



TESTED
TRIED
AND
PROVED
6 TOP
FISHING
AND
BOATING
EDITORS
TELL YOU
HOW TO
GET THE
BOAT YOU
WANT

P.18
GREAT GEAR
Editor Approved
for Your Boat

P.74
POWER STEERING
Is It Worth
the Money?

FROM THE EDITORS OF
SaltWater SPORT FISHING **Marlin**
SPORTSMAN

BOAT BUYERS GUIDE 2022

PRESENTED BY
YAMAHA

SKINNY • FLATS • BAY • GULF STREAM • CANYONS



YAMAHA'S 425 XTO OFFSHORE IS NOT JUST FOR MULTIENGINE SETUPS ANYMORE

AND HELM MASTER EX GRADUATES TO SINGLE-ENGINE VESSELS

CONTENTS

In your hands now is the quintessential buyers guide for boats that fish the salt exactly the way you want to. America is still boating, and in these pages, we not only present some of the best boats on the water, we also give expert insider advice on how to equip them.

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114 LAST CAST

COVER

Pathfinder's new 2700 Open is the ideal vessel for Yamaha's new 425 XTO Offshore.

Just Nosin' Around with Family

Owning a Yellowfin not only gives you the best opportunity to get to the fishing grounds where others can not, it introduces you to a whole new family and lifestyle. Quality, performance and resale value are great attributes, as is meeting new people with similar interests who often become family, **The Yellowfin family.**



 *Yellowfin*
Yellowfin.com

Building top-quality center consoles from 17 to 54 feet.

ily



forming a Yellowfin not only provides the best opportunity for a quality experience, but also allows you to enjoy the Yellowfin family.



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CONTENDER



44CB



CONTENDERBOATS.COM/BOATS/44CB


POWERED BY  **YAMAHA**

PURE. LATITUDE. | S 358 SPORT

Finely appointed, endlessly versatile. On the brand new S 358, there's room to play or fish away the day. The freedom is yours.



Visit your factory authorized dealer and experience the excitement of Pursuit. Check Us out at pursuitboats.com.

AMERICAN
MADE 



Powered by  YAMAHA

 **PURSUIT**

Saltwater Anglers: Yamaha's got you covered.



If you fish the salt, Yamaha's got an outboard motor perfect for you.

There is not a single outboard of the same model and size that fits every saltwater angler. That would be like saying one rod, one reel or one bait can do it all. No—the magic happens when a specific item is found to be perfect for a specific task and then used for it.

If you're boating to saltwater fish, Yamaha offers motors perfect for your way of fishing.

Yamaha—known worldwide for building powerful, reliable outboards—has a lineup of outboards richer than ever, with models matched to all saltwater anglers.

It has perfected superior corrosion-resistant finishes and watertight connections for installation or re-powering. Plus, operation and navigation are easier, smoother and more precise—especially with the digital controls available in 150 to 425 hp outboards.

No wonder you see the Yamaha brand on the transoms of so many boats.

FOR THE FLATS: LIGHT AND FAST

To get to the hotspot swiftly and efficiently on one of these skinny-water boats, you can't beat these 90 to 115 hp, four-stroke Yamaha "Midrange Rock Stars."

At just 377 pounds, the 1.8-liter, inline four-cylinder F115 is a lightweight powerhouse in its class. And that means everything in the light, swift skiffs that prowl the skinny water.

The F115's powerful design means fast acceleration needed for the flats.

The F90 is 24 pounds lighter yet. The F115 and F90 share 1.8-liter displacement and four-valves-per-cylinder designs, with a single (F90)

or double (F115) overhead cam.

They have 35-amp alternators to power gear and maintain batteries, are available with mechanical remote or tiller control, and can be equipped with 20- or 25-inch shafts. You can even access variable trolling revolutions per minute via the CommandLink® tachometer.

INSHORE, BIG BAYS AND COASTAL

These waters call for more power. Maybe a lightweight, efficient Yamaha inline-four between 150 and 200 hp is perfect for you?

