

Sea Ray 230 SLX (2014-)

Brief Summary

The new 230 SLX is part of a 5-boat premium line of Sea Ray sportboats that combines striking good looks, up-scale amenities with lots of watersports functionality. Standard features include upgrades such as keyless dash, SmartCraft diagnostic gauges, leather and wood trim and accents, and an adjustable sunpad/rumble seat. Then, there are her options which allow owners to customize the boat for specific activities. We found that the only thing better than the 230 SLX's sleek styling is the fun we had driving her.

Price

Base Price\$76832.00

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 limitedengine warranty
- Standard MerCruiser 5.0L MPI ECT Bravo III (260-hp) engine
- New & innovative Active Trim Control (ATC) wake-shaping option
- Aft sun pad lounge with convertible backrest & starboard walk-thru

from large swim platform

- Available in black, blue, burgundy and patina two-tone optional gelcoat finishes
- Sony 12V AM/FM/CD stereo with digital display remote and iPod connector
- Finished fiberglass floor with snap-in carpet
- Hinged storages throughout - many with gas assists
- Limited Lifetime Structural Warranty on hull and deck
- Tandem-axle trailer with surge disc brakes and swing-away tongue

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.4	3	0.8	4.3	3.7	191	166.3	74

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	5.5	4.7	1.5	3.6	3.2	164	142.2	76
1500	7.5	6.5	2.4	3.2	2.8	143	124.1	78
2000	9.5	8.3	4	2.4	2.1	108	94.1	85
2500	16	13.9	5.1	3.2	2.7	142	123.6	85
3000	23.9	20.7	6.2	3.8	3.3	173	150.5	87
3500	29.8	25.9	8.3	3.6	3.1	163	141.3	90
4000	34.7	30.2	10.5	3.3	2.9	149	129.3	93
4500	39.7	34.5	13.9	2.9	2.5	129	112.2	94
5000	44.6	38.8	18.5	2.4	2.1	108	94.3	93
5100	45.2	39.3	19	2.4	2.1	107	93.1	93

[View the test results in metric units](#)
[searay_230slx_chart_14.jpg](#)

Specifications

Length Overall	23' / 7.0 m
BEAM	8' 6" 2.59 m
Dry Weight	4,100 lbs. 1,859 kg
Tested Weight	4,595 lbs. 2,084 kg

Draft	38" 96 cm
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	21 deg.
Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	50 gal. 189 L
Water Capacity	none
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	4,595 lbs. 2,084 kg
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	3.6 sec.
0 to 20	
Ratio	2.20:1
Props	24 Pitch Prop Set
Load	2 persons, 1/4 fuel, no water, 50 lbs. of gear
Climate	55 deg., 41 humid.; wind: 15-20 mph; seas: light chop

Sea Ray 230 SLX

The Sea Ray 230 SLX has a LOA of 23’ (7 m), a beam of 8’6” (2.6 m) and a draft of 23” (58 cm).

Mission Statement

The mission of the Sea Ray 230 SLX is to combine the sportboat handling the company is well known for with an elevated level of luxury beyond the normal category of offerings. Because this is such a popular size range, the 230 SLX is intended to compete toe-to-toe with the most premium boats in this category.

Sea Ray 230 SLX

The Sea Ray 230 SLX offers sportboat seating consisting of dual bucket seats and L-shaped seating to the stern.

Distinguishing Features

Elegant Exterior Styling –

This boat is replete with graceful curved and stylish lines that accentuate the level of luxury inside.

Bluetooth Stereo –

Few builders are taking advantage of this technology in the manner they should. That's why we're happy to see it on the 230 SLX. It allows anyone with a Bluetooth-capable device to control the music stream onboard. And let's face it... some of our friends have better playlists than others.

Rich Upholstery Schemes –

All the materials have been upgraded, all the stitching is taken to the next level and multiple color choices have been blended together to bring this interior to the premium level.

Seating Capacity Increased –

The capacity has been increased from 10 to 11 persons, meaning that the owner who inevitably will have a lot of friends will now be able to have more of them onboard, and all will have a comfortable place to sit.

