

Minor Offshore has a New 28' Cruiser



Minor Offshore 28 Pilot House Family Cruiser

The Minor Offshore brand of Finland-built patrol/cruiser boats has introduced a new 28' model that strikes a good balance between affordability and size — all packaged in a hardy, family-ready cruising boat. Minor Offshore boats could eventually become major players in the small-to-mid-size cruising market. These are tough, seaworthy boats meant to be used and they're built to be economical to operate and maintain.



Minor Offshore 28 Pilot House Family Cruiser. Interior Looking Forward.

The 28 features two cozy, double cabins and an enclosed head compartment. There is a compact galley with a two-burner stove and sink with hot and cold water. There are some nice standard features on this boat, including a bow thruster, which will be helpful to those who aren't proficient yet with a stern drive around the docks. A Raymarine C120W chart plotter is also standard, along with power trim assist, interval wipers, remote-controlled searchlight, auto trim tabs, defroster, stainless steel keel protection, adjustable passenger seat and teak interior.



Minor Offshore 28 Pilothouse Family Cruiser. Interior Seen Through Sunroof.

I really like the sunroof on these boats; mainly for the way they open up the interiors and offer abundant fresh air from a source up and away from any incidental spray. Another thing to note is the kind of utilitarian detail on these boats. The rub rail, for example, is a beefy, thick rubber that runs around the entire boat. These boat builders understand that in the real world, boats bump into things — docks, pilings, other boats — and as pretty as a nice stainless insert is, it's gonna get scratched, and worse, scratch whatever it hits. This kind of practicality seems to be a feature of the Nordic-built boats I've reviewed lately.



Minor Offshore 28 Pilothouse Family Cruiser at the Dock. Note Rub rail Visible at Transom

These are all diesel-powered boats, using Volvo engines. The 28 comes with a D4-260 Duo prop as the standard engine, but can handle up to a D6-370 single, or twin D3-220s. The base engine will still drive the boat to 30 knots and at a 25-knot cruise should still get nearly 3 nmpg. With 83 gallons of fuel aboard, you could cruise for days on a typical trip around coastal waters without having to refuel. As with all stern drives, you need to learn how to use thrust from the Duo prop to help you in a turn; the drive unit itself being something of an undersized stand-alone rudder. The standard bow thruster will serve as a set of suspenders while you learn how to use your belt.



The **Sarin family**, has been building boats for three generations now in the Ostrobothnia region of Finland. The Minor Offshore line is considered an all-season line by its builder. I suppose with short summers and long, dark seasons, that would be a necessity. I didn't look the word up in a Finnish dictionary to be sure, but the company claims the "Minor" name of the line comes from the family's humility. They are clearly NOT minor boats, and are certified to the CE offshore B standard, which is just plain nasty weather — a sea state of waves up to 4 meters and wind of 40 knots.

I like the idea of a steel-reinforced keel; it would likely come in handy in my rocky-bottom home waters of Long Island Sound.

We'll be testing the Minor Offshore line as soon as the weather warms up enough here in New England to splash the boats.

Minor Offshore 28 *Specifications*

Length over all	27.1 ft	Engine rec. (single)	225-370 hp
Hull length	25.2 ft	Engine rec. (twin)	340-440 hp
Beam	9.4 ft	Top speed range	30-42 kn
Draft	3.1 ft	Fuel consumption (25 knots)	0.27 gal/nm (est.)
Displacement	3.52 tons	Maximum cruising range/time	305 nm/12.2h
Overall height	12.9 ft	Maximum load	2204 lbs
Height above WL	9.8 ft	Ce category	B-Offshore
No. of cabin seats	6		
Berths	4		
Fuel tank	83.15 gal		
Water tank	26.4 gal		
Septic tank	10.5 gal		
Battery	2×100 Ah		