The "fours" provide light, efficient, versatile power, with your choice of mechanical or



FULL RANGE OF SMOOTH POWER

Yamaha's line of 90- to 425-horsepower outboard propulsion has saltwater-proven power, performance and corrosion resistance, with models 150hp and up offering available digital electronic controls.

digital control—or even Yamaha's next-gen Helm Master® EX boat-control system.

With several different models of 150, 175, and 200 horsepower, Yamaha's proven 16-valve, DOHC inline-four design maximizes power and fuel efficiency with features like precision multipoint fuel injection and long-track intake systems. There's even variable camshaft timing on the F200 and V MAX SHO® 150 models, for added acceleration and midrange punch.

Shifting is quiet, thanks to Yamaha propellers available with Shift Dampener System. All but one—the 2.7-liter, 150 hp mechanical 35-amp—of the inline-fours have 50-amp alternators to keep electronics, including digital controls, well-fed.

OFFSHORE? FOR SURE!

When the land drops out of sight—especially if the seas build—the outboard seems even more important, with the goal being safe and reliable fishing. Here, the bigger Yamahas (V6 4.2-liter Offshore outboards, from 225 to 300 hp) do more than just step up to the plate.

These award-winning outboards, now in both mechanical and digital control versions, have been offshore favorites for more than a decade, prized for power, efficiency and reliability.

With a fresh new look, the 250 and 300 boast digital controls and electric steering to make them incredibly responsive and simpler to install, lacking hydraulic pumps and lines.

The Yamaha 4.2-liter V6s feature harder-than-steel plasma-fused, sleeveless cylinder walls, producing larger cylinder bores without decreasing weight and outer-cylinder dimensions. This means more displacement and torque from the same-dimension powerplant.

Electronically controlled throttle valves work in concert with precision multipoint fuel injection to ensure a precise mix of air and fuel, while six sensors monitor vital atmospheric and engine conditions so the engine-control module can make adjustments for best performance. Variable camshaft timing increases power and throttle response.

AND NOW: THE ULTIMATE OFFSHORE YAMAHA

The crown jewel, the state-of-the-outboard-art, the pinnacle of Yamaha engineering: The 425-horsepower XTO Offshore® has integrated electric power steering, electronic digital controls and integrated autopilot systems.

Purpose-built from the ground up to withstand the rigors of offshore boating, the XTO Offshore introduces a new class of extreme offshore power and reliability. Boatbuilders often replace three 300 hp outboards with two 425s, saving maintenance.

Boating's first direct-injection four-strokes adopt the proven fuel-delivery system of the automotive industry. Idle speed and reverse thrusting are improved by the automatic diversion of exhaust above the cavitation plate. For efficiency at high speeds, it is diverted to the prop hub at 2,500 rpm.

Originally thought to be the exclusive domain of multioutboard boats, the Yamaha XTO Offshore has found a home on large single engine craft as well.

Never content, Yamaha engineers have added to the XTO Offshore a new charging system with the highest net amps: 96 amps of net charging power in neutral. Called the Phase Angle Control Charging System, it won one of the International Boatbuilders' Exhibition and Conference's Innovation Award honors in 2020.

AT THE HELM, AN IMPROVED MASTER

Yamaha's Helm Master EX integrated boat-control system is the conduit for all anglers' needs and abilities.

From a single engine—an industry first—to quintuple installations, the Helm Master EX expands on the functionality, ease of maneuvering, single-button fishing and positioning functions within the SetPoint® suite (including StayPoint®, FishPoint® and TrackPoint®). Helm Master EX further broadens inmode joystick adjustability for the autopilot and SetPoint; offers more automated essential boat operations; and in most Yamaha outboards from the 2.8-liter F150 and up, allows the addition of fully electric steering. (The XTO Offshore 425, of course, already boasts built-in electric steering.)

You can even add digital electric steering to most existing Yamaha outboards with digital controls. With the Helm Master EX, boating and fishing are simply easier.

MAINTENANCE MATTERS

Even maintenance is easier with Yamaha: The MyYamahaOutboards app tracks both dealer-completed service and do-it-yourself maintenance. Your complete maintenance history is at your fingertips, along with custom trip logs and checklists, service requests, and more.