Sea Ray 230 SLX

A – The 230 SLX is available in a choice of gel coat colors and we recommend that buyers go for as this option as it separates boats like the 230 SLX from most others on the water; B – The attractively-styled SLX engine room air intake vent; C – The two-tone hull color adds sizzle and makes the high freeboard appear lower than it is; D – Cool reverse transom with tie-down pad eye; E – The extended swim platform covers the lower unit when in the down position; F – Optional swim platform pad which we recommend for its non-skid characteristics as well as for the looks; G – Optional sports arch with board racks which wakeboarders will want; H – Optional polished stainless steel windshield header which we recommend for the boat's overall looks.

Major Features

Snap-in Carpet –

Not only is this an attractive addition to the interior styling, it's a standard feature.

Aft Sun Pad Lounger –

This large sun pad has a convertible backrest that creates an aft facing seat.

Standard 260-hp 5.0L Engine with B3 Outdrive –

No cheaping out in order to project a lower price here. Options go up to 300-hp.

Gel Coated Engine Room –

There is nothing worse than a grungy engine room, something that naturally happens unless it is gel coated which makes clean up quick and easy.

Keyless Ignition –

This feature solves lots of problem including faulty ignition switches in older boats that have been exposed to the elements.

Blue Lights –

Night lighting is blue and cool.

Optional Dynamic Running Surface

The Dynamic Running Surface is the latest “big thing” to come out of the Sea Ray plant. It allows the running surface to be changed throughout the performance curve creating a boat that planes at lower speed, improves acceleration, reduces bow rise, and keeps the boat at optimal trim no matter what the load. For wakeboarders, it also allows changing wake height and shape for getting that perfect wave. Large triangular planes integrate with the hull to create a changeable running surface. These planes can be controlled automatically, or manually with a small touchpad at the helm.

Sea Ray 230 SLX

Here's an underwater shot of the running plane on the Dynamic Running Surface. In this case it's in the lowered position.

Performance

The Sea Ray 230 SLX has a LOA of 23' (7 m), a beam of 8'6" (2.59 m) and a draft of 38" (96.5 cm). With an empty weight of 4,100 lbs. (1,860 kg), ¼ fuel and two people onboard we had an estimated test weight of

4,595 lbs. (2,084 kg). With a single 5.0L MerCruiser 260-hp MPI engine turning a B3 outdrive with 22.5 pitch propsets, we reached a top speed of 45.2 MPH at 5100 rpm. At that speed we were burning 19 gph giving us a range of 107 miles. Best cruise came in at 3000 rpm and 23.9 mph. That speed reduced the fuel burn to 6.2 gph providing a range of 173 miles and an endurance of 7 hours and 18 minutes while still holding back a 10% reserve. We had a time to plane of 3.6 seconds. Reached 20 mph in 5.5 seconds, and continued accelerating through 30 mph in 7.4 seconds.

Sea Ray 230 SLX

Upon accelerating the 230 SLX exhibits a bow rise of only 8 ½-degrees and doesn't stay there long.

Handling

Upon hitting the throttle, the 230's bow rises only 8 ½-degrees and comes back down quickly with her 3.6 second time to plane. During that time there was no loss of visibility to the horizon. That quick planing time and low bow rise is due to the extended running surface that extends past the outdrive. She responds well to the helm with 3 turns from lock to lock on the wheel.

Sea Ray 230 SLX

With her reverse transom there is an extended running surface behind the lower unit that allows for the quick planing time and low bowrise.

In turns she does seem to exhibit a bit of a chine walk during hard performance turns, a characteristic only noticeable when pushing the edges of the performance envelope. However, in normal turns she remains stable and docile leaning only 16-degrees into the turns.

Sea Ray 230 SLX

The 230 SLX rolls only 16-degrees into the turns, remaining comfortable throughout.

She does tend to drive over the waves rather than slice through them, but that is characteristic of boats in this class due to their relative light weight. She has a slight tendency to bleed off speed in the turns but not as much as others we've seen. Simply advance the throttle slightly after the turn is entered.

