



BOSTON WHALER 240 Vantage

I hop aboard a boat, and the first thing I do is open the hatches and check the neatness of the rigging, the hull-to-deck joint, the robustness of the fittings and ease of service. Upon completion of my bilge crawl aboard the unsinkable Boston Whaler 240 Vantage, I knew it was

a table. An enclosed head resides in the port console.

Our test boat sported the fiberglass hardtop (\$13,931). You can also choose the watersports tower (\$6,819) or the sun top with boot (\$1,824). The hardtop is a beautiful piece that provides shade, rocket-launcher rod

livewell, macerated fish box, toe rails, and lockable stowage for seven rods, all part of the fishing package (\$2,845), will please anglers. The test boat featured a 12-inch Raymarine Axiom multifunction display with all the top navigation and fishing accoutrements, plus a high-end audio system. The air compressor (\$335) makes inflating and deflating towables easy. The anchor windlass (\$4,097) installed aboard our tester lived neatly under a hatch with the bow boarding ladder.

Need a top boat aboard which to do it all? Sea-trial the 240 Vantage. —Kevin Falvey

To see an online photo gallery of the Boston Whaler 240 Vantage, visit boatingmag.com/3231.

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a high-quality boat capable of safely carrying a family across rough, open waters.

Topside, I was delighted to find amenities crafted with precision. The port-side lounge epitomizes this Whaler's luxuriousness and convenience. Doublewide, it offers five seating configurations: back-to-back, leaning post, lounging aft, lounging forward and fully reclined. Inside, it hides a cooler. There's also a foldaway aft lounge. In the wide, flaring bow, wraparound seating for six is complemented by

holders and a place to mount antennas. It proved rattle-free during my sea trial.

Whaler supplied the boat to us with a white Mercury 350 L6 DTS (digital throttle and shift), a \$9,597 upgrade from the base Mercury 250 V-8. This engine ran quietly, never exceeding 90 dB(A), and propelled the 240 Vantage adroitly through sharp turns. Top speed: 49.1 mph.

The large, self-bailing cockpit enhances safety and makes rinsing off slime from fishing or spilled wine a snap. The illuminated

High Points

- Unsinkable, foam-filled construction enhances safety, plus quiets the ride.
- Nifty 5-gallon bucket holder inside the console serves double duty as a trash receptacle.
- Flexible seating serves crowds, whether entertaining, fishing or enjoying watersports.

Low Points

- No vent in the head.

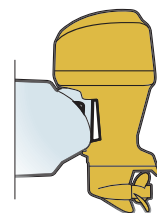
Toughest Competitor

- Check out Pursuit Boats' entry in this size of dual-console boat, the DC235. (MSRP is \$111,125 with a Digital F250 Yamaha.) The DC235 is rated for up to 300 hp and carries 21 degrees of deadrise at the transom of its deep-V hull.

• LOA: 24'2" • BEAM: 8'6" • DRAFT (MAX): 1'6"
• DISPLACEMENT (APPROX.): 4,360 lb. • TRANSOM DEADRISE: 20 degrees • BRIDGE CLEARANCE: 8'4" (with hardtop) • MAX CABIN HEADROOM: 4'0"
• FUEL CAPACITY: 111 gal. • MAX HORSEPOWER: 400
• AVAILABLE POWER: Single Mercury outboards to 400 hp

Price: \$124,394
(with Mercury 250 V-8 DTS)

AVAILABLE POWER:
OUTBOARD



HOW WE TESTED

ENGINE: Mercury Marine 350 Verado L6 DTS DRIVE/
PROP: Outboard/14 1/2" x 17" Enertia 3-blade stainless steel GEAR RATIO: 1.75:1 FUEL LOAD: 94 gal.
WATER ON BOARD: 18 gal. CREW WEIGHT: 400 lb.

BOSTON WHALER

Edgewater, Florida; bostonwhaler.com



BOATING
CERTIFIED
TEST
RESULTS

SPEED				EFFICIENCY				OPERATION	
rpm	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	angle	sound level
1000	4.1	4.8	1.2	3.4	4.0	343.6	395.4	0	65
1500	5.6	6.4	1.8	3.1	3.6	308.7	355.2	1	69
2000	6.6	7.6	2.9	2.3	2.6	227.5	261.8	4	72
2500	7.1	8.2	4.8	1.5	1.7	148.3	170.7	5	73
3000	8.7	10.0	7.5	1.2	1.3	115.7	133.2	7	80
3500	17.2	19.8	9.2	1.9	2.2	186.8	215.0	6	84
4000	24.0	27.6	10.4	2.3	2.7	230.4	265.1	5	85
4500	28.0	32.2	14.6	1.9	2.2	191.5	220.3	5	87
5000	32.2	37.0	19.2	1.7	1.9	167.3	192.5	4	88
5500	37.6	43.3	25.3	1.5	1.7	148.6	171.0	3	89
6000	40.2	46.3	29.9	1.3	1.5	134.0	154.5	3	90
6230	42.6	49.1	31.1	1.3	1.5	139.2	160.1	3	90

MOST ECONOMICAL CRUISING SPEED