

Four Winns H220SS (2008-)

Brief Summary

The H220 offers big boat performance. Four Winns has incorporated high comfort, modern style, and practical features throughout the design of this boat.

Price

Base Price \$48985.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Docking Lights
- Graphics package
- Meets or exceeds applicable USCG regulations
- NMMA certification
- Stable-Vee® hull
- Integrated Swim platform
- Windshield with walk-thru
- Trailer Color-matched to gelcoat
- SIRIUS satellite stereo system with 6-month subscription
- Stereo, Sony® AM/FM/CD player
- Cooler, removable, 36-quart
- Exhaust, thru-side, Quick & Quiet
- Power trim and tilt

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBA
600	3.5	3	1.2	3	2.61	135	118	69
1000	4.8	4.2	1.8	2.63	2.229	118	103	73

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	6.3	5.5	2.9	2.18	1.9	98	85	81
2000	9.6	8.3	4.9	1.96	1.71	88	77	81
2500	23.6	20.5	6.3	3.73	3.25	168	146	87
3000	33	28.7	9.1	3.64	3.16	164	142	87
3500	37.8	32.9	11.8	3.2	2.78	144	125	88
4000	43.2	37.6	15.9	2.72	2.37	123	107	90
4500	48.1	41.8	20.6	2.34	2.03	105	92	92
4600	49.3	42.9	22.2	2.22	1.93	100	87	93

[View the test results in metric units](#)
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Specifications

Length Overall	22' 0"
BEAM	8' 6"
Dry Weight	3,750 lbs.
Tested Weight	
Draft	N/A
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	19 deg.
Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	50 gal.
Water Capacity	N/A
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	

Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	3.2 sec.
0 to 20	
Ratio	1.65 : 1
Props	Not Available
Load	2 persons, 1/3 fuel, no water, no gear
Climate	80 deg., 50% humid, winds: 15 mph; seas: light chop

The Four Winns H 220 SS

By Captain Tom Shackleford

Talk about your boating vacations! Who in their right mind would bring not only their latest boat models to Sanibel Island, Florida but the COMPETITIONs comparable vessels as well for a little side-by-side look see?

Well, that would be the ingenious minds of Cadillac, Michigan based boat manufacturer, Four Winns.

You can talk about the differences from boat builder to boat builder, but when you can actually see and feel the differences it makes quite an impact. It will make the biggest impact on sales when that confidence of product knowledge shines through. It's a lot like when Four Winns invites their dealers and existing customers in their home state together at the test facility in Cadillac, and then apply the resulting feedback into the next year's models.

Forward Features

Like the features that stand out on the H220 SS bowrider. It starts with the telescoping stainless steel four step swim ladder. It's housed in the anchor locker, folding outward and down. The lid to the anchor locker is coated in non-skid for traction when boarding, and a Velcro strap keeps the ladder from deploying when not in use such as while anchoring. Speaking of the anchor locker, molded yokes for a Danforth are standard and keep the anchor in place and yet readily available. In cooperation with the bow swim ladder a non-skid anchor locker lid is concealed under the forward most bow seat cushion (when it is unsnapped and removed) an additional non-skid surface to step down to the sole.

There are two stainless steel handrails up front that are longer than the typical single hand-sized rails that you have to aim for. They are about two-thirds of the length of the bow gunwales, recessed nicely and that may pay off in a choppy seaway one day. That forward most seat mentioned earlier has a thick padded backrest for aft viewing while towing a skier. Here are also located two stainless steel cup holders as well as two Sony stereo speakers. Padded backrests along the gunwales incorporate cubby holes for stashing simple items along with a couple of more cup holders.

Cockpit Seating

Bench seating folds out from the centerline on hinges to access the carpeted stowage below them. The padded backrests in front of both the operator and front passenger in the bow area lift up and forward to reveal additional cavernous storage space. This storage on the starboard side has a small wastebasket. Each side is carpeted down to the bottom of the hull. Clearly, everybody gets some personal storage room. Carpeting runs the length of the sole stem to stern and can be unsnapped for removal while cleaning the craft.

A very low profile smoked glass windshield adds to the 220 SS's sportboat style. Creating a division between bow and cockpit in concert with the windshield are two acrylic French door style panels held closed together with a stainless steel clip and simply snap in place flush against the bulkhead when not in use.

Comfort at the Controls

Instrumentation at the helm station from left to right includes a Ritchie liquid compass. That is a neat feature that will not go unnoticed by experienced boaters. I like it because a quick glance offers the old "N", "E", "S" and of course "W". Look, you're not going to be crossing Gulfs or oceans in this boat. Analog course plotting is all that is really necessary. Next to the compass is the tachometer; the speedo (in line of sight above the wheel); a four way gauge showing: fuel level, voltage, oil pressure and water temperature; trim indicator and finally, a depthfinder.

