

Sea-Doo Sportster SCIC (2006-)

Brief Summary

Sea-Doo puts all the fun of a performance jet ski into its Sportster SCIC. She comfortably seats four, three across the bench and one rear facing for a ski watch. Her standard power is 155-hp Rotax 4-TEC but you can bump it up a few notches with the optional 215-hp Supercharged Rotax 4-TEC for maximum performance and fun.

Price

Base Price

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

- 21 gallon fuel capacity
- 12” draft
- Built-in cooler
- Sharp, eye catching graphics
- Seats four
- Ski Pylon
- Digitally Encoded Security System (D.E.S.S.) for theft deterrence

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	5.5	4.8	1.6	3.44	2.99	65	56	71
3000	6.1	5.3	2.5	2.42	2.1	46	40	80
3500	6.6	5.7	3	2.18	1.9	41	36	80
4000	7.1	6.1	4	1.76	1.53	33	29	81

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
4500	20.7	18	4.7	4.45	3.87	84	73	82
5000	27	23.5	5.9	4.62	4.01	87	76	86
5500	30.5	26.5	7.7	3.98	3.46	75	65	85
6000	35.4	30.8	9.1	3.91	3.4	74	64	87
6500	39.4	34.2	11.2	3.51	3.06	66	58	90
7000	44.3	38.5	13.1	3.38	2.94	64	56	91
7500	49.2	42.8	16.5	2.99	2.6	57	49	93
7750	52.6	45.7	17.3	3.05	2.65	58	50	95

[View the test results in metric units](#)
[see doosic chart.jpg](#)

Specifications

Length Overall	15' 4"
BEAM	7' 1"
Dry Weight	1,454 lbs.
Tested Weight	
Draft	12"
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	20 deg.
Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	21 gal.
Water Capacity	none
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
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	2.3 sec.
0 to 20	
Ratio	1.0 : 1
Props	Impeller
Load	2 persons, 7/8 fuel, no water, min. gear
Climate	74 deg., 66% humid.; wind: 15k; seas: 1' chop

Supercharged Fun

By Capt. Vince Daniello
Test Captain

In twenty years as a professional captain I've run just about every kind of boat imaginable, which has left me a bit jaded. But testing Sea-Doo's Sportster SCIC (which stands for SuperCharged & InterCooled) reminded me that I was once a wide-eyed boy that couldn't wait to get behind the wheel of anything that floats. In

short, this boat is just fun to drive.

Power behind the Boat

The Sportster SCIC gets its name from Sea-Doo's 215 horsepower Rotax engine. The three-cylinder 1498 cc engine gets an added boost from the supercharger, which forces air into the cylinders like a turbocharger, but with much more immediate response than a turbo. After the compressed air leaves the supercharger, it passes through an intercooler, which cools the air before it reaches the pistons, creating a more effective air and gas mixture within the cylinders. This results in an increased top end performance, but more importantly for the SCIC, the supercharger and intercooler increase acceleration, and the Sportster is all about acceleration. We achieved a top speed of 52.6 mph, pretty good for a fifteen-footer, with 2.3 seconds to plane and 4.4 seconds from 0 to 30 mph.

Handling and Performance

Like a sporty roadster, the Sportster corners well, its deep-V hull digging into tight turns with complete control, but crank the wheel and goose the throttle in just the right way and the boat spins out, and then accelerates off in a new direction. These spins are very predictable and simply pulling back the throttle stops the boat almost immediately. Maneuvers like this should only be attempted when no boats or obstructions are nearby, but because the boat weighs 1,454 pounds, the whole "spin out" process happens gradually. There aren't a lot of G forces so it's fun for the driver and passengers.

While the Sportster is fun in twists and turns, the boat handles surprisingly well in a straight line. On the afternoon of our test day, the wind kicked up well over twenty knots and the Sportster cruised comfortably through the chop. At times the ride was rather wet, but a fifteen-footer in 25 mph winds is bound to be wet.

Design and Features

The Sportster has an unusual appearance. For starters, it's egg shaped, extremely wide in the middle and rounded at both ends. Combine that with the open cockpit and contoured, bright yellow accented seats and the Sportster looks like a theme park ride or something off a movie set. The stereo speakers between the seat head rests and numerous hand-holds around the seats add to the illusion, as does the wakeboard tower. But while the Sportster doesn't look like most boats and doesn't handle like most boats, it is just as capable as any boat for pulling water toys. There is a retractable ski pylon just behind the seats, another pylon on top of the wakeboard tower, and a rear view mirror for the helmsman. The large swim deck, boarding ladder, and handrails, make getting on and off the boat easy, and the jet drive is inherently safer than a prop.

To make room for all these toys, this Sea-Doo provides a vast amount of storage for a fifteen-footer. The ski locker below the deck has a wide hatch so it will fit gear larger than skis, and there is a large storage tray above the engine. You might not want to store salty, wet equipment in this compartment as seawater could drip down on the engine, but the heat from the engine should help dry damp gear stored here. Two more storage compartments forward are surprisingly large and deep, although while testing the boat we noticed the hatch in front of the helm is so large that the wind can overcome its pneumatic lift.

Another characteristic that gives the Sportster a futuristic feel is that it seems to "hover" in neutral. The jet

pump is always pumping water, but the water is diverted downward when the boat is in neutral. Because of this, the boat sits in one place but still responds to the steering wheel for uncanny maneuverability - simply point the boat in the right direction and go. It does take some getting used to. My boat-handling instincts were challenged whenever I put the boat in reverse until finally I realized that no matter what gear I was in, whichever way I turned the wheel the bow turned the same way. This is opposite to propeller driven boats where the bow swings opposite the steering wheel when in reverse. For new boaters the jet is probably easier, and experienced boaters will pick up the difference quickly.

If you have fun simply driving a boat, you'll have a blast with the Sportster. It's a truly a unique experience. Of course if I'm around, you might have to fight me for the helm.