

Sundance B220CC

Brief Summary

Test Power-- 1 x 90-hp Honda 4-Stroke Outboard

Best Cruise-- 23.1 mph @ 4000 rpm

WOT-- 36.9 mph @ 5890 rpm

Sundance Boats was founded with a goal of building the best shallow draft fishing skiff at the best price. The “Posi-grip, No-Trip” hull creates positive tracking and a dry ride.

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

- Yacht finish front deck
- Horizontal rod racks
- 18 gallon aerated baitwell
- 316 stainless steel hardware throughout
- 74-quart cooler
- Trolling wire kit
- Marinco Power Point on dash

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
670	2.2	1.9	0.3	7.33	6.38	218	189	60
1000	3.8	3.3	0.4	9.38	8.15	278	242	60
1500	5.1	4.4	0.6	8.42	7.32	250	217	63

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	6.4	5.6	0.9	7.11	6.18	211	184	67
2500	7.3	6.3	1.7	4.42	3.85	131	114	72
3000	9.9	8.6	2.5	4.02	3.5	119	104	75
3500	17.1	14.9	2.8	6.11	5.31	181	158	83
4000	23.1	20.1	3.2	7.33	6.38	218	189	85
4500	27.6	24	6.1	4.52	3.93	134	117	88
5000	31.3	27.2	7.1	4.4	3.83	131	114	92
5500	34.2	29.7	8.2	4.2	3.65	125	108	90
5890	36.9	32.1	9	4.12	3.59	122	106	90

[View the test results in metric units](#)

[sundance200cr-chart.jpg](#)

Specifications

Length Overall	19' 10"
BEAM	7' 10"
Dry Weight	1,695 lbs.
Tested Weight	
Draft	6" 0"

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	open
Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	33 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	3.6 sec.
0 to 20	
Ratio	2.33 : 1
Props	Solas Honda 13 7/8 X 15 X 3 Stainless Steel
Load	2 persons, 1/3 fuel, no water, minimal gear
Climate	65 deg.; 65% humid.; wind: 10 MPH; seas; minimal chop

Sundance B20CC- Great Stability, Good Performance, & A Proven Hull Design

By Captain John B. Wenz

Growing up fishing, my buddies and I spent a lot of time in the saltwater flats. We often got frustrated because we couldn't get into the real shallow stuff; we were fishing from a cuddy runabout. When we got a

little older, we realized how the “old-timers”, the local baymen, did it. They used flat-bottomed Garvy-type skiffs. This hull type has been around for generations and has proved its worth for both stability and for minimal draft requirements. Sundance Boats has followed up on that tradition, realizing the value of something that has been proven over time.

Sundance Construction

Sundance Boats was put together in 1993 with their goal to “build the best shallow-draft fishing skiffs available and to do it for the best price around.” One look and you’ll agree; they’re no-nonsense, rugged fishing boats. Their hulls are unique in that they’ve added more stringers, each one consisting of a laminate structure around an internal foam pre-form. The result is a stronger, stiffer, lighter hull that’s virtually unsinkable. In addition, their lighter hulls, using a smaller engine, can provide the same performance as their competitors’ using larger outboards. On top of that, the flat-bottom hull reduces draft and increases planing efficiency. I recently traveled to Georgia to take the B20CC for a ride.

At the Bow

The deck surface up forward is what Sundance calls their “Yacht Finish.” It’s a very aggressive, molded-in non-skid pattern. It looks good and functions just as well. Whether you’re getting on board from the dock or casting a line, you won’t have to think about losing your footing. You’ll find a pop-up mooring cleat on the bow, which stows nearly flush with the deck when you don’t need. There’s also a socket for the removable navigation lights, so they can be stowed out of the way during daytime navigation. There’s a nice amount of cubic storage space forward- under the foredeck and in a pair of cushioned jumpseats outboard on both sides. In addition, there are rod holders built-in under the gunnels on both sides.

Helm Features

The center console is a functional, no-frills unit with plenty of space on top to mount any electronic equipment you might need. It’s got a large lexan windshield and a stainless steel handrail. Underneath is the 33 gallon gasoline tank and custom-built rod racks are fitted on port and starboard sides.

Along with a four switch electric panel and circuit breakers, the additional instrumentation package includes a fuel gauge, a voltmeter, and a tachometer with a digital hour meter. Space is provided for an OEM engine monitor readout, and they’ve added a stainless steel 12 volt outlet for your electronic gear like a cell phone or portable GPS. The 15 inch stainless steel wheel uses a planetary gear system, so there’s no engine torque transmitted back to the wheel. The helm seat is a 76-quart insulated cooler with a seat cushion. It’s got a swinging backrest so that you can sit facing forward or astern.

Back on the aft deck you’ll find more Yacht Finish non-skid with lift-up hatches accessing the battery and bilge pump. In addition, there’s an 18 gallon livewell with a high-speed pickup for when you’re running without the aerator motor.

Specifications

How does she measure up? The Sundance model B20CC is 19’10” in length overall. She’s got a 94” beam and a 6” draft. You can have her rigged with an outboard motor of up to 135 horsepower. She’ll carry up to 11 persons totaling 1500 pounds, or a maximum payload of 2275 and the average weight when rigged is

1695 pounds.

Aside from superior construction, Sundance lays claim to a couple of other design features worth mentioning. They've moved the outer chines inward and added multiple turning rails on the bottom. This allows the boat to "lean into" a turn. They call this their "Posi-Grip, No-Trip" hull design. In addition, they've come up with what they refer to as the "SRV", or Side Relief Vee bow. This feature vents water spray down and away from the boat resulting in a dry ride. They've done some considerable testing with high speed video equipment to figure this out.

Engine Power

Our Sundance B20 test boat was powered by Honda's four stroke BF90 outboard which has 4-4 Induction for fuel efficiency. The design gives air a shorter path in the combustion chamber resulting in a very smooth, quiet running engine and excellent throttle response. It also has Single Overhead Cam 3 valve design for maximum torque and a full 90 horsepower. The BF 90 has a freshwater flush port to simplify preventative maintenance and "4-Front" corrosion protection. Critical engine electronic components are top-mounted for maximum protection from moisture.

I didn't have any way of measuring, but I'd say that the hull design meets the builder's claims. The surface conditions were settled, for the most part, but when the breeze came up I saw no spray on deck and turning was indeed precise with little skidding.