

Scout 242 Abaco

Fairy Tales Do Come True!

SPORTFISHER SHOWCASE – Please Tell Them You Saw It In PCS



stringers actually pass through the transom and terminate in the dual flush-mounted swim steps that straddle the outboard mounting bracket. Called “Scout Strata Mount,” this arrangement ties the stringers to the engine mount to spread out the engine’s natural stresses into the hull, instead of

SPECIFICATIONS

- LOA: 24'2"
- Beam: 8'6"
- Draft: 17"
- Dry Weight: 2,800 (approx)
- Fuel Capacity: 126 gallons
- Engine: Yamaha 225 (583 lbs)
- Base Price: \$60,403 (\$76,642 as equipped)

In the magical world of trailerable boats, you’re usually confronted with two choices – either buy a hardcore fishing machine with raw fiberglass everywhere, or buy a glossy dual-purpose boat that looks great in your driveway, but delivers sub-par fishing performance. It’s a classic case of beauty or the beast.

But those who believe fairy tales can come true should check out the 2006 Scout 242 Abaco walk-around cabin (WAC). This boat is one of the nicest, most well thought-out fishing platforms to come along in a long time. And it looks great too!

Pride and Joy

Although AA Marine General Manager Bob Aronson has been to the Scout factory in South Carolina, you don’t need to make the trip to sense the pride that goes into every facet of this boat’s construction. From the boat’s mini-Hatteras silhouette, to the wrap-around swimstep guard, to the sportscar-like dashboard, this 24-footer really proves that you don’t need to buy a 35-footer to get a beautiful sportfisher.

The 242’s beauty runs more than skin deep. Scout owner Steve Potts has been involved in fiberglass boat building since the late 1960s, and has brought some great innovations to the handcrafted Scout line.

Scout uses a computer to cut all the boats’ fiberglass panels. Since each piece of cloth is identical to the one before it, each Scout that rolls off the assembly line is virtually identical in strength and weight.

The 242s are crafted without wood stringers or transom to alleviate rot problems. The boat’s composite longitudinal

focusing them on the transom.

“The 242 is built in three parts, not just two like most other boats,” Aronson said as we hitched up the 24-footer for a tow to Oceanside Harbor. “Between the hull and the deck, they bond in a separate pan, so that no matter where you look in the boat, you see gel coat, not bare fiberglass.” The bonded inner pan helps stiffen the boat. In addition, Scout hulls are never removed from the mold until the pan and deck are attached. That ensures better bonding and a nicer fit and finish.



Sleeping Beauty

The 242 tested came with a 225-horsepower Yamaha F225 TXRA that’s so quiet it’s hard to tell if it’s running. The big four stroke is a great match for the 2,800 pound (dry) WAC. We set out of the harbor into a typical Oceanside afternoon with a small, mixed swell and about 10 knots of wind out of the west.

With the boat idling in neutral, we shoved the throttle full forward to see how quickly it jumped onto plane. The big 225-hp V-6 woke up fast, pushing the WAC onto a plane in less than two boat lengths. Throughout numerous performance tests during the day, the 225 showed why it’s destined to become a favorite for Pacific Coast anglers.

