

Sea Ray 240 Sundancer (2011-)

Brief Summary

Sea Ray's 240 Sundancer looks to us like a good boat to consider if you're moving up from a bowrider into a pocket cruiser, or downsizing from a larger boat now that the kids are out on their own. At 24' 10" (7.57 m) LOA, she's the shortest Sundancer Sea Ray builds, but she still has the amenities two people will need for dayboating or weekendng.

Price

Base Price \$77506.00

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

- Mercury Installation Quality Certification - standard 2-year limited engine warranty
- MerCruiser 5.0L MPI ECT with Bravo 1 sterndrive standard engine
- Entertaining cockpit design with designated conversation area and portside lounge
- Full function helm with designated surface for optional chartplotter
- 12V AM/FM single CD Sony stereo
- Fully enclosed fiberglass head
- Optional microwave and dual voltage refrigerator in galley
- Convertible V-berth and dinette with dedicated storage for table and filler cushions
- Cherry or maple wood-finish interior cabinetry
- Optional 110v - 30 amp Shore Power for battery charger, receptacles, and optional 7,000 BTU air conditioning/heating

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.6	3.1	0.6	5.92	5.14	399	347	65
1000	5.7	4.9	0.9	6.28	5.46	424	368	68

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	7.3	6.3	2.2	3.4	2.95	229	199	72
2000	9	7.8	3.1	2.95	2.57	199	173	74
2500	13.6	11.8	6.6	2.07	1.8	140	121	75
3000	25.3	22	8.5	2.99	2.6	202	176	79
3500	30.8	26.8	9.3	3.31	2.88	224	194	81
4000	35.9	31.2	11.1	3.23	2.81	218	190	81
4500	42.8	37.2	14.6	2.94	2.55	198	172	82
4800	46.9	40.7	16.4	2.86	2.48	193	168	83

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

[searay240da11_chart.jpg](#)

Specifications

Length Overall	24' 10" / 7.57 m
BEAM	8' 6" 2.59 m
Dry Weight	5,593 lbs. 2,537 kg
Tested Weight	
Draft	37.5" 95 cm
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	18 deg.
Max Headroom	N/A
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	75 gal. 284 L
Water Capacity	20 gal. 76 L
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	6.5 sec.
0 to 20	
Ratio	N/A
Props	N/A
Load	2 persons, 1/2 fuel, full water, minimal gear
Climate	80 deg.; 52% humidity; wind: 0-5 mph; seas; calm

Sea Ray 240 Sundancer

You don't need to roam far from home to enjoy the 240 Sundancer. A quick trip to a nearby cove, drop the hook and jump overboard, and you'll wonder why you waited so long to buy a boat. And with power options up to 300-hp, getting there might be half the fun.

You Can Stay Out All Night – Or Not

Twenty-four foot boats don't have much room to spare when the designers fit in usable belowdecks accommodations and a cockpit big enough for daytime boating. Is it better to sacrifice the cabin for a bigger cockpit, or vice-versa? Sea Ray handles this dilemma as well as any company we think: In the 240 Sundancer, they've combined a comfortable cockpit with a cabin adequate for weekendening – or longer, with an adventurous crew. And there's a mid-cabin with a double berth; yes, it's roll-in, roll-out, but we prefer that to sleeping on the V-berths.

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The V-berths will be fine for taking an afternoon cat-nap while swinging on the hook, but overnight we'll sleep in the mid-cabin, located behind the camera position. A dinette table with filler cushions is optional, converts the V-berths to a double. Joinery can be cherry or maple finish.

Builders of boats like the 240 Sundancer often trim items from the standard equipment list – the cabin table, for example – since many people buying these boats don't intend to cruise aboard: The cabin will be used primarily to catch a nap after lunch, change out of wet bathing suits, or maybe brew a pot of coffee before heading out on a brisk morning. Why should folks have to pay for cruising gear they'll never use?

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The galley is basic but adequate, with a sink and single-burner butane stove standard, but can be upgraded with a microwave oven and a dual-voltage refrigerator. Carpet is standard.

But with a full options list, Sea Ray lets buyers who want more accommodations add them. A table, microwave oven, VacuFlush head, shore power – even air conditioning is available. We think that, really tricked out, she'd make a neat pocket cruiser for two people, and at a reasonable cost.

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The one-piece molded fiberglass wet head compartment should be easy to clean. A pull-out faucet serves as a shower head, although we'd shower at the marina when cruising. A portable toilet is standard, pump-out model with holding tank optional.

This Cockpit's Made for Sitting

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Companion seating to the helm is this lounge with a raised backrest. Padded all around, it can also serve as a conventional bench seat. (See below.)

On deck, the 240 'Dancer's cockpit has a lounge/companion helm seat and an aft bench seat – swivel the helm seat to face aft and the whole cockpit turns into a conversation pit. There is no sunpad, a feature we've come to expect on almost every boat, but the portside lounge will let one tan-aholic stretch out for browning. Sunpads take up a lot of space -- space that, in a boat this size, can be put to better use. Regular readers know that we always like two seats facing forward on all boats so there is an extra pair of eyes facing forward, and for companionship for the skipper. This, however, is problematic in most express cruisers under 40' with a mid cabin. In 24' with an 8' 6" (2.59 m) beam it is almost impossible. Every boat has a compromise, and here it is in the 240.

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The handrail under the edge of the lounge is a nice touch – the only other handhold is the windshield frame. It might also be helpful to people coming on deck from below if it were longer.

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An aft lounge completes the cockpit seating ensemble; there is stowage below, drink holders port and starboard. The transom door leads onto a platform with a four-step stainless swim ladder. (Hooray! Not 3 steps.) A ski-tow eye is standard; all deck hardware is stainless steel.

Power Choices

Standard power is a single 260-hp MerCruiser 5.0L MPI ECT with Bravo I sterndrive – a good, reliable package, but we'd spend the extra \$1,250 to upgrade to a twin-prop Bravo III drive. Other choices are the popular 300-hp MerCruiser 350 MAG ECT Bravo III (\$3,667) or a 248-hp Yanmar 6BY-260Z Bravo Three diesel, for an extra \$39,583. Either gas engine is available with MerCruiser's SeaCore upgrade for added corrosion resistance, important for saltwater service if you don't flush out your engine after each use, and store her on a rack or trailer.

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The neatly arranged helm has room to flush-mount a chartplotter to the left of the wheel. Steering is power-assisted, and the leather-wrapped tilt wheel is standard. SmartCraft instruments are standard, too. We haven't tested the 240 Sundancer, and don't have definite performance data. However, we did test her bigger sister, the 260 Sundancer, with the 350 MAG MPI; she ran 42.7 mph (68.7 kph) top end. The 240 has

a similar hull but is 1,357 lbs. (615 kg.) lighter, so would be faster with the same power. With the standard 260-hp MerCruiser, we couldn't say for sure – but, off the record, we expect she'd be plenty fast for the kind of people who'd be interested in a boat like this.

Recommendation

Whether you want to set her up as a dayboat with a cabin that's more a refuge than a home, or add options to create a mini-cruiser that will take you and a companion far and wide, the 240 Sundancer is, in our opinion, a boat that should be on your short list if you are looking for a boat in this size range. Base price is \$77,506 FOB the factory – not the cheapest boat in a crowded field of competitors, but you get the Sea Ray reputation for no extra charge.