Features Inspection

Stern

An attractive feature of the 230 SLX is its reverse-raked transom leading down to the swim platform. The platform itself extends well past the bulwarks allowing easy boarding from either side without having to step over anything. Even the pull-up cleats are elevated off the platform.

Most important

, the swim platform extends beyond the lower unit when it is in the down position. This means swimmers can slide off or jump in the water without worrying about hitting the lower unit.

Stern Options.

With a boat in this class, owners may want to give serious consideration to the optional SeaDek swim platform matting (\$308) as well as the transom trim switch (\$123). And we wouldn't want to be without the stereo remote (\$231). The aft facing seat is a nice touch and the convertible seatback easily transforms the chaise into a sun pad. Storage is underneath which we are always quick to tout as a great place to put wet towels and swimsuits, as they will dry from the heat of the engine underneath.

Sea Ray 230 SLX known

Here we have the optional decking on the swim platform, which really dresses up the looks of the 230 SLX. There is an optional stereo remote and transom trim switch available. Notice how the walkthrough door will be recessed into the side bulkhead when opened.

Entering the Cockpit

The transom walkthrough is on the starboard side, which has the added benefit of providing a clear sightline from the helm to the reboarding ladder under the platform. The entry gate lies flush to the portside bulkhead when opened. Just inside is a hatch in the deck leading to the house batteries.

Sport Seating.

The cockpit is fully fiberglass lined and covered with standard snap-in carpet. The seating consists of L-shaped seating to port with a pair of wraparound bucket seats at the consoles, all of which is commonly referred to in the industry as "sport seating". The bucket seats swivel around to face the crowd when the itinerary calls for things like drifting with wine, cheese and crackers set out on the table.

Cool Lighting.

Sea Ray added plenty of courtesy lights all around the cockpit as... well, a courtesy. At night they look cool. This is a feature started on megayachts years ago that has filtered down to the SLX.

Sea Ray 230 SLX known

The combination of earth tones and multiple colors used throughout the upholstery give a rich look to the 230 SLX. The seats have pleated backs and the buckets have flip-up bolsters. Notice how there are upholstered armrests to the sides of the bucket seats. We would go with a pair of adjustable height seat bases (\$154 ea.) so both short and tall captains can have ideal forward visibility.

In the center of the aft bench seat is a flip-down armrest that includes recessed drink holders, and underneath the seat is a built-in cooler that drains into the bilge.

Engine Access

The aft seat back lifts manually to get into the engine compartment. With gas struts adding to the lift we really found no need for the installation of an electric lift hatch so no points taken from Sea Ray on that note. There's room at the front of the engine for climbing in if desired but two bulkheads to either side make things a bit cramped for more involved maintenance. However, they are easily removed and by disconnecting the support struts the hatch can also be opened fully.

Standard Engine

is a MerCruiser 5.0L MPI ECT Bravo III Sterndrive (260-hp - 194 kW) with an upgrade to a 300-hp MerCruiser 350 MAG available (\$5,140). An automatic fire suppression system is offered as an option (\$538) and we'd highly recommend it.

Observer's Console

The port console offers a dash panel trimmed in leather and wood. The glove box is lockable and the door is held open with a small strut... which is a nice touch. Inside we find the stereo controls out of the rain and weather, plus a bit of storage room. While the stereo takes up the bulk of the available space in the glove box, it's really only useful for items needing to be locked up. Otherwise, there's plenty of additional storage surrounding the seat.

Helm

The multiple shades of brown continue with all vinyl being hand-stitched onto the panels. A touch of wood trim, matching the glove box to port, completes the look of class and upscale charm. A stereo remote is to port of the three-spoke wheel mounted to its tilt base. The bulkhead is padded and upholstered in pleated

vinyl that is soft to the touch while still being marine grade.

Helm Options.

For this model year the 230 SLX' helm has gone from three gauges to two, with a Raymarine a654 Chartplotter dropped into the center (\$1,269). This setup cuts down on the clutter of the panel and makes a more efficient and good-looking helm. Also for this year Sea Ray offers an upgrade to a digital dash that centers around an e95 multifunction display (\$3,000).

