

# Double Your Pleasure

Sanpan's 2600 RET throws your worries to the wind with high performance and loaded cruising amenities.



The last thing you want after casting off for some much-needed downtime is a reason to head back. You've got your gear, your refreshments, your crew and ... oh great, you forgot something. Time to turn around.

The docking may be a little tricky today out at a reservoir at the base of North Carolina's King Mountain. The wind isn't your friend. Were you in any other kind of platform, the breeze kicking up off the water wouldn't alert you in the least. But you're piloting a luxury pontoon boat, and pontoon boats have a reputation for yielding to the wind around the dock.

So as you put your hand on the throttle to nurture the boat through the slight turns it's going to take to get back, you say a little prayer to the wind

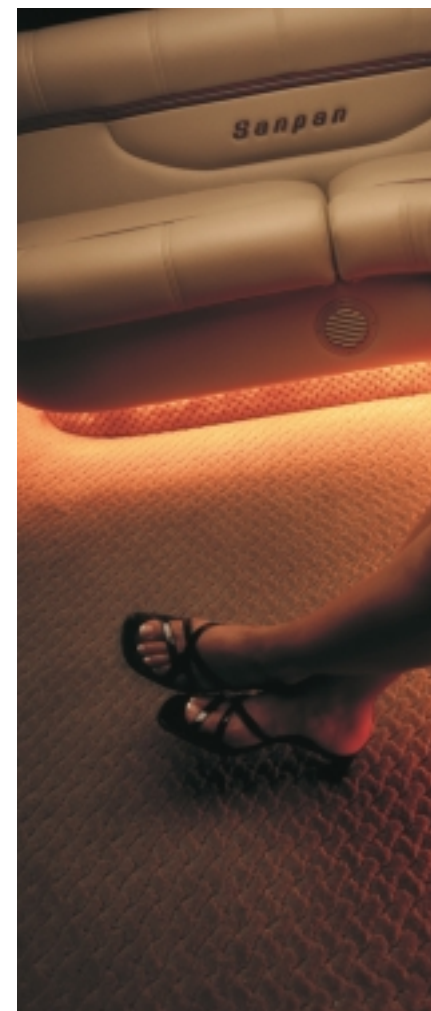
spirits, grip your hand on the steering wheel, turn your head to look behind the boat ... and spot salvation.

Twin 115-hp Yamahas. What you once thought a dicey proposition with your novice docking skills has now turned into a walk in the park, and you confidently put the Sanpan 2600 RET in reverse, line up to the dock with ease, have a crew mate jump off to fetch what you left behind, and then head out fully manned and fully equipped without incident.

Sanpan's target demographic isn't the absent-minded, but the twin engines are meant to be a godsend when it comes to things like docking and watersports: two things that were once thought of as weak spots in a pontoon boat's offering. Not so on the 2600. You find that with the twin

engines, you've got enough kick to make those necessary tight turns and minor adjustments in close quarters on a party barge, and a heck of a lot of acceleration out on the open water.

You know that the Sanpan has twice the horsepower of normal pontoons with the whole twin engine thing, but it's still surprising to feel the kick of the 230 horses behind you. The 2600 is rated for up to 240 hp, but with the twin 115-hp Yamahas, you get more than enough power for the trip. Normally, this kind of beefy horsepower would be a cause for concern. You'd rather not be spending half the time cruising, pointing toward the moon. But the StrataTech chassis, designed by Godfrey Marine engineers and perfected on this model, keeps the platform level on, riding smoothly, with



full keels and extruded brackets. So even with the engine weight, you've still got a level ride, and enough speed to turn your hat backwards, save losing it over the side.

In a little under nine seconds, you've topped 30 mph, and giving the 2600 a few more ticks on the watch to gain additional momentum brings it to a top speed of 44.5 mph. That's pretty fast considering the 2600 RET is designed as a flagship cruising vessel and not one of those mocked-up tri-toon missiles that may or may not be street legal with horsepower ratings. The only minor squabble is that there's a slight vibration coming from the deck you wouldn't hear from a single engine boat.



## the verdict

This boat has the power to pamper. Sanpan's 2600 RET has engine options most pontoons would only dream of, and a plush layout that continues the brand's elegant tradition. Features are endless for watersports, fishing, lounging and entertaining. Only complaint is a slight vibration during high speeds.

### SANPAN 2600 RET

LOA 26'6"  
 Beam 8'6"  
 Weight 3,019 lbs.  
 Fuel 50 gal.  
 Top Speed 44.5 mph  
 (w/twin 115-hp Yamaha TXRDs)  
 0-30 mph 8.9 seconds  
 Decibels @ Idle 61 dB-A  
 Decibels @ 30 mph 84 dB-A  
 Decibels @ WOT 86 dB-A  
 Base Price \$47,740  
 (w/twin 115-hp Yamaha TXRDs)  
 Price As Tested \$48,550  
 (w/twin 115-hp Yamaha TXRDs)  
 Structural Warranty Limited Lifetime  
 NMMA Certified? Yes

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But if that's the only tradeoff for this kind of performance, then take it.

The 2600 RET packs some get up and go, but it's just as concerned about what you do when you get there. It's a combination of power and pamper that make the Sanpan 2600 RET one of the most luxurious and versatile pontoons available. For starters, the upholstery is second-to-none. The Vinyl is double stitched with UV inhibitors, so you don't have to worry as much about the sun turning your beautiful seating arrangements into a worn-out look.


The entire boat is in unison. You don't see a rainbow of color schemes or a dichotomy in seat designs. The 2600 is designed as a complete boat, from seat distribution right on down to the color coordination. The side gates even come upholstered, and a nice touch with those is that you've got some extra mesh storage for easy access to your stowables.

What's more, you can invite quite a party on board. The two chaise lounges in the bow provide the perfect outlet for people who want to stretch or lay out while cruising. The large-cockpit L-lounge is fit for a feast, complete with refreshment table and cupholders.

The captain's deluxe chair is multifaceted. You can swivel, slide, adjust the arms, headrest and tilt the stainless-steel steering wheel for the max in comfort. And the deluxe instrumentation not only looks good, it's loaded up with essentials, and a few nice surprises like an in-dash Lowrance X47 fishfinder.

From the captain's chair you play a little game of "I spy" in your head, making mental notes of all the activities the Sanpan is suited for. Want to try your hand at watersports? The ski tow, rear-entry boarding access and horsepower are ready for running. Want to bring aboard some rods and tackle? The Sanpan 2600 RET comes standard with a fishfinder at the helm, and lots of wiggle room on board to find a good fishing spot without a pedestal mount fishing seat protruding from an otherwise elegant platform. Want to just lay out under the sun and enjoy the warmth? If the three large lounges don't suffice, then the plush stern sunpad is available for sunbathers. And if that's not enough, the 2600 RET has a dock box changing room with a curtain so you can add a dress code for play time and dinner time.

There's little reason to get off the 2600, but should you find a nice cove or beach, a pop-out stereo on the starboard side is accessible while you're playing in the water or in the sand.

But that will have to wait for another day. You check your watch, and unfortunately, find that it's time to head back to dry land. No worries. Instead of fretting about closing out the day with another harrowing dockside experience, you spin the 2600 RET around and turn the Yamahas loose, excited to try out those twin engines again. 

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