For many—if not most—saltwater anglers, there's more than one species to seek, perhaps more than one perfect boat to do it in, and maybe even a choice among a handful of powerplants. But on that last detail, there's just one brand: Yamaha.

If you're a saltwater angler, it won't be a tough decision. This company's got you covered.



Randy Vance
Editor-at-Large
Boating and Fishing Group

Vance's credits include a decade as a professional fisherman, marine sales, and public relations for Bass Pro Shops and Outboard Marine Corp. Author of *Power Boating for Dummies*, Vance is a popular video boat-review host with millions of combined views, and is a 30-year veteran of outdoor and boating journalism.



Glenn Law
Editor-in-Chief
Salt Water Sportsman

Law has written about fishing for longer than he can remember. Despite a broad background, his fishing interests are specific and narrow: flats-fishing for bonefish, dead-bait trolling for white marlin and sailfish, fly-fishing for tarpon, plugging for tuna, cubera snapper and roosterfish, and live-chumming offshore.



Kevin Falvey
Editorial Director
Boating, Fishing and
Watersports Groups

Falvey is a boatbuilder, a former boat-yard manager, a tournament-winning fishing captain, and the author of *Falvey's Guide to Fishing Long Island*. With a degree in journalism, he resides in eastern Long Island with his two daughters, where they live the boating life.

ILLUSTRATED BY **Steve Sanford**



Jim Hendricks
Staff Editor
Fishing Group

Hendricks has spent 45 years as a boat captain, saltwater angler and marine/fishing journalist, and has served for 10 years as the West Coast and electronics editor for the Bonnier Fishing Group. Over his career, he has tested and reported on hundreds of fishing boats, marine engines and equipment, including his vast knowledge of marine electronics.



Sam White
Editor-in-Chief
Marlin

White grew up offshore fishing in southeastern North Carolina and the famed Outer Banks before moving to Florida's Gulf Coast in 2002 to pursue his two biggest passions: fishing and writing. An avid tournament angler, he's won several events in Mexico and Central America, and his love of travel has taken him around the globe to chase big-game fish.



Steve Griffin
Freelance Writer
Builder Showcases

A full-time outdoors writer for several decades, Griffin has written extensively about boats large and small—the latter including his grandfather's 1959 12-foot car-topper, in which Griffin now boats with his grandson. Griffin's many writing awards from state, regional and national writing organizations include several in boating-specific categories. His work appears in newspapers, magazines and several books. He currently resides in Michigan.



Chris Woodward
Executive Editor
Fishing Group

Woodward joined *Sport Fishing* as an editor in 2001. Along with writing and editing fishing articles, she shoots photos and video, manages *SF's* website and social media channels, and specializes in marine electronics and boat coverage. She primarily fishes inshore waters near her home in coastal Georgia.



Alex Suescun
Executive Editor
Salt Water Sportsman

A former fishing-travel specialist, pro tournament angler, freelance outdoor writer and TV-show host, Suescun has worn many different hats in the sport-fishing world over a career that spans more than 30 years. He joined the Salt Water Sportsman staff as an editor in 2014.

BOAT BUYERS GUIDE 2022



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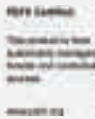
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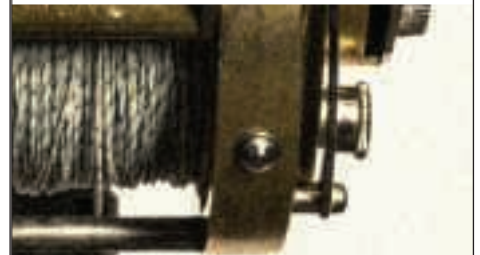


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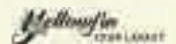
The history
and future of
fishing, told
one destination
at a time.



ALSO AVAILABLE ON



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Unsurpassed.



Canyon 336



GRADY-WHITE BOATS

Exceptional attention to detail.

