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2012  
REVIEW

# Stingray 225 LR

*By Craig Ritchie*





**Founded in 1979**, Stingray Boats has built a name for itself as a builder of performance-oriented powerboats, with an emphasis on family-friendly bowriders and pocket cruisers ranging from 18 to 25 feet. Based in Hartsville, South Carolina, the company now builds more than 20 different models at its technologically advanced, robotic-driven plant. Stingray's use of bleeding-edge, 3D computerized design technology has allowed it to truly fine-tune its approach to building boats – to the point of reducing accuracy tolerances from 1/16-inch to a microscopic 1/1,000-inch. Perhaps nowhere is this high-tech approach more apparent than in Stingray's 225 LR bowrider, which uses the company's "next generation" Z-plane hull.

The CAD-designed Z-plane hull is unique in a lot of ways, starting with the fact it lacks

strokes. Instead, horizontal planning surfaces called Z-planes, which extend all the way back to the swim platform, take their place. The result is a dip-free hull shape that passes through the water without creating any bubbles or vortices. This allows the boat to get out of the hole and on plane faster, while also enhancing top-end speed. With an overall length just an inch short of 23 feet and a beam of eight feet, four inches, the 225 LR has a delightfully deep and wide cockpit that's packed with amenities.

The expansive rear bench extends forward along both the port and starboard sides to form a U-shaped seating configuration around the cockpit rear. With a pair of pedestal-mounted swivel buckets for the pilots, this arrangement provides a lot of flexibility while maximizing both seating and storage capacity.

Passengers will appreciate fully integrated grab handles, stereo speakers, and at least eight stainless cupholders, each large enough to fit a big Slurpee with ease. The swivel sport buckets for the driver and navigator each feature integrated armrests and pop-up bolster cushions. The passenger glove box, neatly integrated into the elegantly sculpted console, provides a secure storage spot for sunglasses and other valuables, while a second panel conceals an AM/FM satellite radio with MP3 input.

A matching helm console is neatly and efficiently laid out, highlighted by a row of five white-backed Faria gauges on a burled wood-grain panel with the beefy tilt wheel, stereo controls and a row of rocker switches beneath. Both the driver's and passenger consoles include under-helm storage, accessed through wide doors on either side of the bow pass-thru.



- 1) The passenger glove box offers secure storage for sunglasses and other small items.
- 2) Above it, a flip-down panel conceals the standard AM/FM satellite radio with MP3 input.
- 3) Standard instrumentation includes trim, a 65 mph speedometer, fuel, engine temperature, oil pressure, volts and a tachometer. A Ritchie compass mounts neatly to centre.



That the 225 LR was designed with families in mind is further evidenced by Stingray's wise use of a non-skid fibreglass sole with an (optional) snap-in carpet throughout the cockpit area. The kids and dogs can track in all the sand they want, since this arrangement makes cleanups a breeze.

A low profile, walk-thru windshield does a splendid job of protecting occupants from the breeze, as well as providing an anchor point for the new standup Bimini top included as part of Stingray's Bowrider Convenience Package.

A pair of gracefully curved seats offer a snug place to hang out in the bow. Once again, the 225 LR's deceptively deep cockpit becomes evident as the upholstered gunnels provide a sense of security here. Thoughtfully placed grab handles, stereo speakers, beverage holders and a built-in 25-quart cooler with overboard drain provide additional convenience for passengers riding up front. An anchor locker with stainless steel hinges and latch completes the bow area.

Stingray's 225 LR is available with a range of MerCruiser and Volvo Penta engine choices. Our review boat came with a 320 horsepower, 5.7L Volvo Penta GXI-C DuoProp, which represents the maximum power for this model.

The Z-plane hull is all about performance, so what better way to start a sea trial than by burying the throttle? Put the hammer down and the 3,364-pound Stingray seems to pop

up on plane almost instantaneously, taking less than three seconds to roar from dead stop to fully on plane. The hull's efficiency really is impressive, because time to plane doesn't seem to change much regardless of how the prop is trimmed. It just gets up and goes, exactly as you want.

Taking time to get the feel of the boat through a series of slaloms and s-curves, the 225 LR quickly inspires confidence through its predictable, confident handling. Visibility from the bolster seat is excellent; standard power steering, and the beefy feel of the Italian, stainless steel wheel contribute to an enjoyable driving experience.

While the Stingray 225 LR will cruise along nicely at around 3,000 rpm, offering optimal fuel economy and a comfortable speed in the 30 mph range, you'll want to open the throttle wide to really appreciate what this boat is all about. With the big Volvo turning 5,000 rpm, a quick glance down shows you're rapidly running out of speedometer. Top speed, running in more or less flat water, was a hair over 60 mph – it certainly felt like more.

Building great boats has always been a mix of art and science. With its innovative use of cutting-edge computer design and robotics, Stingray has managed to neatly mesh the two in an all-new way, and its 225 LR is living proof. If you measure fun by the size of a smile, then you'll love this family-friendly bowrider. ☑

## STINGRAY 225 LR

LOA:	22' 11"
Beam:	8' 4"
Dry weight:	3,364 lbs
Fuel capacity:	216L / 57 US gal
Draft (drives up/down):	18"/33"
Deadrise:	20 degrees
Passenger capacity:	10
Power (max):	320 hp
Power (as reviewed):	Volvo Penta 5.7L GXI-C DuoProp, 320 hp
Price (base):	\$36,627
Price (as reviewed):	\$46,608

*Quoted setup may not be exactly as depicted in photos. Prices are subject to currency fluctuations and do not include freight, PDI or additional optional equipment.*

### REVIEW BOAT PROVIDED BY

Stingray Boats 625 Railroad Ave.  
Hartsville, SC  
29551  
(843) 383-4507  
stingrayboats.com