucks.

**PERFORMANCE** - If you're anything like us - and we suspect you are - looks only take you so far. A boat that looks great but doesn't perform is a poser and, as such, a bore.

We're happy to report that the 27 MTR was the real thing. Riding on a 15-degree hull with two-step sponsons and a center pod, which also had two steps and remote low water pickups to keep the engines cool regardless of their height on the Bob's Machine hydraulic jack plates. With that setup, the catamaran hit 98.7 mph at 6,500 rpm. Given that the morning air was as thick as it gets on the west coast of Florida in October, and that the temperature was in the mid-80's when we did our speed runs, we're confident that the cat would run 100 mph in cooler, drier conditions.

We doubt, however, that it would have felt any more secure, because the 27 MTR was a rock at speed. Inherently stable, the hull also incorporated two manually adjustable trim tabs.

"This is a 1-- mph boat, no doubt about it," said our lead test driver. "It handles great, goes through wakes and junk without getting upset. And no matter how smooth the water is, no matter what the speed, it never porpoises."

The manufacturer outfitted the 27 MTR's 1.62:1 reduction outboards with Mercury Lightning E.T. 15" x 32" three-blade stainless-steel propellers. Those wheels proved to be a good choice in the acceleration department as well as for top speed. The catamaran came on plane in 3.7 seconds, 30 to 60 mph in 5.6 seconds and 40 to 70 mph in 7.5 seconds.

Although the dual-ram steering system from Marine Machine was hydraulic, it was not "power", meaning that it

took some muscle to pitch the boat into abrupt slalom turns. Not one to shy away from a challenge, our test driver did put the boat through a radical series of S-turns, and the 27 MTR carved through with a touch of inside lean and a mostly flat attitude. In sweeping circle turns at cruising and full speeds, the catamaran carved without deviation or excessive outside lean.



From Left: The dash on Cougar's 27 MTR offered a combination of Gaffrig and Mercury SmartCraft gauges. In the cockpit, the custom builder distinguished itself with the parquet sole. Equipped with a pair of 300-hp Mercury Racing 300X outboards, the 27 MTR had a top speed of 98.7 MPH.

**WORKMANSHIP** - According to a Cougar representative mold tooling for the MTR 27, which was introduced a little more than a year ago, took 10 months to build. Like all other models in the Cougar line, the 27 MTR was built by hand. The boat's hull was fully cored with balsa and its sides were beefed up with fiberglass mat.

Save for the Cougar stickers on the hull sides, all the 27 MTR's graphics were handled in its five-color custom gelcoat, which comes standard. Color lines were crisply delineated in the gel, shine was brilliant to the point of being reflective and the mold work was as smooth you'll find anywhere. In addition to providing real-world protection, an aluminum rubrail with a rubber insert contrasted elegantly against the cat's white, gray, yellow and black color scheme.

Even more impressive was the boat's aforementioned parquet sole. To achieve uncommon luster and depth, the manufacturer ground the balsa sub floor and covered it with another three-eighths-inch layer of balsa. A layer of resin and a skin coat was then applied, followed by more grinding, sanding and flow-coating. The results were dazzling.

A molded fairing with a lip and wind deflectors enhanced the sporty appearance of the catamaran, which boasted an array of hardware including Accon Pop-Up® cleats in black billet aluminum bezels and cat eye-style nav lights.

Cougar mounted the engines on its in-house-manufactured aluminum plates and L-angles, and the previously noted hydraulic transom jacks, which were through-bolted to the boat's transom. A Marine Machine tiebar linked the two engines. Forward of the motors was a rigging compartment with a hinged lid. All hoses for the boat's hydraulics were supported by nylon cushion clamps. Each of the boat's four batteries was in an Eddie Marine box that was through-bolted to the stringers.

