

# SMALL CRAFT ADVISORY BY SCOTT SHANE



The modern construction and stylish, retro design of this 24-foot runabout are sure to cause double-takes.

## Vanguard 24 Runabout And Center Console

For its new 24 runabout and center console models, Vanguard Powerboats enlisted Doug Zurn Yacht Design to draw up the plans and North End Composites, a sister company of Sabre Yachts, to manufacture the molds and tooling. Investments of such magnitude leave little question that the company is committed to delivering a quality product.

"I was looking to replace my 1968 26-foot Lyman, but no boats offered the elegant styling and modern construction I was looking for," Adam Harden, owner of Vanguard Powerboats, said of the 24's origins.

Harden was adamant about using an inboard for the stable ride its placement creates. (Inboard installations keep the boat's center of gravity low, as well as allow for increased sound attenuation.) Vanguard incorporated a drive pocket into the 24's hull, keeping the shaft at a modest angle and allowing for a shallow draft of 1 foot, 7 inches.

The 24 is manufactured in two parts, which are then mechanically fastened to each other. Her hull and

deck are fully cored.

This little luxury yacht, available as a center console or runabout, has an almost-level sheerline. On the runabout, only the stainless-steel windshield breaks the plane, since she has no trunk. Deadrise at the stern is 16 degrees, and her aggressive entry forward should provide a good ride into a head sea. The bow flare should be tough enough to knock down spray and keep occupants dry. Lifting strakes are built-in, for added responsiveness when the boat is accelerating.

Standard on the 24 is a 300 hp MerCruiser engine; 320 and 370 hp MerCruiser engines are optional. In fresh water, the 320 hp engine delivers a top speed of 37 knots, according to the manufacturer. Vanguard is considering adding a diesel option, as well. Exhaust is suppressed through a fiberglass Centrek muffler. Her Teleflex steering is hydraulic.

The engine box, which also serves as a seating area, is amidships. Additional seating is provided by a fixed, full-beam bench-style seat across the tran-

### SPECIFICATIONS

LOA	25'9"
BEAM	8'0" max.
DRAFT	1'7"
DISPL.	4,100 lb.
WATER	N/A
FUEL	.60 gal.
POWER	.300 hp MerCruiser
OPTIONAL POWER	1x 320 hp MerCruiser 1x 370 hp MerCruiser
BASE PRICE	\$77,500 w/1x 300 hp MerCruiser

som, and a helm and companion chair are forward. The runabout has an area for dry stowage forward under the cap.

The engine compartment leaves room for guests to maneuver on deck. A low, husky bow rail will be an aid to crewmembers assisting with anchoring procedures.

The center console on the open layout is abaft amidships. Though it minimizes the cockpit, especially with its fixed rear seat, this layout does have its advantages, such as an improved ride. With the helm positioned farther aft (in this case, over the engine box), the skipper runs the boat from the area that moves least. Another advantage of this arrangement is that those fishing solo will be able to troll or run the boat while remaining close to the transom. A U-shape settee and two additional seats are forward of the console. A leaning post is included, and a forward canvas is optional.

With her teak cap, this design has enough brightwork to convey a retro look and feel, but not enough to create hardship for her owners every spring.

In keeping with its semi-custom approach, Vanguard will work with owners regarding color requests and other options. Considering the cost of other boats in her class, the Vanguard 24's price of \$77,500 is right on the money. □

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