

# Caravelle 237 LS Bowrider



Quick, roomy and  
a whole lot of fun.  
by Tom Thompson

**C**aravelle's 237 LS Bowrider is one of those boats that make a carefree day on the water even better. It's a wind-in-your-hair, chase-the-horizon, go-where-you-wanna-go kind of runabout. In other words, it's a lot of fun. Plenty of flat water and clear skies on test day really gave me a chance to open 'er up and have a blast.



The test boat had a Volvo Penta 5.7Gi engine rated at 280 hp. Although it's not the biggest block the 237 LS can handle, it had plenty of energy. It was quick off the line, with acceleration you could feel in the seat of your pants, and reached a top speed of 55 mph. The 237 LS uses Caravelle's XPV hull. With a 20-degree deadrise, the hull gives a very stable and comfortable ride yet doesn't sacrifice performance. Turns are well-mannered, even when the radius is only a couple of boat lengths.

The 8-foot, 6-inch beam provides ample space for cockpit amenities, not to mention leg and elbow room. The boat has a full fiberglass liner—no wood is used in the construction. The captain and copilot ride in comfort on spring-suspension bucket seats with flip-up bolsters, and the helm features full engine instrumentation, a digital depthsounder, a tilt steering wheel and a 12-volt receptacle. A waterproof Kenwood CD player with AM/FM radio comes standard.

An L-shaped bench seat runs along the forward edge of the engine compartment and up the port side. An unusual companion seat on the starboard side, aft of the helm seat, has a wraparound backrest that lets you face sideways or backwards. Immediately behind the bucket seats are small consoles, each with two stainless steel cup holders and a hefty and convenient grabrail. The starboard console also has a sink, while the port one has an opening for a trash receptacle.

The cockpit has lots of storage space—

under the bench and jump seats, a glovebox on the port side and drop-in compartments beside each bucket seat. The ski locker in the cockpit sole is lined with mesh to keep items dry and to prevent them from sliding around.

The bow has bench seating all around, and two removable cushions create a sunpad in the center. A grabrail runs the length of the bow area, and there are two stainless steel cup holders on either side. The high backrests at the base of the windshield were comfortable when I stretched my legs out along the bench. There's storage under all the seat cushions up front. The 237 LS has a sideways-facing ladder at the bow to make getting on and off a little easier. When not in use, the three-step ladder can be hidden under a hatch, which also provides access to the anchor locker.

The engine compartment hatch cover doubles as a sunpad and extends nearly all the way across the back of the boat except for a walkway to the swim platform. That walkway is something not often seen on a boat this size. A hatch in the walkway deck opens to reveal storage space for a cooler. The integrated swim platform on the 237 LS is more than a protrusion on the stern—it provides plenty of room to move around while getting in and out of the water. There's another covered, three-step boarding ladder here, along with a convenient storage compartment on the port side. The engine compartment is roomy, with all fluid checkpoints in easy

reach. A bulkhead runs along the port side of the engine block to create a large storage compartment in the aft corner of the hull.

And if those features aren't enough, consider this: There is absolutely no wood used in the construction of the Caravelle 237 LS. Couple that with a lifetime hull warranty and you should have many seasons of truly care-free days on the water. So go let the wind blow through your hair. ↓

## Specs

LOA .....	23'5"
Beam .....	8'6"
Draft .....	3'
Weight .....	4,000 lbs.
Fuel capacity .....	53 gals.
Base power .....	Volvo Penta 5.0 GXi (270 hp)
Base price .....	\$36,607
Power as tested .....	Volvo Penta 5.7Gi (280 hp)
Price as tested .....	\$37,964



229-924-1185  
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