

Crownline 255 CCR

A cuddy cabin with a berth below.

by Tom Thompson

On many cuddy cabin boats, the cabin is an afterthought. The focus is on providing maximum space in the cockpit, which is fine if all you're going to do below is stow gear. But what if you want to use that space for something else—such as overnighting? For the 255 CCR, Crownline's designers decided the cabin needed to be more than just a closet.





Equal emphasis on space both above- and belowdeck means this trailerable 26-footer can give you more than just a great day on the water. The comfortable and spacious V-berth lets you get a good night's sleep, too. And during the day, the berth converts to a dinette. A cherrywood cabinet in the aft port corner serves as a galley, and even with a 12-volt refrigerator in its base and a sink in the countertop, there's still space for an optional microwave oven. Because the fridge is just inside the cabin door, it's easy to grab a cold drink from the cockpit—Crownline even made sure the door swings open the right way. And yes, Virginia, there is a pressurized-water system—it comes standard.

In the cabin's fully enclosed head compartment, standard features include a sink with a retractable showerhead and a ventilator fan. The toilet has a deck pumpout fitting, and the buyer can upgrade to a VacuFlush system. For the cabin, you have a choice of designer fabrics with matching throw pillows and coordinated vinyl upholstery and carpeting. Seats that open and a hanging locker provide storage.

On deck, a bench seat at the aft of the cockpit makes for comfortable lounging, and a pair of bucket seats directly behind the windshield swivel to face an optional table that sets up in the middle of the cockpit sole. For additional seating, removable cushions and backrests fit into the forward part of the walkways to the swim platform. The headrests on the aft bench seat fold down for the two-person sunpad on the engine compartment cover, and a convenient grabrail along the aft edge of the sunpad lets you steady yourself when using the swim platform—a standard feature on the 255 CCR.

Access to the engine compartment, with its electronically operated hatch, is from the cockpit. The entire rear deck area rises, including the walkways, so you have lots of room to get at everything on and around the engine. There's also space for storage. I was impressed by how neatly the wiring was loomed. One more key point here—an automatic fire-suppression system comes standard.

Both bucket seats on the 255 CCR have flip-up bolsters, and the up position gives you a comfortable ride, as I noticed when we drove the boat through chop. Crownline also did a good job of designing and positioning the windshield.



When you're running with the seat bolsters up, very little breeze hits you in the face—the height and long slope of the windshield deflects the wind over your head. When the seat bolster is in the typical position, sightlines are excellent. Even if you're over 6 feet tall, as I am, you'll be looking through glass, not at the windshield rail.

For the 255 CCR, Crownline offers a range of MerCruiser and Volvo Penta power options from 260 to 425 hp. Our test boat had a Volvo Penta 5.7 GXi Duoprop engine rated at 320 hp. It was quick off the line and had excellent throttle response. The boat got on plane in about 3 seconds with no bow rise when half-tabs were applied. By the way, Lenco electric trim tabs are another standard feature. When I did a tight turn at about 30 mph, the hull bit into the water and didn't slide sideways at all. According to Volvo Penta's factory test numbers, the 255 CCR with a 5.7 GXi engine will deliver a thrifty 2.8 mpg while cruising at 30 mph and will hit a top speed of 45.6 mph. ⚓

The roomier sibling

If maximizing cockpit space is your priority, consider Crownline's new 260 LS—the bowrider version of the 255 CCR. The two models are essentially the same in specifications and features, but the 260 LS has 2 additional feet of cockpit space front to back plus a pair of super-comfortable lounge seats in the bow. A head compartment with a porcelain toilet and a sink with a handheld shower are located in the port console. Base price with a 5.7L MerCruiser engine and Bravo III drives is \$62,567.



Specs

LOA	26'6"
Beam	8'6"
Draft	3'3"
Weight.....	6,000 to 6,200 lbs.
Fuel capacity.....	62 gals.
Sleeps	2
Base power.....	MerCruiser 5.0 L MPI Bravo III
Base price	\$66,717
Power as tested.....	Volvo Penta 5.7 GXi Duoprop (320 hp)
Price as tested	\$73,175



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