

Chaparral 280 OSX (2020-)

Brief Summary

The all-new Chaparral 280 OSX is the first hull in the outboard luxury OSX Series from Chaparral. Meeting both Yacht and NMMA certifications, she boasts unique features such as a rotating helm bench, convertible bow and aft seating areas, and a uniquely spacious head compartment along with her twin Yamaha 250s (standard being 200s). We found her to be not only entertainment-friendly, but also performance forward.

Price

Base Price\$190125.00

Key Features

- Cabin and head compartment
- Full-beam integrated swim platform
- Recessed transom door
- Lifetime limited hull warranty
- 21-degree deep-V hull
- Yamaha FourStroke F200 XCA (digital) engines

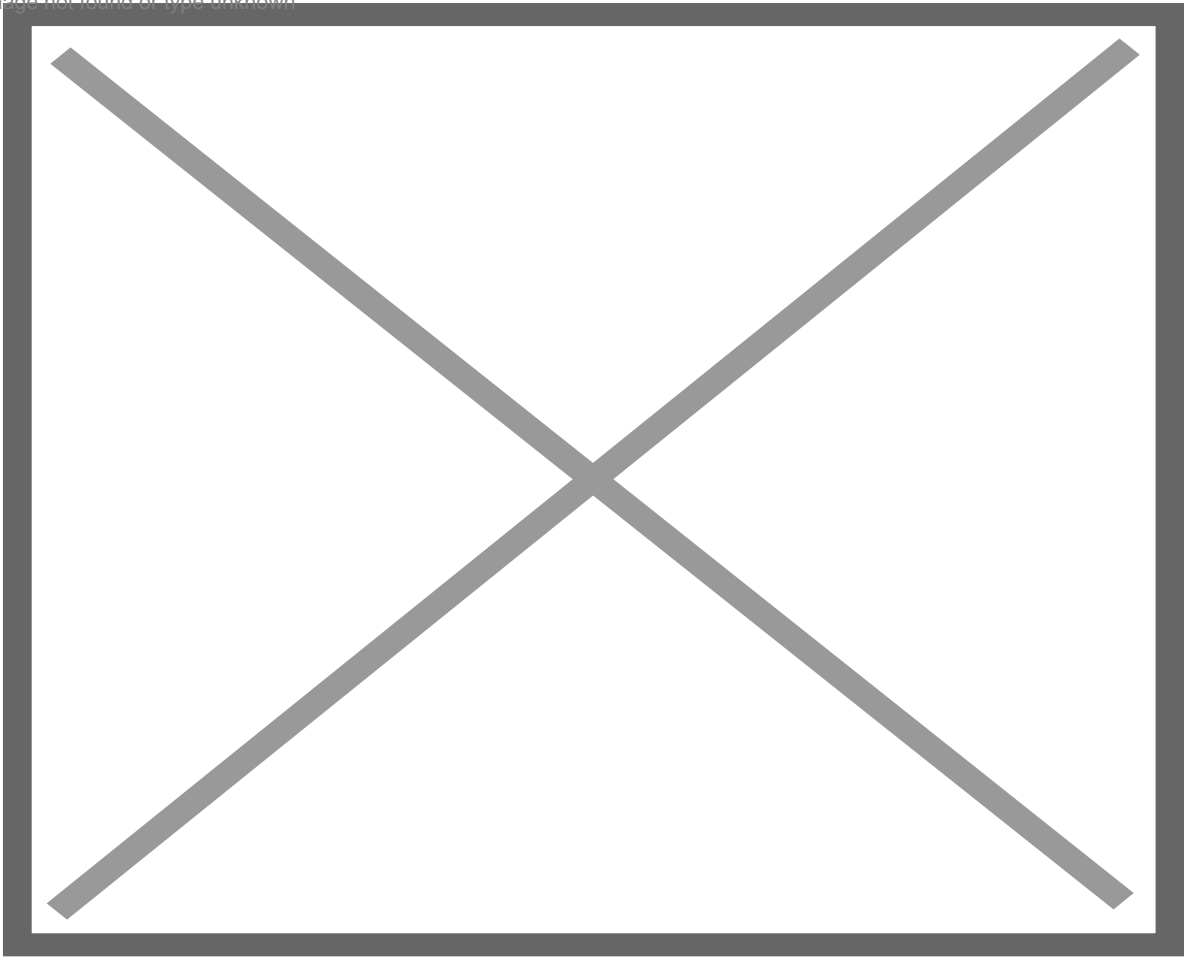
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4	3.5	1.3	3.2	2.8	346	300.5	59
1000	6	5.2	2.6	2.4	2	254	221	62
1500	8.5	7.4	4.3	2	1.7	213	185.6	73
2000	10	8.7	8.6	1.2	1	126	109.8	76
2500	15.5	13.5	11.1	1.4	1.2	151	131.1	80