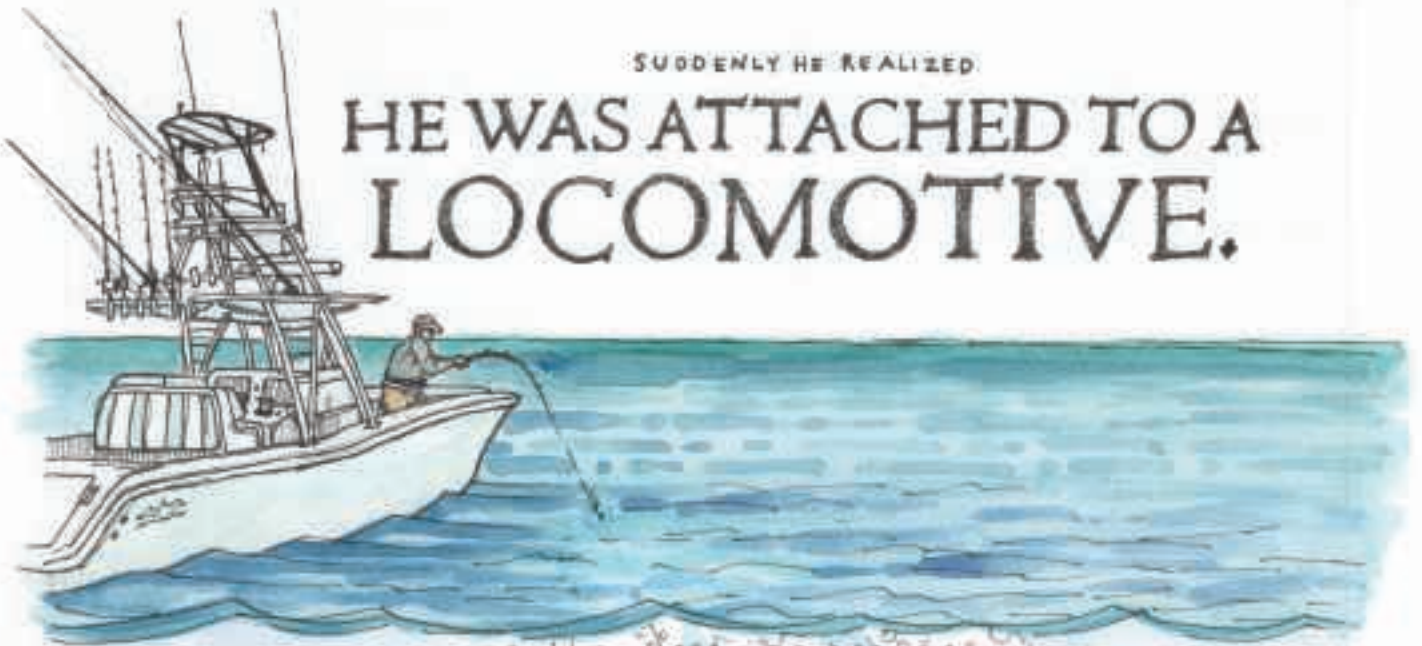


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YAMAHA

Uniquely *Grady-White*.
gradywhite.com

SUDDENLY HE REALIZED

HE WAS ATTACHED TO A LOCOMOTIVE.



*A huge Bluefin.
A fish chiseled out of
pure muscle, that sleeps
while it swims and hunts
for food all day, every day.
Running to the northeast
canyons is worth the trip from
Falmouth, Massachusetts. Easy
to do in one of the fastest and
most fuel efficient center con-
soles on the market. JaKamo Sport
fishing's Capt. Jake Curky has made
the trip several times and this would be
another victorious day on the water.*





"HEY GIRL, CAN I BUY YOU SOME BALLYHOO?"

As a multi-time billfish champion and former male model, Peter Miller has led a pretty amazing life. He holds a world record for most sailfish released in one day, been nominated for an Emmy as a television host and now has his own show on Discovery: *Uncharted Waters with Peter Miller*. He has fished out of every premium boat brand made today. A long time mono-hull fisherman, he became a believer after one ride in an Invincible catamaran.

It's patented Marrelli & Melvin hull design, unmatched handling and room for everything

inspired him to build one himself.

INVINCIBLE

A 35' Catamaran aptly named "Get Lit IX." whether he's in South Florida,

Central America or elsewhere across the globe, Invincible

gets him to the fish quickly and comfortably.



