Polar 2100 CC



It wasn't exactly a beautiful day when we stepped aboard the 2100 CC for an afternoon of angling and a test of this new boat from Polar. In fact, seas were two to four feet with an occasional roller breaking out of those limits, and we didn't expect many filets from the trip. But we were impressed with the ride.

This Polar model has a 21-degree deadrise hull with an integrated extended transom. The full running surface is just over 20 feet. The extended transom moves the motor about 8 inches from the end of the keel, letting water reform and giving the propeller a better bite.

In heavy seas, we slammed the Polar over the chop and it took it with no structural complaint that we could detect. Extra-wide reverse chines give it excellent lift at the hole shot and, because they extend all the way forward of the console, the boat has better handling when pushing through the waves at a semi-planing speed. What surprised us, though, was how well they turned spray away from us in the high winds of 10 or so knots.

We like the helm station setup, with a broad, clear surface for mounting a GPS plotter, depth finders and radios. Gauges were packaged to the right, and one gauge combined rpm, volts and temp in one unit with the speedo in a second — a setup we found easy to read and monitor in seas.

Perhaps best at the helm was the leaning post that doubles as a tackle station. It has a fold-back step to give driver and passenger an opportunity to sit with feet on the step — or to stand when it's folded back. Rocket launchers on the post kept four rods handy, and a tackle rack held Plano tackle boxes while drawers held tools and gear. A cooler stowed below for drinks and snacks.

The helm sheltered a standard portable head below it. The compartment provides access to the dash too, and added storage. Forward, more storage and fish lockers were housed below deck. And the livewell? It's on the transom where a good livewell should be.







There are more tackle storage and fishing features (left) aboard the Polar 2100 Center Console than on many of the more expensive boats.

Our test boat was loaded up with rod holders. Four below each gunwale stowed unused rods safely. Three fishing rod holders on each gunwale plus shotgun holders on the transom kept plenty of tackle in the water. More rocket launchers on the T-top made 25 holders in all.

Our boat had the offshore upgrade package, which changed the gunwale holders to stainless steel and added the shotgun holders as well. The package also included a stainless-steel dive ladder, a great accent color on the hull and stainless-steel rub rails. It gave a lot of value for the modest upcharge of $1,360.

We looked hard for something to complain about in this hard-core fisher and thought we'd find it when we asked for the price. We were fooled. Our test rig was just $38,995. The manufacturer thinks thrifty boaters would still enjoy the boat with a carbureted Yamaha 150 outboard, leaving an extra 6 grand in the pocket. We like that deal. — *Randy Vance*

NICE TOUCHES

› SOLID T-TOP PROVIDES SHADE AND ROD STORAGE, AND THE BEEFY ANODIZED TUBING ADDS GOOD LOOKS WITH EXTRA HANDHOLDS FOR RUNNING › POWDER-BLUE GELCOAT ON THE FREEBOARD WITH STAINLESS-STEEL RUB RAILS GIVE THIS BOAT AN EXPENSIVE LOOK › YAMAHA HPDI OUTBOARD IS ECONOMICAL, POWERFUL AND QUIET › NONSKID DECKING IS SECURE EVEN WHEN WET › GUNWALE BOLSTERS ARE IDEALLY PLACED TO EASE THE STRESS OF FIGHTING FISH

PERFORMANCE

TEST ENGINE: **YAMAHA 200 HPDI**
TEST PROP: **13.75 X 19 SS**
TEST LOAD: **FUEL (90 GAL.); PEOPLE (550 LB.)**
TOP SPEED: **47.0 MPH @ 5,500 RPM**
TIME TO PLANE: **4.3 SEC.**
TIME TO 30 MPH: **8.0 SEC.**
NOISE AT IDLE: **NOT TESTED**
NOISE AT 30 MPH: **NOT TESTED**
CRUISE STATS: **32 MPH @ 4,100 RPM**

DETAILS

LENGTH OVERALL: **21'4"**
BEAM: **8'6"**
DEADRISE: **21 DEGREES**
DRY WEIGHT: **2,680 LB.**
PASSENGERS/WEIGHT CAPACITY: **8/2,400 LB.**
FUEL CAPACITY: **97 GAL.**
MAX HP: **240**
MSRP (TEST BOAT): **$38,995**

CONTACT

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