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	28	24.3	13.6	2.1	1.8	222	193.4	84
3500	35	30.4	18.1	1.9	1.7	209	181.6	87
4000	41	35.7	22.7	1.8	1.6	195	169.6	88
4500	47	40.9	30.4	1.5	1.3	167	145.4	91
5000	52	45.2	37.9	1.4	1.2	148	128.9	92
5500	57	49.6	42.9	1.3	1.2	143	124.8	94
6000	59.5	51.7	49.2	1.2	1.1	131	113.6	95

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

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Specifications

Length Overall	27' 8" (8.43 m)
BEAM	9' (2.74 m)
Dry Weight	7,294 lbs. (3,309 kg)
Tested Weight	8,395 lbs. (3,808 kg)
Draft	
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	21-deg.
Max Headroom	
Bridge Clearance	
Weight Capacity	Yacht Certified
Person Capacity	Yacht Certified
Fuel Capacity	120 gal. (454 L)
Water Capacity	15 gal. (57 L)
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	8,395 lbs. (3,808 kg)
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	N/A
0 to 20	
Ratio	
Props	Stainless
Load	2 persons, 1/4 fuel, no water, no water
Climate	91 deg, 64 humid.; wind: 1.7-2.5 mph; seas: >1

By Capt. Greg Thornton

Chaparral 280 OSX

The new 280 OSX is Chaparral's answer to luxury bowriders in an outboard package.

Bow view

The Chaparral 280 OSX's chines seem to create more lift and prevented any spray, and no doubt aided the smooth ride.

Mission

The team at Chaparral approached this new premium bowrider model with as many high-end touches as possible. The 280 OSX boasts 7" Multi-Touch displays, premium stereo and Sirius XM satellite radio, and an Electric EFX arch. But the fun continues well into her design and versatile accommodation areas. And Chaparral kept comfort in mind as well – all in a luxury outboard bowrider replete with her fair share of stainless steel, teak flooring and vanity solid surface countertops.

Distinguishing Features

- Rotating helm seating

Major Features

- Standard EFX electric arch
- Convertible bow seating area
- Convertible aft seating area
- Spacious head compartment
- Dive door

Design

Fiberglass top
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Our test boat was outfitted with a fiberglass hardtop complete with an integrated bonded sky light.

Top view
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The electric EFX arch comes standard on the Chaparral 280 OSX.

Performance

Twin 250s
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This test was a bit unique in that we tested two versions of the 280; the first with twin Yamaha 250s, the second with twin Yamaha 200s.

The first version of the new Chaparral 280 OSX was outfitted with twin Yamaha FourStroke F250 XCA engines turning an SWS II stainless steel prop with a 15 ¼" (38.74 cm) diameter by 19" (48.26 cm) pitch. She had an LOA of 27'8" (8.43 m), a beam of 9' (2.74 m), and a draft of 2'9" (0.84 m) draft. With a dry

weight of 7,294 lbs. (3,309 kg.), 30-percent fuel and two people, we had a test weight of 8,395 lbs. (3,808 kg).

Cruising top speed

At 6000 rpm, we hit a top speed of 59.5 mph.

Best economical cruise came in at 3000 rpm and 28 mph. At that speed the 13.6 gph fuel burn translated into 2.1 mpg and a range of 222 statute miles. All while still holding back a 10-percent reserve of the boats 120-gallon (454 L) total fuel capacity. If trolling, 600 rpm produces 4 mph with a 1.3 gph fuel burn.

