

Mako 264 CC



Tiger Tank

Run it up the gut.

Mako, now a Tracker company, appears to be building boats like the Makos of old: The new 264 CC is a ride-'em-hard and put-'em-away-wet kind of fishboat designed for durability and angling efficiency. Proof can be found in construction touches such as the use of Trevera backing for the stainless-steel cap screws and other fittings; it's a dense composite that grabs onto fasteners like glue. The transom is Coosa Composites high-density foam encased in multiple layers of fiberglass. And Airlite coring is used extensively— $\frac{3}{4}$ " in the decks, $\frac{1}{2}$ " in the hatches.

My prototype test boat was built heavy by about 800 pounds, according to Mako engineers; design weight is 4,500 pounds, but the test boat weighed 5,300. Production models will cut this weight, most of it near the transom, to give some added flotation back there where it's needed with the heavy Verado outboards. The boat ran well despite the extra weight and a full load of fuel, coming on plane in a few seconds with four-bladed Revenge props and topping out at 48.9 mph at 5500 rpm. Note that this was not close to the 6400 rpm redline for the Mercury Verados—a swap to three-bladed props probably would add rpm and speed, though perhaps at the expense of some holeshot. The boat will plane and run on one engine should you ever need it to do so—about 20 mph at 4000 rpm with our test loading and props.

A likely-to-be-copied feature on the 264 CC is the walk-in slot in the front casting deck; this makes it far more secure to get up front and handle the anchor or fight a fish in rolling seas than the standard elevated deck in that area. Like most Mako center consoles, the 264 CC has the rocker switches for all the breakers mounted low under an overhang on the console. This puts them out of the way and protects them from washdown water, but you have to bend over to read the labels and work the switches. The leaning post includes a molded, padded backrest that's comfortable, and the

BOATING

Certified Test Results

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
1000	5.0	5.8	1.6	3.2	3.6	550	633	2	64
1500	6.9	7.9	3.0	2.3	2.6	400	460	4	65
2000	8.0	9.2	5.4	1.5	1.7	258	297	6	69
2500	13.9	16.0	7.8	1.8	2.1	311	358	5	75
3000	19.1	22.0	10.2	1.9	2.2	327	377	3	76
3500	23.9	27.5	15.0	1.6	1.8	278	320	3	78
4000	29.6	34.1	20.4	1.5	1.7	254	292	1	80
4500	34.2	39.4	25.4	1.3	1.6	235	271	1	84
5000	37.1	42.7	35.0	1.1	1.2	185	213	0	88
5500	42.5	48.9	50.0	0.8	1.0	148	171	0	92

Advertised fuel capacity 194 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, full fuel, no water. Sound levels taken at helm, in dB-A.

LOA 26'0"

Beam 9'2"

Draft (max.) 2'6"

Displacement (lbs., approx.) w/o power 5,300

Transom deadrise 21°

Bridge clearance 7'0"

Max. headroom 6'6"

Fuel capacity (gal.) 194

Water capacity (gal.) 9

Price (w/o power) \$36,500

Price (w/test boat power) \$71,980

STANDARD POWER None.

OPTIONAL POWER Twin outboards to 450 hp total.

TEST BOAT POWER Twin 225-hp Mercury Verado four-stroke in-line-6 outboards with 158.5 cid, swinging 14 $\frac{3}{4}$ " x 19" Revenge four-bladed ss props through 1.85:1 reductions.

STANDARD EQUIPMENT (major items) Leaning post w/backrest and stowage; console head w/sink and portable MSD; 50-gal. livewell; freshwater system and transom shower; hydraulic steering; trim tabs; 2 integrated fishboxes w/macerators.



Monthly Payment \$540

(6.70% interest with 15% down on test boat power, tax not included; 15-year loan to qualified buyers estimated by Excel Credit)

High Points Walk-in area at bow is good for handling anchor or big fish. Wide beam makes lots of walkaround space. Inset bowrails look good and provide great protection.

Low Points The windshield doesn't provide much protection and lacks the battleship construction of Mako shields of years past. Our prototype was stern heavy and allowed water to back in through the scuppers whenever two of us walked to the transom. The company, however, claims production models won't have this problem.

Toughest Competitor The Sailfish 2660 CC is 2" longer but 2" narrower and can take up to 500 hp on the transom. That and its 24-degree deadrise will give it an edge in speed and offshore ride. The Mako gets the nod for being more stable when trolling with extra walkaround space in the cockpit. The Sailfish is about \$39,000 without power.

Contact Mako Marine, Dept. B, 2500 E. Kearney, Springfield, MO 65803, 888/434-7487, www.mako-boats.com.

built-in jumbo baitwell and sink aft are standard. A grabrail on the back of the well provides a good spot to stand when you're making one of those long, ride-'em-hard offshore runs. —FRANK SARGEANT