Sea Ray 210 Sundeck

Simply fun
It will make your day.

Everybody has to start somewhere, which is why Sea Ray engineered the 210 Sundeck with the entry-level boater in mind. It has deckboat-style space and amenities packed into a trailerable and fairly affordable 22' package.

Bowriders are the staple of the entry-level market. But the 210 Sundeck is more like a bowrider/deckboat hybrid. It’s narrower than most deckboats, with an 8'4" beam, has a steeper deadrise at 21 degrees, and boasts a sharper forefoot. Clues to its deckboat lineage can be found in its roomier bow cockpit and beach platform. The bow cockpit also has deep seating to keep everyone secure, with arm rests and recessed grabhandles.

The best lounge seating for when the 210 Sundeck is beached or on the hook is atop the engine compartment. With an aft-facing bench along the transom. The port section of the bench lifts up to reveal a stowage locker big enough to slide in a pair of skis. Removing the bimini adds 8 cubic feet of additional storage.

Grabhandles in the bow cockpit are recessed into the recess. The head has no ventilation, and the door opens on a smaller boat.

The 210 Sundeck will have no problem pulling riders with the 300-hp MerCruiser 350 MAG engine featured in our test boat. The boat jumps on plane between 2500 rpm and 3000 rpm, hitting 25 mph as it settles in. We topped out at just over 48 mph, and because it has a slightly narrower beam with a deeper V, it handled a light chop more capably than expected for its size.

Sea Ray is bringing the keyless, pushbutton dash into its entire product line, including such smaller entries as the 210 Sundeck. The helm also features standard Mercury SmartCraft gauges that let you scroll through engine functions with the push of a button and give you precise digital readings on your rpm and fuel burn.

Sea Ray should have used stronger hinges for the head door than the canvas straps found on our test boat. Also that compartment needs some sort of ventilation. But having a place to relieve yourself or change into your bathing suit is a big plus to have on a smaller boat. —Pete McDonald

Boating

Certified Test Results

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Certified Test Results

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<tr>
<th>Price (w/test power)</th>
<th>Price (w/standard power)</th>
<th>Fuel capacity (gal.)</th>
<th>Max. cabin headroom</th>
<th>Bridge clearance</th>
<th>Displacement (lbs., approx.)</th>
<th>Beam</th>
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Standard Power

Single 260-hp MerCruiser MPI 5.0 Alpha gasoline stern drive.

Optional Power

Single MerCruiser gasoline stern drive to 300 hp.

Monthly Payment $45B

(6.75% interest with 10% down on test boat power, tax not included; 15-year loan to qualified buyers estimated by Excel Credit)

High Points

Grab handles in the bow cockpit are recessed into gunwale pockets and an integral part of the component unit, not just bolted on. Cool transom stowage compartment to port great for sliding in skis. Removable cooler held in place with a metal brace rather than a bungee cord or chocks. Adding the optional towing arch will enhance the boat’s ability for board duty.

Low Points

The head drain sits mid-room and collects water in the recess. The head has no ventilation, and the door opens on three canvas straps. Beach boarding ladder, standard on most decks, is an option here.

Toughest Competitor

The Monterey 220 EX ($49,400 with a 300-hp MerCruiser 350 MAG Bravo One gasoline stern drive) has a more traditional deckboat makeup, with a full 8’6” beam carried forward into the bow cockpit, a flatter running surface with 18 degrees of transom deadrise, and a larger, more versatile bow cockpit.

Contact