Second version

The second version of the 280 OSX was outfitted with twin Yamaha Four Stroke F200 XCA engines, turning an 18" (45.72 cm) pitch stainless Steel Reliance prop.

She had the same LOA of 27'8" (8.43 m), a beam of 9' (2.74 m), and a draft of 2'9" (0.84 m). With a dry weight of 6,500 lbs. (2948 kg.), 25-percent fuel and two people, we had a test weight of 7,507 lbs. (3405 kg.)

Top speed

At 6000 rpm, we hit a top speed of 51.5 mph.

On the second version of the 280 OSX we tested, the best economical cruise came in at 3500 rpm and 26.5 mph. At that speed, the 12 gph fuel burn translated into 2.2 mpg and a range of 239 statute miles. All while still holding back a 10-percent reserve of the boats 120-gallon (454 L) total fuel capacity. And while trolling, 600 rpm produces 3 mph with a 0.8 gph fuel burn.

Acceleration

Stem view

With the twin 250s, we reached planing speed in 4.6 seconds.

Our first boat was outfitted with the **Yamaha 250s**. With this setup, the 280 OSX pushed from 20 mph in 5.5 seconds, to 30 in 7.7 seconds, and 40 came and went in 10.1 seconds.

As for acceleration with the **Yamaha 200s**, we reached planing speed in 5.9 seconds. She continued to 20 mph in 5.5 seconds, 30 in 7.7 seconds, and 40 came and went in 10.1 seconds.

Yamaha Twin 250s

0-20 mph : 5.5 seconds

0-30 mph : 7.7 seconds

0-40 mph : 10.1 seconds

Yamaha Twin 200s

0-20 mph: 6.6 seconds

0-30 mph: 9.7 seconds

0-40 mph: 13.3 seconds

Handling

Joystick not found or type unknown

With the Optimus 360 Joystick, maneuvering in and around the dock was made easy and the 280 OSX was quite responsive.

Right out of the gate, she had very little noticeable bow rise change getting onto plane. With a 21-degree deadrise, she cut through what little testing conditions there were. And although we didn't have much in the way of rough testing conditions, we did notice that she banked well in and out of turns while losing little in the way speed.

Boat Inspection

Accessed to the helm is gained from the port side. And once seated in the captain's chair, the tilt-base mounted, hand-stitched wheel sat front and center. The initial feel was that everything that we needed was readily accessible and was within arm's reach – which is great.

Helm not found or type unknown

The 280 OSX's helm sits off to starboard.

Garmin displays not found or type unknown

Just forward are twin 7" (17.78 cm) Garmin displays and the Yamaha engine display sits in between them. It would be nice to see a compass somewhere on the helm. Off to the right is the Optimus 360 joystick. Below are both engine start keys with safety lanyard. Lenco trim tab controls are just to the right of that.

Engine monitors not found or type unknown

To the outside is the Optimus 360 joystick monitor, which when engaged monitors the boats RPMs.

The accessory switches are located above and on the right of the helm. While the 280 OSX's accessory lighting switches are located to port. To the left of the wheel we find a cubby, audio and USB inputs, a 12V plug, and the Clarion audio controls. The binnacles are located on the starboard side of the helm.

Throttles

At a 30-degree angle, our test captain found the binnacle controls to be ergonomically mounted.

Courtesy lighting

Courtesy lighting was located just abaft the binnacles.

One of the boats six JL Audio speaks is mounted just below the binnacles and the helm fuses are located beneath the console. There's another speaker in the same location to port, and the boats only subwoofer is integrated into the aft cockpit seating.

Swivel Helm Seating

The helm seating area on the 280 OSX was both comfortable and practical. From a seated position there was unobstructed visibility all around and while standing, we found the same to be true. While seated, the armrests and bolsters did provide extra comfort and support.

Helm seating

The helm seating is a conjoined two-seat bench.