Shaking Up Boat Buying for Nine Years

For eight consecutive years, our editorial team had asked what you thought of top boats in the marketplace via an extensive survey with pointed questions. The process yielded amazing insight into boats and their qualities.

But this year—the ninth—we decided it was time for us to make a change.

Instead of putting the responsibility on you to nail down the top attributes, best running boats and hardest fishers on the water, our editorial team is stepping up to share its insight on the best boats for 2022.

Our team has over 120 years of combined experience on fishing boats, and we aren't lying when we say we've been on the best—and the worst—of them. In this compilation of top fishing boats, you'll see the established names of iconic boats such as Grady-White, Contender, Invincible, Pursuit, Yellowfin, and many more of the top-shelf names that win awards every model year.

Our editors will tell you what they thought did best, how the boats handled and what options were most appreciated.

You'll find some fresher boat brands in the list too, such as Caymas, Barker, Solace, Sea Cat and Yamaha. These brands are building a track record of success

drawing on a massive treasury of talent from the boatbuilding industry. Our teams have skipped these boats and found they measure up to your consideration.

This guide is not just about individual boats,

either. Contained in these pages is an outstanding reference tool for shopping boats you can use to peruse models we may not have reviewed.

TOPICS INCLUDE:

How to spot quality in a boat for both inshore and offshore boats. Reading this gives you the knowledge base you need to browse boat shows and dealer showrooms, armed with the ability to evaluate



Randy Vance
Editor-at-Large, Boating
and Fishing Group
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@bonniercorp.com

specific points of construction for yourself.

“Expansion Plan” will guide you through the maze of electronics selections, offering insight our editors have gained from thousands of hours on the water and dozens of hours with each brand presented.

“Control Freaks” identifies a popular new steering mechanism swiftly making its way to many helms for 2022. Some of it is so simple that you can add it to your existing boat.

The coolest gear for 2022—we've touched this stuff and even fished some of it, and you're definitely going to want these items for your boat.

So, pull your fishing cap a little tighter, settle back into your favorite chair, and let us do the hard work of boat selection for you.

EDITORS' GUIDE TO BUYING FISH BOATS

You should notice a distinct difference in this guide from the previous eight we've done. Most noteworthy, the Sport Fishing, Salt Water Sportsman and Marlin editorial teams have taken up the task of reviewing 28 boats and offering personal insight into each.

On every boat profile, you'll find an editor weighing in with their personal perspective. See Page 14 for a lineup of our expert editors.

We also asked each manufacturer to size up its

boat as to application, customer or noteworthy design characteristics.

Our editors don't stop at just boat reviews, either. Our editorial well is filled with advice from our editors on researching the boat you need and wading through the quagmire of marketing materials to get to the truth on their favorite boats. Nearly every page features a tip from one of our editors to help make your boat-buying task a pleasure. We hope you enjoy it!

THE GREAT OFFSHORE

Get ready for offshore action with ultimate fishability, serious comfort and performance at every turn. Build your Regulator from 23-41 feet at regulatormarine.com

powered by  **YAMAHA**

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REGULATOR
the offshore life



THE NEW BOAT LITERALLY GLEAMS IN THE DRIVEWAY—OR AT LEAST *YOU* THINK SO. IT'S TRICKED OUT WITH SOME GREAT FACTORY FISHING FEATURES.

By Chris Woodward

BUT YOU'LL NEED MORE: MORE GEAR FOR FISHING, MORE FOR THE BOAT AND MORE FOR SAFETY. TO GET YOU STARTED, WE GATHERED ITEMS TO DRESS UP YOUR NEW VESSEL OR STOW IN YOUR EQUIPMENT ROOM (YOU HAVE ONE, RIGHT?).

