



Stingray 182SC

STEPPING OFF THE DOCK AND ONTO THE bow step of the 182SC was as easy as stepping into a neighborhood diner. The next step down hid a compartment that could be a cooler or dry storage. I'm a big guy, yet this easily trailered boat stood firm while I slouched into the helm seat.

One guy at the helm and 12 gallons in the fuel tank wasn't a workaday load for the 90 hp Yamaha outboard, but it did let the 182SC step out, up and into the sunshine at a high rate of speed — 41 mph. The acceleration proved satisfying and efficient, making as many as 6 mpg. I was more impressed by the 3-second time to plane and 8 seconds to get to 30 mph.

The 182SC borrows a bit from the past, when horsepower came in heavier packages. It's narrow for its length, which reduces drag, makes it less tender as crew step from side to side, and planes quickly, as our numbers reflected.

The swim platform is divided due to the outboard, but we were impressed with its size and access via the step-over transom cutaway.

But what would happen with a full crew? I headed back to the dock and recruited four fellow boating journalists. With five adults on board, the 182SC planed in 3.8 seconds. Our top speed was 37.5 mph — an almost astonishing feat with just 90 ponies. You can power it with up to 115 hp while still keeping the price point in a comfortable spot, but for the average family, we liked the economy of the 90.

The popularity of outboard deck boats arises from the demise of the 3.0-liter GM block that generated 130 hp in MerCruiser and Volvo Penta sterndrives. But the outboard offers advantages you can't get from a sterndrive too. An outboard still needs to be winterized if you lay it up for long periods of time, but if you use it in cold weather, it

will drain straight out without having to open petcocks in the bilge. Outboards are lighter per horsepower as well, and that's like adding horsepower that doesn't burn fuel.

Price and speed are a big part of the boating equation, but so is the comfort and pleasure of the crew. Everybody in our test group had a cozy seat, either at the bow, abeam or astern. The load wasn't entirely balanced, yet the boat stayed comfortably level. The view forward from the helm was good and safe, and while we were seated amidships, the skipper was always in the conversation.

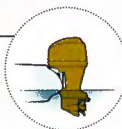
For most people there is no perfect boat, only perfect compromises, but in a day when gas is precious, tow vehicles are smaller, and you need to save a buck storing the boat in the garage, Al Fink was right — the 182SC is the best boat he's made in years. — *Randy Vance*

MORE ONLINE

To see a photo gallery of the Stingray 182SC, visit boatingmag.com/2937.

AVAILABLE POWER:

OUTBOARD



High Points

- ▶ Narrow beam is speedy, stable and maneuverable, allowing for quick hole shots for water skiers and easy downed-skier recovery.
- ▶ Outboard power is easy to maintain and extremely resistant to saltwater corrosion.
- ▶ Stain-resistant upholstery is easy to clean and tough enough to resist punctures.

Low Points

- ▶ Acrylic windscreens is sporty but offers no protection in inclement weather.
- ▶ Outboard power on the transom divides the swim platform, reducing its utility when compared to sterndrive power.

Toughest Competitor

- ▶ Most deck boats use sterndrives, but Bayliner's 190 deck boat (\$21,799 with a 115 Mercury) is an outboard-powered option. It sports a lower base price, but as options are added, the gap narrows. For instance, Stingray's custom trailer is \$2,000, and Bayliner's is nearly \$4,000.

▶LOA: 19'1" ▶Beam: 7'6" ▶Draft: 1'1" ▶Displacement: 2,000 lb. (dry with power)
▶Transom Deadrise: 19 degrees ▶Bridge Clearance: 3'3" ▶Max Headroom: N/A ▶Fuel Capacity: 21 gal. ▶Max Horsepower: 115 ▶Available Power: Single outboards from Evinrude, Honda, Mercury, Suzuki and Yamaha

Price: \$31,404 (as tested with trailer)

▼ BOATING Certified Test Results

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	sound level
1000	3.91	4.50	0.40	9.78	11.25	185	213	1	67
1500	5.21	6.00	0.70	7.45	8.57	141	162	2	70
2000	6.17	7.10	1.10	5.61	6.45	106	122	4	72
2500	7.82	9.00	2.00	3.91	4.50	74	85	6	81
3000	15.90	18.30	2.80	5.68	6.54	107	124	4	83
3500	19.12	22.00	3.20	5.97	6.88	113	130	3	82
4000	23.11	26.60	4.00	5.78	6.65	109	126	2	81
4500	25.72	29.60	5.00	5.14	5.92	97	112	2	83
5000	28.59	32.90	6.00	4.76	5.48	90	104	1	85
5500	32.67	37.60	7.50	4.36	5.01	82	95	1	90
6000	34.85	40.10	9.30	3.75	4.31	71	81	1	88

MOST ECONOMICAL CRUISING SPEED

HOW WE TESTED

ENGINE: Yamaha 90 hp DRIVE/PROP: 16" Talon 3-blade aluminum GEAR RATIO: 2.27:1
FUEL LOAD: 12 gal. CREW WEIGHT: 240 lb.

Stingray Boats Hartsville, South Carolina; 843-383-4507; stingrayboats.com