**INTERIOR** - Color-matched to the boat's graphics, the cougar 27 MTR's interior layout consisted of two bucket seats and a rear bench. The cat didn't have enough space for an extensive cabin, but that didn't stop the manufacturer from applying fabric to the underside of the deck and creating a dedicated space for a cooler. In a hot-rod cat, that's all you need.

The helm boasted a combination of Gaffrig and Mercury SmartCraft instruments. Left of the steering wheel was a Teleflex lever control for the jack plates. Black Gaffrig shifter and throttles, with engine-trim on the inner handle, were mounted on the gunwale.

**OVERALL** - Sublime construction and superb handling - that's what we found in the 27 MTR. More than an outstanding Canadian boat builder, Cougar is, at least in terms of our test boat, an outstanding builder, period.

**WORTH NOTING** - Build quality doesn't get any better. The 27 MTR boasted pristine graphics, nearly obsessive attention to detail in rigging and an amazingly rich balsa parquet sole.

**Running 98.7 mph on a less-than-ideal day was impressive enough, but the 27 MTR really grabbed our attention with its handling. The cat leaned into turns and maintained a level attitude throughout them. Running at speed, it was solid and predictable.**

#### Hull Information

- Deadrise at transom - 15 degrees
- Centerline - 27'3"
- Beam - 8'6"
- Hull weight - 1,760 pounds

#### Pricing Information

- Base retail - \$105,580.00
- Price as listed - \$122,550.00

#### Engine and Propeller

- Engine - (2) Mercury Racing Pro Max 300X
- Cylinder type - V6
- Cubic-inch displacement/horsepower - 185/300
- Lower-unit gear ratio - 1.62:1
- Propeller - Mercury Lightning E.T. 15" x 32"

#### Standard Equipment

Twin Mercury Racing 2.5 EFI Sport outboards, Marine Machine steering, Bob's Machine lifts with LED gauges, mechanical trim gauge, hull-mounted water pickups, steering column lift and trim switch, engine warning lights, five color custom gelcoat, color-matched interior, marine carpeting, drink holders, acrylic mooring tarp, power trim with remote transom switch, Gaffrig gauges with bezels, Gaffrig controls, flush-mounted bow and transom lights, electric hatch opener, pop-up flush-mounted cleats, flush-mounted billet fuel fills, dual batteries with powder-coated boxes and triple-axle trailer.

#### Options on Test Boat

Upgrade to twin Mercury Racing Pro Max 300X (\$10,320.00), special gelcoat graphics (\$3,402.00), special balsa floor with snap-in carpet (\$1,530.00), depth gauges (\$464.00), front bow pad (\$415.00), swim step with handle (\$408.00), wind deflectors (\$310.00), liquid speedo with tattletale (\$121.00).

#### Acceleration

- 5 seconds - 30 mph
- 10 seconds - 50 mph
- 15 seconds - 65 mph
- 20 seconds - 74 mph

#### Midrange Acceleration

- 30 - 50 mph - 3.7 seconds
- 40 - 60 mph - 5.6 seconds

- 40 - 70 mph - 7.5 seconds

#### **RPM vs. MPH**

- 1000 - 7 mph
- 1500 - 8 mph
- 2000 - 9 mph
- 2500 - 27 mph
- 300 - 40 mph
- 3500 - 50 mph
- 4000 - 57 mph
- 4500 - 66 mph
- 5000 - 72 mph
- 5500 - 82 mph
- 6000 - 91 mph
- 6500 - 97 mph

#### **top Speed at RPM**

- Radar - 98.7 mph at 6,500
- Speedometer - 101.1 mph
- Nordskog Performance Products GPS - 97.5 mph

#### **Planing**

- Time to plane - 3.7 seconds
- Minimum planing speed - 24 mph

#### **Fuel Economy**

- At 35 mph - 1.6 mpg
- At 45 mph - 1.8 mpg
- At 55 mph - 1.9 mpg
- At 65 mph - 1.8 mpg
- At WOT - 1.6 mpg

**Fuel Capacity - 160 gallons**  
**Tests conducted at Placida Florida**