

## Chaparral 276 Signature Cruiser

AS SEEN IN  
**BOATING**CELEBRATING 50 YEARS AS  
The World's Largest  
Powerboat Magazine

## The Entertainer

Good seats still available.

**S**ome say that owning a cruiser is all about entertaining, so the space aboard needs to be versatile. Chalk one up for the trailerable Chaparral 276 Signature Cruiser, which boasts lots of clever seating features.

The helm seat itself is a doublewide bench with separate bolsters, so the captain and his closest companion can position their own seats. The helm bench also flips around on an aluminum swivel mount. When the boat is at rest, rotate the seat aft so it squares off with the transom seating, insert the cockpit table, and create a conversation pit for four people. If your wife brings along her bridge club, you can stand at the helm and drive while they throw down cards. I wish Chaparral made the bench a little sturdier—the seat on our test boat teetered a bit in bouncier seas.

The transom seating is another prime example of versatility. The backrest can be positioned so passengers face forward or aft, or it can fully retract to create a transom sunlounge. Plus, the boat comes pretty well stacked with standard amenities.

If cruising's your thing, the 276 Signature Cruiser won't disappoint belowdecks. There's 6'6" of headroom and a well-appointed cabin that features a dinette/V-berth, galley with faux-granite counters, cedar closet, deck hatch for natural light, and seven overhead lights. The midcabin is slightly claustrophobic overhead due to the required sunken well between the cockpit and cabin door, but it's a CE (European) standard so Chaparral did the best it could with the space.

On the water the 276 Signature Cruiser climbed onto plane without excessive bowrise—a trait that plagues some cruisers—and held plane at low speeds (10.7 mph and 2850 rpm). If you'd like to see this boat break 40 mph, upgrade the horsepower, which will also help the boat perform well with a full crew at slower speeds.

—PETE MCDONALD

### BOATING

#### Certified Test Results

rpm	SPEED			EFFICIENCY				OPERATION		
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level	
1000	4.3	4.9	1.4	3.0	3.5	238	274	1	69	
1500	6.0	6.9	2.1	2.9	3.3	224	257	1	79	
2000	7.1	8.2	3.4	2.1	2.4	164	189	2	81	
2500	8.2	9.4	5.7	1.4	1.6	112	129	4	83	
3000	11.3	13.0	8.6	1.3	1.5	103	118	5	90	
3500	15.6	17.9	10.9	1.4	1.6	112	129	6	86	
4000	22.7	26.1	12.6	1.8	2.1	141	162	5	87	
4500	28.2	32.5	15.9	1.8	2.0	139	160	4	88	
5000	32.9	37.9	22.1	1.5	1.7	117	134	2	91	
5100	33.4	38.4	23.1	1.4	1.7	113	130	2	93	

Advertised fuel capacity 87 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, full fuel, no water. Sound levels taken at helm, in dB-A.

LOA	28'11"
Beam	8'6"
Draft (max.)	2'9"
Displacement (lbs., approx.)	7,450
Transom deadrise	18°
Bridge clearance	7'6"
Max. cabin headroom	6'6"
Fuel capacity (gal.)	87
Water capacity (gal.)	29
Price (w/standard power)	\$86,746
Price (w/test power)	\$88,957

Volvo Penta 5.7 OSI XDP V-8 gasoline stern drive with 350 cid, swinging an F2 propset through a 1.96:1 reduction.

**STANDARD EQUIPMENT** (major items) CO detector; head w/shower and Vacu-flush commode; galley w/sink, faucet, refrigerator, microwave, electric stove; LCD TV/DVD/CD player w/surround sound, antenna, remote; dinette table w/filler cushion; AM/FM/CD player w/Sirius Satellite Radio and 6 months of service; snap-in cockpit carpet; transom shower; compass; digital depthsounder; digital hourmeter; power steering w/tilt wheel; starboard windshield wiper; battery converter/charger; 2 auto. bilge pumps; water heater; 50' shorepower cord; trim tabs; integrated extended swim platform; Bimini top w/boot.

**STANDARD POWER** Single 300-hp MerCruiser 5.7L Bravo Three gasoline stern drive.

**OPTIONAL POWER** Single gasoline stern drive to 425 hp.

**TEST BOAT POWER** Single 280-hp



#### Monthly Payment \$539

(670% interest with 15% down on test boat power, tax not included; 15-year loan to qualified buyers estimated by Excel Credit)

**High Points** The raw-water strainers for the genset and air conditioning are easy to reach. The hull flange is cored with plywood so the screws in the deck flange have bite. The light and windlass wiring in the anchor locker are chafe protected.

**Low Points** There was no acoustic insulation on our test boat's engine hatch, making it louder than expected. The windshield wiper covers only half of the windshield height. I'd prefer 8" pull-up cleats throughout the boat to the 6" ones installed.

**Toughest Competitor** Four Winns 278 Vista is outfitted with the Volvo Penta Ocean Series drive, which is better suited for coastal use, and sells for \$84,769 with a 280-hp Volvo Penta 5.7 OSI DP. The Four Winns has U-shaped cockpit seating that wraps around the starboard inwale. It also has a more traditional cruiser transom with a dunnage box instead of a sunpad.

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