

# STINGRAY 204LR




## SPECIFICATIONS

**LOA** 20 ft., 5 in.  
**BEAM** 8 ft., 3 in.  
**DEADRISE** 19 degrees  
**CAPACITY** 9 people/1,715 lbs.  
**DRY WEIGHT** 2,076 lbs.  
**FUEL CAPACITY** 35 gals.  
**MAXIMUM HP** 150

## TEST STATS

	MPH	RPM	DBA
<b>PEAK</b>	44.3	6000	93
<b>CRUISE</b>	28.4	4000	82
<b>TIME TO PLANE</b>			3.3 secs.
<b>0-30 MPH</b>			9.9 secs.

## PRICE WITH TEST POWER

Yamaha F115 \$33,785

**F**or the first time since the late 1990s, you'll be seeing new Stingray boats streaking across the water being powered by outboard engines. Motivated by the higher cost of stern-drive engines that must be equipped with catalytic converters and the fact that today's outboards are greener and more reliable than ever, Stingray revisited the outboard concept. And one of the first boats implemented with the change is the 20-foot, 5-inch 204LR bowrider, which is based on the popular 208LR, introduced last year.

Our test model is modestly powered with a Yamaha F115, and we were concerned it might be a bit underpowered, since most boats in this class are equipped with 150s or better. But the proven technology of the Z-plane hull allowed it to run well with less power. On plane in 3.3 seconds with minimal bowrise, the boat reached 30 mph in 9.9 seconds. Top speed was 44.3 mph, which is 6 to 9 mph faster than comparable boats. It handled very well, whether at top speed or loafing along at 20.5 mph — where Yamaha recorded it getting better than 6 mpg.

Steering was easy enough that I

assumed the boat had hydraulic steering — something we recommend on boats with 90 hp and up — but I was shocked to see that it was cable steering. Credit the Uflex Zero Torque cable steering system for the case of mistaken identity. Hard corners were performed with ease, with the 204LR carving well and exhibiting no hopping.

The Yamaha is integrated nicely into the transom, with twin oversized swim platformettes on either side; the one to starboard holds the recessed boarding ladder. Walking in past the starboard-side walk-through puts you into the roomy cockpit, which features a stern L-shaped lounge along with twin extra-wide bucket seats for the crew. A huge storage area resides under the sunpad for all the stuff you might pack. The tall windshield provided excellent protection during our chilly South Carolina morning run, and during warmer weather, the side vents would be very useful. The bow section features a wide walk-through with a nonskid surface that covers the combination anchor locker/bow boarding ladder, and the step-down into the bow section flips up to reveal a large insulated, drainable cooler. — AJ



Steve Banta photos

**3 FAVORITE STANDARDS:** MB Quart 4-speaker MP3 stereo, Bimini top, Italian tilt steering wheel

**3 FAVORITE OPTIONS:** Snap-in carpeting, two-tone color stripe, stainless steel hardware package

To see video of our boat test, go to [BoatingWorld.com](http://BoatingWorld.com) and click on Videos.

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