



Regal 2250 LSC



At just over 22ft, the latest offering from Regal Marine aims to bring something a little more upmarket to the sportsboat table.

REPORT BY CARL RICHARDSON

First-time boat buyers in the UK generally opt for sportsboats before taking the leap into the world of cruisers. At least that's what the marketing men tell us. More specifically, they go for those with cuddy cabins, of around 22ft. They do this, the theory continues, because what they really want is the feel and sophistication of a big boat in a smaller more affordable package. Enter the 2250, from American builders Regal Marine. Featuring an advanced stepped hull and cruiser-like levels of build and specification,

2250 should be the answer to every first-time buyer's dreams. We wrapped up for a spin out of Poole on a sharp spring morning, in search of some Florida feeling.

DESIGN & LAYOUT

Compared with the avant-garde lines of its predecessor, the 2250 is a neater, more conventional-looking craft, albeit one with a distinctly sophisticated edge. The 2250 is a sportsboat that has grown up. From the bow, a defined vee drives down the water, giving off a confident, able demeanour. The side profile is just as

striking, with a sheer that fades dramatically aft to within a few inches of the waterline. A sleek, wraparound screen sets this off perfectly, maintaining the boat's low-slung profile. There's plenty going on at the stern, too, that sets the Regal apart from its mainstream competitors. Angular flanks sweep down either side of the bathing platform, framing an unusual triangular transom moulding, capped by a stainless steel waterski ball-hitch that could be mistaken for a piece of sculpture. For a modern sportsboat, the hull's

highlights



STEPPED HULL

Regal Marine's Fastrac hull is a real performer, returning good grip and an able ride.

STYLING DETAIL

The fold-out steps which help you through the screen to the foredeck typify the boat's clever design.



POWER AND PERFORMANCE TO SUIT YOUR NEEDS.



TIGER XTRA RRP £59.90*

For power and sail, new Tiger Xtra delivers uncompromising performance. Its high-strength means one coat lasts all season, while a second coat gives you year-round protection.

HARD RACING RRP £84.90*

For high-speed boating one antifouling outshines all others: Hard Racing from Blakes. Specially designed for performance power craft, it comes in four colours including pure white.

BLAKES
Paints

Tel: 01489 864440 Email: blakes_sales@uk.hempel.com www.blakespaints.com

Always read the label. Use pesticides safely. Tiger Xtra, HSE: 7514 contains Cu-Oxide. Hard Racing, HSE: 7385 contains Cu-Oxide, HSE: 6969 Cu-thiocyanate, Zpt. *2.5 litre tin

BOAT REPORT Regal 2250 LSC • 22ft cuddy-cabin sportsboat • £37,175

accommodation



toilet A portable loo is housed under the forward berths.

With the lion's share of the available space going to the cockpit, the compact cabin nevertheless exudes a more sumptuous feel than usual on a boat of this size. Fully lined and upholstered, it even sports a cherry wood panel to house the CD player.

Two jump-seat style chairs, with reading lights above, are set to each side, and their cushions pull out to enlarge the berth. A portable loo sits under another pull-out cushion.

Natural light is restricted by the solid GRP door, but the result is a warm cabin that feels as though it has been designed for Britain rather than the Mediterranean. Although it is small, you can imagine sleeping in it.



fit-out The wood panel offers a CD player.

Forward sections look reassuringly sharp and deep. The step of the hull is clearly visible amidships, with an angular break on the waterline, beyond which the vee flattens off to provide a fast planing surface. It looks swift, and to our eyes very appealing.

The cockpit feels compact but surprisingly luxurious. This is due as much to the Regal's

detailing as to its styling. Seat-bases that hinge up on hydraulic rams to uncover lined storage lockers, hidden iceboxes and clever fold-out additions to the seating arrangements show an attention to detail that you'd normally expect to find only on larger, more expensive craft.

Access to the cuddy is straightforward

enough, with a footwell just forward of the solid GRP sliding door helping to ease your entry. Once inside, the feeling of quality continues with a smartly upholstered double berth complemented by two jump seats.

POWER OPTIONS

Single Mercruiser and Volvo Penta 5.0lt and 5.7lt carburettor and fuel-injected petrol V8s make up the mainstay of engine choices, ranging between 220hp and 320hp. Our test boat was fitted with a mid-range 270hp Volvo.

The same company's 170hp KAD32 is the only diesel option, and this should provide just enough power to satisfy.

PERFORMANCE & HANDLING

The slim, capable look of the hull promises much. Indeed, the 2250 is one of those designs that begs to be used as the sportsboat gods intended.

As we pushed through the westerly chop inside Poole Harbour, the most immediate

decks



sunpad An inclining headrest is a neat feature.

As standard, the cockpit, set into a draining GRP liner for added practicality, has bucket seats for the helm and navigator with an L-shaped bench and a sloping sunpad behind.

With the bucket seats turned to face inwards, the design creates sociable seating for up to six people around a stowable table.

This layout does pack a fair amount in to a small space, and leaves little room for cat-swinging. But it does add up to a luxuriously appointed cockpit, sumptuously upholstered but retaining a clean, usable feel. All the creature comforts are here, including a CD player, drinks holders and a wet-bar.

