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Edgewater 245CX

By



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Designed to Perform, Built to Last

Yes, technically speaking, the open bow with cushioned seats in the 245CX from EdgeWater Powerboats qualifies her as a bowrider, but the CX stands for Crossover. The 245CX has enough well-designed interior space to make her a fine family boat, but her hull design and construction makes her as seaworthy and fishable as a center console. She can even dress up for an elegant buffet dinner, but her hose-her-out self-bailing cockpit and limited lifetime hull warranty mark her as a truly multi-functional vessel that can serve a water-loving family for a long time.

JOHN PAGE WILLIAMS

BUILT TO LAST

A look at her bottom shows a sophisticated hull shape designed by people who mix design training with hands-on engineering experience. EdgeWater Powerboats also makes it a point to spend time with the company's customers, who tend to be long-time boat owners that know what they want and need, such as a truly functional head, radiused handrails wherever they naturally reach for support in a seaway, well-placed springline cleats, and clear sightlines from the helm. The most visible – though not the only – example is the carefully-organized owners' trip that EdgeWater's long-time President, Peter Truslow, runs

Edgewater 245CX

each year from West Palm Beach, Florida to the Bahamas. That trip is a great proving ground for the boats, and a great opportunity for Truslow and other participating staff to listen, watch, and take notes.

Design for the 245CX comes from a close collaboration between EdgeWater's in-house design team and the wide range of new-product capabilities of Marine Concepts, a top-shelf design/engineering/tooling shop across the Florida Peninsula in Cape Coral. The 245CX shares its hull shape with its 245CC (center console) sister. Underway at speed, the hull rides on a delta-shaped surface with a constant 20-degree deadrise that extends forward approximately to the consoles before making a quick transition into a sharp bow entry. Two strakes on each side of the bottom provide lift as the boat rises onto plane.

On our sea trial, this combination produced a soft ride in choppy 3-foot seas. Outboard of the "delta" running surface, the hull's deadrise flattens out, with wide, reversed chines at the edges. In those messy seas, the lifting strakes and the chines kept the 245CX's windshield completely dry. When quartering into them, we used her Lenco trim tabs to raise the windward side, which softened the ride and suppressed the only spray that came even close to the windshield.

Adapting the 245 hull to a dual console configuration meant working out placement of interior weight centers like the 130-gallon fuel tank, the 19-gallon water tank, the portable toilet, and the two big Group 29 batteries to balance the hull properly both at rest and at speed. It also meant adjusting balance according to the locations where people are likely to sit, stand, and congregate in a dual console interior instead of around a center console.

To serve both the CX and CC configurations – which the 245 hull does very well – the topsides carry the full 8-foot, 6-inch beam well forward, opening up space in the bow. In the CX version, the result is a large compartment in front of the tempered glass windshield. Under proper sea conditions, this area can function as a safe wind-in-their-hair riding space for children right in sight of their parents, or a comfortable four-adult buffet spot, or a stripped-for-action casting deck. Combined with the spaces under the bow seats, the two consoles serve specific functions. To starboard is a large helm that offers those good sightlines; a dash that accommodates a flush-mounted 10-inch LCD display, a linked-in VHF radio, and a flush-mounted stereo; and, underneath, cavernous dry storage, accessible through a stout hatch in the walk-through. To port is a head/changing room designed for adults as well as children, with a door whose upper edge curves into the console's top, so no one bumps their head entering or exiting.

Helm and companion chairs offer flip-up bolsters to convert to leaning posts. A back-to-back folding port seat is optional, as is a wet bar with sink to starboard. EdgeWater offers an optional electric grill for this space, as well as tackle or cooler storage. Between the seats is a long in-sole compartment for skis and water toys. Options for tops include a folding Bimini and a rigid Performance Arch with tow bit, built of oversized tubing that can accept rod holders, wakeboard brackets, and speakers. Aft is a spacious cockpit, ending in a large central seat with a lift-out fishbox, beneath which is access to plumbing, wiring, and mechanical systems. The transom holds an upholstered back cushion for the seat, plus a door to the aft deck to starboard and a 28-gallon livewell to port. Our sole gripe with the layout is that the Performance Arch top covers only the helm and single companion seats.

The EdgeWater web site offers several videos describing the company's production process, from computer-assisted design and engineering through materials and hull layup to assembly. Like all EdgeWaters from 22 feet up, the 245CX is built with the company's proprietary Single Piece Infusion vacuum-bagging system, which its engineers have successfully adapted to the hull's design. Those engineers specify a combination of knitted bi-, tri-, and quadraxial fabrics, foam cores with varying densities and flex characteristics, and a heavily reinforced Penske Board transom. The lamination crew sets each boat's kit of dry materials precisely into the mold before installing the vacuum bag and carefully applying vinylester resin to bring the

Base Price	\$92,080
LOA	24' 6"
Beam	8' 6"
Draft	1' 9"
Weight	3,550 Pounds
Deadrise	20 Degrees
Fuel Capacity	130 Gallons
Water Capacity	19 Gallons
Max HP	350
Test Engine	Single 350-HP Yamaha F350 outboard
Test Prop	16-1/4" x 19"
Gear Ratio	1.73:1



Edgewater 245CX

RPM	MPH	GPH	Angle	Sound
1000	5.2	1.5	0	60 dBA
1500	7.3	2.5	1	66 dBA
2000	9.0	4.9	4	74 dBA
2500	14.4	6.8	5	75 dBA
3000	22.8	8.4	3	78 dBA
3500	29.3	10.4	2	78 dBA
4000	34.4	13.4	2	78 dBA
4500	38.4	17.4	2	78 dBA
5000	43.9	21.3	2	81 dBA
5500	48.4	28.7	1	86 dBA
6000	53.4	35.1	1	88 dBA

whole hull/stringer package together with a strong primary bond. With foam filling all voids left in the hull, it becomes unsinkable, exceeding Coast Guard floatation requirements.

In our test, the 245CX carried her 800-lb. Yamaha F350 easily, though the bow rose to 5 degrees during acceleration at 2,000-2,500 rpm before leveling onto an easy planing attitude at 3,000. At that speed, she loped through the seas easily in all directions, even quartering into them.

The dryness of this Crossover's windshield throughout our test is evidence of an often-overlooked virtue in top-quality boats: the value of good tooling. Marine Concepts builds the plugs and molds for EdgeWater with a precise five-axis router that executes the designers' shapes faithfully. The plugs transfer those shapes to the molds, which shop crews maintain carefully, so that finished hulls follow their designs exactly. Look at the running shot that accompanies this test. Notice how the lifting strakes and chines force spray straight

out instead of allowing it to curve upward into the boat. That precision also makes those features more effective in lifting the hull.

Performance? Sure, the F350 can make the 245CX fly, even with a full load of people and gear. That said, Yamaha's new 4.2-liter F300 Offshore V-6 can do nearly as much while saving several thousand dollars that can pay for some very useful options. Top speed drops to around 45 mph, but with realistic cruising speeds still in the upper twenties and thirties. The F300 Offshore also saves about 220 lbs. of weight on the transom.

John Page Williams is the veteran Senior Naturalist at the Chesapeake Bay Foundation. He is based in Annapolis, Maryland, but his work takes him all over the Chesapeake and its tributaries, aboard his 17' Whaler and his old Grumman canoe. He also reviews boats for Chesapeake Bay & BOATING Magazines.



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