Seat measurements

With the bolsters down it measures 44" (1.18 m) wide, 21" (0.53 m) deep, and from the deck to the top of the bolster, 21" (0.53 m) high. With the bolsters up, there is 21" (0.53 m) of distance between the bench and the helm.

Bench swivels

The entire bench swivels to starboard, transforming the cockpit.

Converted

The boat is still operational while converted.

To convert and revert to helm mode, simply pull and twist the knob which is located on the bottom right of the front of the helm bench and slide. Additionally, there are stainless-steel grab handles mounted on the back side of the seats.

Windscreen

Windscreen

The windscreen measured 7'3" (2.21 m) across and 2'5" (0.74 m) high and has a boxy appearance as it continues around amidships.

The windscreen door and dam door are off to port. While a single windshield wiper is located to starboard on the windscreen.

Windshield measurements

There's 8" (20.32 cm) of visibility from the top of the helm to the windscreen cap.

Starboard view

And 2'2" (0.66 m) or 26" (66.04 cm) of forward visibility from the top of the cap to the hardtop.

Ground Tackle

Anchor windlass

Located in the bow anchor locker is an electric Lewmar windlass, controlled locally or from the helm.

There's a manual hand-wrench to port and a 6" (12.24 cm) tie off cleat just forward. Attached to the windlass rode is a 14 lb. (6.35 kg) galvanized DTX plow anchor. Two 6" (15.24 cm) pull-up mooring cleats sit to port and starboard.

Bow area

Additionally, the bow can be used as a point of entry and egress.

Mechanical Compartment

Boat mechanical compartment

The boats mechanical compartment is located beneath the aft center seating section.

A brake on the starboard strut holds the entire section securely in place - both struts being attached to heavy duty brackets. To close, simply squeeze the break and pull the seat down. Access to the fuel tank, fuel lines, and digital fuel sending unit are located beneath the step down into the compartment.

Battery compartment

Off to port are the house, starboard and port engine batteries. To the outside is the blackwater holding tank. A 20-amp battery charger is mounted just above.

Both engine fuel/water separators are located to either side of the bilge walls. The bilge pump is to center, along with a low and high-level float switch setup. Both engine hydraulic steering pumps are mounted aft; The Optimus 360 joystick steering unit sits in between. The thru-hull Airmar transducer records sonar and is located below the starboard fuel/water separator.

bilge pumps

It's worth noting that the 280 OSX is also bonded, which is crucial in terms of preventing occurrences such as galvanic corrosion.

LED lighting is located throughout the compartment.

Bow

Port side walkway

Leading through the 1'7" (0.48 m) port-side walkway we accessed the bow area, which was a defining feature aboard the new 280 OSX.

There was an immediate safe and spacious feel thanks to the 9" (22.86 cm) by 2 ½" (6.35 cm) bolsters which wrap around the inside of the bow area. From deck to bolster top is 2'8" (0.81 m) high.

Bow seating

The bow provides a spacious seating area.

Bow sun pad

Chaparral's innovative center bow seat houses a hinged cushion, which simply flips out and into place.

Bow table

A dinette table further accommodates, along with speakers and drink holders both to port and starboard.

Head

Head capture

The head is accessed via the port side door of the helm. There's also a lockable glovebox on the front of the door along with a reflective mirror.

There was an overall headroom space from deck to ceiling of 4'9" (1.45 m), and while seated 3'3" (0.99 m) high by 3'4" (1.02 m) wide.

Countertop

Set into a solid surface countertop, we find a stainless-steel sink and faucet.

A functional port window was to starboard. With the push of a button, the electric head slides out on a track and is hid just below the door. The head lighting and flush buttons are mounted on the aft bulkhead. A carbon detection device is mounted just below.

Cockpit

Cockpit seating

We found the cockpit seating area to be quite versatile to say the least.

Stern sunpad

In the cockpit area there's an L-shaped seating section to port. The star of the aft seating area is the convertible sun pad area.