BOAT ACCESSORIES

Roswell R1 8-inch Speakers

① Roswell's R1 8-inch speakers deliver the extreme saltwater and UV resistance fishing boats require. The speakers come with built-in RGB LED lighting and feature a polypropylene cone and silk-dome tweeter. The Deutsch wiring harness creates a watertight connection. The R1s require a mounting depth of 3.325 inches and handle 100 watts RMS and 200 watts peak. \$595; roswellmarine.com

FISHING ACCESSORIES

Plano Atlas Tackle Pack

② Plano's Atlas pack blends the light weight of a tackle bag with the strength of a molded box. The waterproof base is surrounded by durable ethylene-vinyl-acetate panels. Plano also created a magnetic Dropzone on top of the bag that automatically anchors metal tools and hooks in place. Other features include rod holders, tool holders, water-resistant cell-phone storage and molded clamshell side pockets. \$199.99; planomolding.com

ELECTRONICS

Garmin GPSMAP 79

③ The GPSMAP 79 handheld navigation units feature a new floating design. The handhelds incorporate a three-axis, tilt-compensated compass and an optically bonded, transreflective color display. Users can expect up to 19 hours of battery life while using GPS, and they can store up to 10,000 waypoints and 250 routes. **The GPS-MAP 79 (built-in worldwide base map) is \$299.99. The 79sc (with BlueChart G3 cartography) is \$349.99;** garmin.com

BOAT ACCESSORIES



④



⑤



⑥



⑦

West Marine Inshore and Offshore Life Jackets

④ The smallest approved inflatable life jacket—the Mustang Survival MIT 70, carried by West Marine—is classified as a Type II (in-shore) device. It offers 15½ pounds of buoyancy and is manually inflatable. For offshore use, West Marine’s automatic inflatable life jacket offers 35 pounds of buoyancy to float you face up. **\$109.99 to \$229.99; westmarine.com**

West Marine Coastal 400 Binoculars

⑤ Compact and lightweight, these waterproof 7x50 binoculars feature 7x magnification with objective lenses measuring 50mm in diameter. The nitrogen-charged interior eliminates fogging on internal lens surfaces. BAK-4 prisms deliver bright, sharp images. The rubber-coated body resists shock. **\$319.99; westmarine.com**

AFTCO X Boker

⑥ AFTCO’s 8-, 10- and 12-inch fillet knives and 7- and 9-inch flex fillet knives were made in collaboration with Boker Germany. The knives feature 4116 German stainless-steel blades with full-tang construction, an AFTCO gold TiN finish bonded to the blade, and an upswept design. The textured polypropylene/thermoplastic rubber grips provide maximum hold in wet conditions. **\$69 to \$89; aftco.com**

Yeti LoadOut GoBox 30

⑦ Whether you use it in your truck or boat, or stow it in the garage, Yeti’s LoadOut GoBox 30 keeps your gear and tools organized and protected. The waterproof box measures 20½-by-11½-by-14⅝ inches and weighs 11.8 pounds empty. The interior space includes a divider, tool caddy and zippered mesh compartment. The GoBox comes in desert tan or charcoal. **\$249.99; yeti.com**

BOAT ACCESSORIES

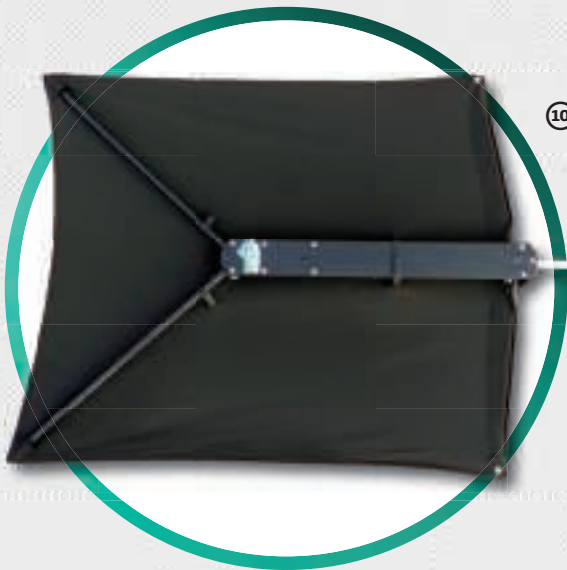
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⑨