Many of the features — such as the fold-out extension for the sunpad, which creates an inclined headrest and courtesy lighting — are hidden away, illustrating the amount of thought that has gone into the boat. Storage lockers are large, plentiful and fully lined, while the battery master switch sits within a separate compartment that would look at home on a craft twice the size.

For moving up through the hinging screen and onto the foredeck, there are fold-out steps set on sturdy stainless steel platforms, creating a larger tread area when needed. The foredeck is reassuringly flat and gripped, making what can be a precarious spot safer than most.

Deckware is also well provided for, with pop-up cleats at the bow and stern as well as spring cleats.



stowage Underseat lockers are large for a 22-footer.



seating A stowable table serves the bench seat.



bathing platform Of a decent size, the platform has an L-shape which naturally leads you through to the cockpit via a transom gate.

engineroom

The whole of the sunpad rises up easily enough on hydraulic rams, but the opening is quite limited. For any serious engine work, the ram would have to be disconnected to allow better access.

The enginebay itself is tidy and well finished, and all the main service points are within reach.

The battery is secured inside a large draining locker, with plenty of room left over for an auxiliary cell or three.



characteristic to surface was the boat's solid feel. Often, in craft of this size, you are only too aware of your boat's limited dimensions when pitted against sea conditions like these, but the Regal felt very reassuring.

To stretch our legs we passed out of the busy harbour and into the relative calm of the main channel.

Accelerating onto the plane and up to 20 knots in a jot under 10sec, the free-revving V8 was quite quick enough to satisfy most owners. With a top speed just shy of 45 knots at 5200rpm, it suits the swift but refined nature of the boat.



helm A speed gauge and rev-counter take centre stage on the main console. To the right is a group of four attractive silver bezelled engine instruments.

That said, the hull is clearly capable of taking more power, and for those who relish speed and performance we have no doubt that the larger horsepower options will work just as well, returning up to 55 knots.

On our test boat, taking performance figures was being hampered by a temperamental tacho. However, we did manage to ascertain that at 30 knots the engine was turning over at 3700rpm and at a steady 23.5 knot cruising speed it was a relaxed 3200rpm.

Throughout the day the hull performed wonderfully well, providing an assured, controlled ride that was completely slam-free. Turning across the waves brought no ill-effects and the trim reacted quickly enough to prevent any problems in both head and following seas.

Under tighter turns the Regal did struggle slightly to maintain momentum, however this was more a case of propeller choice rather than faulty hull design.

Very little spray made its way back behind the screen. Indeed the helm position is extremely well designed, affording great protection as well as a clear view when seated.

The adjustable steering wheel and Volvo Penta throttle control are perfectly positioned for easy finger-tip control, even if you prefer to stand, supported by the excellent bucket-cum-bolster seats.



specifications

BUILD	glass-reinforced plastic
RCD	design category C
LENGTH OVERALL	22ft 2in (6.6m)
BEAM	8ft 6in (2.5m)
DRAUGHT	2ft 8in (0.8m)
DISPLACEMENT	1.84 tonnes
FUEL CAPACITY	45gal (204lt)
ENGINE	single 270hp Volvo Penta 5.0L GXI/SX petrol
SUPPLIERS	Gibbs Marine Sales, Russell Road, Shepperton, Middlesex TW17 9HY. Tel: 01932 242977. www.gibbsmarine.co.uk
BUILDERS	Regal Marine Industries Inc, 2300 Jetport Drive, Orlando, Florida 32809, USA. Tel: +1 407 857 1256. www.regalboats.com
PRICE	£37,175 inc VAT as tested



conclusions

LAYOUT

This boat packs a lot into what is still a sleek, sporty design. A thoughtful cockpit is overloaded with features and it boasts a comfortable cuddy.

BUILD

The hull lay-up and finish is as good as you will come across, and all the fixtures and fittings are a class above the norm. Where most sportsboats would make do with plastic for some of the minor bits and pieces, this one sticks with stainless steel.

PERFORMANCE

You get a great ride, dry and assured. For most buyers, the 270hp V8 petrol engine will be more than adequate, however we came away knowing there was plenty more to be had from the hull.

MBM's verdict

The Regal 2250 is a well-built and stylish craft. The exterior design is superb and the finish is first-rate. However its 'executive' aspirations are reflected in the boat's £35,000-plus price, which pitches it toward the upper end of the market, and away from the mainstream.

Whether or not a craft of this price and type can effectively, against the current influx of cheaper European craft, is open to debate. Its quality and desirability are not.

the rivals



SEA RAY 225 WEEKENDER
£35,500 inc VAT

A slightly larger craft with a far roomier cabin, more conventional in design but with first-class build. Tel: 023 8045 3005. www.searay.com



MAXUM 2300 SC
£31,440 inc VAT

A cheaper rival which offers a bigger cabin, a separate toilet compartment and a more spacious cockpit. Tel: 01202 701707. www.maxumboats.com



CRANCHI 21 ELLIPSE
£27,120 inc VAT

A pretty but compact Italian contender, with clean lines, a large sunpad and new styling for 2003. Tel: 023 9220 1506. www.cranchi.it