

2006 Chaparral 260 SSI stored under cover. Runs great with 5.7L Volvo Penta engine -



Informação do Vendedor

Nome: Pop Yachts
Company: POP YACHTS
Name:
First Name: Pop Yachts
About Us: POP YACHTS SALES
Experienced Sales + Customer Service
The key...great customer service. We love the marine industry and one of our core missions is to help raise the customer service bar in this industry.

However, the internet has completely transformed the way we do business. While traditional sales principles still very much apply (such as building a solid relationship with the customer, earning their trust, adding value, customer qualification, etc), how you get there is now very different. It used to be that a customer valued a solid handshake and an honest smile. In a traditional face to face environment, skilled salespeople could qualify a customer based on body language, personality type, etc. In today's internet age, many buyer

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Detalhes do Anúncio

Owner Stock No: 410055

Preço: \$ 44,450

Titulo: 2006 Chaparral 260 SSI
stored under cover. Runs
great with 5.7L Volvo
Penta engine -

País: United States

Cidade: Apex

Built: 2006

Descrição: Stock #410055 -

2006 Chaparral 260 SSI stored under cover. Runs great with 5.7L Volvo Penta engine - replaced 2019.

2006 Chaparral 260SSi Bow rider with 5.7Liter EFI Volvo Penta Engine, and 280HP to the dual propeller. Extremely well maintained, with clean Sea Decking on floors and swim platform with ladder and stainless handles. This boat boasts on V-Plane Hull and a stainless steel- 3 blade Duo Prop drive. Mold work is smooth, and the installation of the boat's protective plastic rubrail with a stainless-steel insert is an excellent addition. Notable hardware items included stainless-steel handrails and plastic grab handles, Accon Pull-Up cleats, a Taylor Made walk-through windshield and an add-on swim platform that extended from the boat's integrated swim platform. The 260 SSI was, to put it simply, decked out. The manufacturer opted for a horseshoe lounge, with hinged cushions and stowage lockers



(plus a draining cooler) underneath them, in the open bow. The bow area also boasted a tremendous in-sole locker.

Pedestals and a table, which could be used to convert the cockpit into a dining area, were stowed in a locker that was part of the driver's console to starboard. The port-side, co-pilot's console contained the head locker, which was far from the average head unit in a stuffy fiberglass box. The 260 SSI's locker boasted appointments that included a porcelain head, a complete headliner, a substantial latch assembly, padding and a screen porthole for ventilation

Aft of the port console, the co-pilot's swiveling bucket seat adjusted fore and aft, and had a flip-up bottom. The port gunwale was padded, and a grab handle was integrated into the padding.

The same comfortable bucket seat was provided for the driver to starboard. Woodgrain panels for the instruments, all in silver bezels, matched the vinyl-wrapped woodgrain tilt steering wheel. A touch-pad control was provided for the stereo system.

Aft of the co-pilot's bucket was a molded entertainment center which included a pressurized freshwater sink. Behind the driver's seat, the rear lounge was huge. We found stowage lockers under almost all its bottom cushions.

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