Sea Ray 230 SLX

Digital engine controls are mounted to the padded side bulkhead. Above the wheel and to the right is the control panel for the Dynamic Running Surface that is offered as an option on this model. Below the console we can see a stainless speaker grille and just a peek at the courtesy light. Note that the instrument brow has been kept low to maximize forward visibility.

The Windshield – And A Secret

The walkthrough windshield is framed in anodized aluminum. Polished stainless steel windshield headers are offered as an option (\$385), and we recommend them. A little secret: Polished stainless steel windshield headers seem like a small detail, but when it comes to the look of the boat its importance far exceeds its cost. That is why they are often offered as very expensive options on premium boats – not only are they costly to provide, put they also make the boat look like a million dollars. We think the \$385 option cost is quite reasonable for this item and is money well-spent in keeping with the image the 230 SLX is trying to project.

The Bow

A standard bi-fold door to block off the wind is flush mounted to the port side console.

Seating.

The bow seating is in the usual configuration allowing for someone of average height, say a bit under 6' (1.8 m) to have the legs stretched out, but more long legged individuals will suffer through having their knees slightly bent. So when underway, two people can sit here. At anchor or when at the marina, the bow can handle as many as five people sitting in an upright position. As always, there's an optional filler cushion (\$354) to turn the bow into a second sun pad, and one that can be used while underway.

Upholstery.

The beautiful job on the upholstery, that is now a hallmark of the SLX lineup, continues here with it being easy to see how much extra work goes into adding so many different colors and patterns. We'd like to see the addition of flip-down armrests though. Drink holders are in a recess under the seats keeping them accessible without interfering with the seating itself.

Sea Ray 230 SLX unknown

Everything about this looks rich and stylish, and that is pretty much the hallmark of the SLX lineup.

Look Again...

Sea Ray 230 SLX unknown

We recommend the optional color upholstery on the 230 SLX. A – Welting in a contrasting color is an attractive upholstery element; B – A stainless steel grill on speaker; C – Three colors: Cognac, Caramel, and Tan; D – Professional-stitched panels add elegance to the seating; E – Raised thigh bolster makes seating more comfortable; F – Curves and rounded edges of upholstery are where puckers often appear if there is not sufficient TLC in stitching and quality control. This Sea Ray 230 SLX' upholstery team rates an A+.

Storage with Seat Hinges.

For those boaters used to forward seating that is held in place by small blocks of wood screed into the seat bottom, will appreciate what Sea Ray has done with the seating on the 230 SLX. Storage is under the seat cushions and the cushions themselves are all on hinged mounts so they won't be bouncing off when a sudden wake crosses our path. The hinges also mean that one hand can move the cushion while the other puts in or takes out a needed article. Both seatbacks are also hinged and swing open towards the center of the boat to access the console storage behind. These are ideal places for water toys, air pumps and the like.

Watersports

With an ever-increasing demand for being able to take advantage of watersports, Sea Ray makes a forward facing tower available in either white or black (\$7,538). It includes its own Bimini top and an all around

navigation light at the tow point on top. Wakeboard racks are also offered (\$769). It's an option that not only increases the functionality of the 230 SLX but also enhances her killer good looks. (We recommend black.) Combine this with the optional Dynamic Running Surface and a premium wakeboat is born.

Sea Ray 230 SLX

Here's a shot full of options. We have the black forward facing tower, along with the wakeboard racks. And there's one more option that this boat clearly has but it takes a trained eye to spot it. Give up? Take a look at the clean curl on the wake. That's achieved by deploying the planes on the optional Dynamic Running Surface.

Pricing and Observations

The Sea Ray 230 SLX comes equipped with many standards, including a 250-hp MerCruiser 4.5L engine, for \$76,832. Fully loaded with the most desirable options brings her to \$98,879. That price includes the stunning premium trailer with alloy wheels and dual axles. It's a combination that takes the breath away and has to be seen to be believed. We saw it first at the NY boat show and it stopped us dead in our tracks. Those boaters not interested in high-testosterone watersports can bring the boat in for far less. The package that is easily handled on the water and easily trailered on the road.