This seating area easily converts to an aft-facing lounge. Off to port, the bench seating lifts to reveal storage for a 25 qt. (24 L) removable cooler. The boat's universal Metrovac vacuum is stowed in this compartment as well as the boat's only dinette table. As the main congregation area there are no shortage of JL Audio speakers in this area, as we have two to port along with a grab rail and a third to starboard behind the helm seat. Wrap around bolsters continue throughout the cockpit.

Hardtop

Hardtop

The hardtop was a needed refuge from the sun as our testing conditions were hot and sunny.

There was a strong structural design that seemed to follow the contour of the windscreen to port and starboard. That said, at idle or running speeds, the hardtop structure did nothing to hamper visibility during testing. The 3 ½' (1.07 m) by 2 ½' (0.76 m) skylight is bonded in.

Sunroof

And here's a cool feature, a blind system that goes from transparent to opaque with ease.

Recessed lighting is located at either end of the hardtop as well.

Dive Door/Swim Platform

Dive door

The dive door is located on the starboard side.

A heavy-duty magnet keeps the door securely open. The door handle has a push-button lock that engages when closed. A washdown hose is mounted just abaft the door.

transom

The swim platform measures 8 ½' (2.59 m) long by 2'10" (0.86 m) wide off to port and starboard.

The center transition platform measures 11" (27.94 cm), and the entire platform is laid with SeaDek. The aft facing bench seating is located to center. Off to either side are both a 6" (15.24 cm) pullup cleat and 6" (15.24 cm) aft facing mounted cleat.

Two fuel fills

The boats two fuel fills are just above and to either side of the fixed cleats and fill the single 120-gallon (454.24 L) gas tank.

The starboard side seating reveals convenient battery and holding tank access. Just below that is the pump out port, Clarion audio controls, and water fill. A retractable 12V extension cord is mounted to port, although it would be nice to see it located in a dryer location.

Battery shut offs Not specified or type unknown

A partition door divides the cockpit and swim platform areas. And the 280 OSX's main breaker panel is located on the starboard side behind that door and contains the main house and engine battery shutoffs.

Construction

NMMA Not found or type unknown

Chaparral has made both the 280 OSX and 300 OSX NMMA/Yacht Certified.

Color Decisions

- **Wide Band Hull:**
 - Alloy Gray
 - Black
 - Blue
 - Ice Blue
 - Seafoam Green
 - Stealth Gray
 - White
- **Painted Hull Stripe Color Options:**
 - Alloy Gray
 - Black
 - Blue
 - Fire Red
 - Lime Green
 - Silver
 - White Yellow
- **Cockpit Upholstery Color Options:**
 - Black
 - Blue
 - Dune

- Ice Blue
- Seafoam Green
- Slate

Optional Equipment

- Yamaha Twin Four Stroke F150XCA 150-hp (\$157,120)
- Yamaha Twin Four Stroke F200XCA 200-hp (\$172,477)
- Yamaha Twin Four Stroke F250-hp (\$190,125)
- Twin Mercury Verado 250XL DTS 250-hp (\$195,022)
- Seastar Optimus 360 Joystick (\$15,725)
- Electric toilet with 8 gallon holding tank (\$1,918)
- JL audio sound system upgrade (\$2,782)
- Bow and cockpit cover (\$2,004)
- Anchor – 14 lbs. polished stainless steel (\$683)
- Windlass package (\$3,550)
- Underwater lights (\$875)
- Fiberglass hardtop w/bonded sky light and overhead lights (\$6,923)
- Trim tabs with indicator switch (\$1,340)
- Seastar Optimus 360 steering system (\$15,725)
- Trailer – Aluminum Triple Axel with Aluminum Wheels (N/A)

Price

The price is \$172,477 equipped as is with twin Yamaha FourStroke F200 XCA 200-hp engines.

As much as Chaparral keeps the base price down, we suspect that when all is said and done with optioning, a majority of buyers will likely be in the 235K range.

Observation

Suffice it to say, we found the all-new 280 OSX from Chaparral to be a strong player in the game. With her rotating helm bench, convertible bow and aft seating areas, sizable head, swim platform and dive door, along with hardtop and engine packages, it's easy to see how a few hours could turn into an entire day of safe and fun boating – with style and comfort.