It is hard to call the steering wheel "standard" but the design is similar to those found on other Four Winns' H

models. A sporty almost Formula One look and feel is accented by a center hub secured to the steering column with counter sunken heads. Three machined stainless steel spokes ray out from the center to the vinyl padded wheel itself. A tab just below the wheel can be depressed to tilt the wheel up (trucker style) or down like an F1 driver. Along either side of the wheel are the panel switches, and to the port side of the wheel is a cubby. Recessed deeply, it offers plenty of coverage for the wallet and keys, but guess what else it has? There is a port for the Mp3 or ipod player you might bring along and a single 12-volt outlet. To the right of the wheel is that Sony stereo receiver we spoke of earlier, and Sirius Satellite enrollment is standard with purchase.

Bolster Seats

Both bolster seats for the operator and front passenger are very plush with a solid feel. They slide forward and back as well as pivot by depressing levers at the base of each seat. Low to the sole along the gunwales of these two seats are cup holders. Pretty well thought out considering a seaway that might lead to spillage – it won't have far to go and it won't be on you. The dash and glove box is on the port side and padded for the knees, I suppose. There is a handrail here below the "glove box" that is actually a cooler. Room enough for a handful of drink cans and the ice needed to keep them cool, it drains via a through hull over the port side of the hull.

Padding in the cockpit area extends the length of the gunwales and down to the sole at the gunwale's base. Additional stainless handrails are along the gunwales both port and starboard. If there is a feature a little lacking back here, it is the cubby holes found to have brushed stainless cup holders, but no real cubby storage to speak of. There is no space created for small items here. There are two more Sony stereo speakers to round out the tunes for passengers.

Relaxing Features

There is a U-shaped bench seating area across the stern. The seat padding along the port side lifts to reveal a 36 quart Igloo cooler and under the starboard seat cushion is found an uncarpeted storage area. The middle seat cushions (seat and back) on the bench seat are notably different than the others in that they are removable, exposing a non-skid surface that is aligned with another non-skid running across the motor cowling between the sun pads. A safe pathway is now created to or from the swim platform.

The H220 SS has two sun pads incorporated into the motor cowling in a fore and aft configuration. These are created by lifting the backrests of the aft seats immediately to the port and starboard of that center non skid step allowing the supports to rest on the bench seat cushions. Kind of a throw back to the old fold out bench seats of retro boating.

As the hull sweeps back toward the swim platform on both the port and starboard side you see two more deep storage lockers that are rectangular atop the hull that are hinged opening stern to forward and can be secured with 90 degree twist locks.

That brings us to the swim platform that has a tow clip at its base which is rubber matted as mentioned earlier for the 220 SS version. A swim ladder is standard fare for the Four Winns H editions in that it is a tri-fold style with four very wide steps, and stores flush at the deck when not used.

The Power Plant

The well balanced motor cowling has a 90-degree flush fitting lock and is opened by two hydraulic brushed stainless steel lifts effortlessly. Hush core insulation is two fold in its application : noise suppression and not transferring heat to the bench seats. When opened, there is the MerCruiser 6.2 L MPI 320 HP engine with plenty of room to service the engine from the forward and from the sides. Routine maintenance will be no problem before leaving the dock with this configuration. An acrylic dashboard separates the engine from a smaller storage bin hidden under the cowling.

The hull is crowned with a ski arch that in this case is a fixed affair although it could be removed for transportation of great distances. There is a tow pedestal at the apex and Four Winns offers optional board racks for purchase.

Specs and Speed

The Four Winns H 220 SS measures 22' even with a beam of 8' 6". A notable fuel capacity of 50 gallons and deadrise of 19 degrees. The boat and engine weigh in at approximately 3,750 to 3,800 pounds. And with the outdrive down the draft is 33 inches.

With the Bravo III transmission and its gear reduction of 1.65:1 the 220 SS had an average time to plane of 3.72 seconds tying in nicely with the 6.5 seconds from 0 to 30 MPH. Best economy under way during an 80 degree day with 15 knot winds and a light chop was at 3000 RPM running 25 MPH (22 knots). The load on board was 2 people and 1/3 tank of fuel. This provided us with a burn rate of 9.1 GPH coinciding with 2.79 MPG (2.42 NMPG) and a range of 209 nautical miles. Noise level at 3000 RPM was 87 dB.