⑩



⑪

**Pressure Mate**

⑧ Pressure Mate created its 12-volt pressure washer specifically for cleaning boats, providing 600 psi of water pressure to wash off blood and grime without damaging the gelcoat. The device uses the boat's freshwater tank, a compact pump and a patent-pending plunger design. The spray-gun hose connects either directly to the pump or to a remote bulkhead fitting. **\$1,850; thepressurermate.com**

West Marine Heavy-Duty Boat Soap

⑨ While scrubbing a boat may conjure dread for a captain, it's crucial to maintaining your investment. West Marine's heavy-duty soap removes grime and dirt from all marine surfaces without stripping wax. The liquid is phosphate-free, biodegradable and nontoxic. Two to 4 ounces makes 1 gallon. **\$14.49; westmarine.com**

Taco ShadeFin

⑩ Taco's ShadeFin can be placed into rod holders or rigger mounts, or used with a clamp-on mount. The 5-by-6-foot fabric carries a UPF 50-plus sun-protection rating. Structural ribs expand the fabric outward and lock. The ShadeFin comes as a kit with a fixed rod-holder mount and a gunwale rod-holder adaptor, or without mounting options. Available in white or black. **\$1,249.99 to \$1,349.99; tacomarine.com**

Weego 44s Jump-Starter

⑪ Smaller than most cellphones, the Weego 44s jump-starter offers a peak/cranking current of 1,700/440 amperes to start gas engines up to 7 L or diesels up to 3.5 L. The unit lasts over a year on standby power; reliable operation should continue for 1,000 charging cycles. The starter's lithium technology allows it to jump a battery as low as 0.5 volts. **\$92.99; weego.com**

CAYMAS BOATS

THE NEW STANDARD IN QUALITY AND PERFORMANCE

401 CC

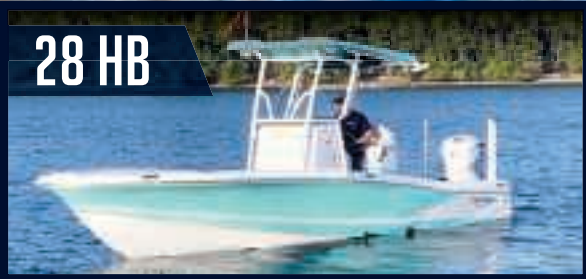
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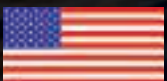
28 HB TWIN ENGINE



28 HB



26 HB



888-4-CAYMAS | CaymasBoats.com

CAYMAS BOATS

FISHING ACCESSORIES



Frabill Ultralight Conservation Net

⑫ The scoop-shaped hoop for Frabill's ultralight conservation net measures 21-by-24 inches. Low-resistance, knotless coated mesh and a 48-inch carbon-fiber handle make the net easy to manipulate with one hand. The handle also features a stronger Pow'R Lok yoke. **\$139.99; frabill.com**

Ugly Stik Multitool

⑬ The Ugly Stik multitool has rugged, nonslip handles and hardy coatings, equipping it for all conditions. The stainless-steel tool features 11 essential functions and comes with a storage sheath. It measures 4 inches when closed. **\$39.99; purefishing.com**

FEEL **BETTER.** TRAVEL **FARTHER.**

SHOCKWAVE
MARINE SUSPENSION SEATING

Try It, and You'll Never Boat Again Without Suspension Seating

Shockwave's S5 Suspension Module absorbs the wave impact so you don't have to. The S5 eliminates fatigue at the end of a day on the water.

- ✔ Fits Most Recreational Boats
- ✔ Made in North America
- ✔ Installs Easily



“We can now make longer runs and be more efficient with our time on tournament day. Not to mention way less stress on our backs during the rough weather days!

Captain Cody Barton | Port Lavaca, TX

WWW.SHOCKWAVESEATS.COM



The new vacuum infused
350 Center Console

Fish Hard and Play Easy.

There's a reason you see more and more Cobias every time you go out on the water.

And it's just not because of their head-turning good looks.

No boats better blend quality, comfort, fishing smarts, and high performance.

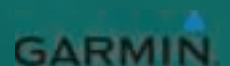
Your time is valuable. Choose a boat that will make it the best it can be.



COBIA
PICK A COBIA AND GO!



www.cobiaboats.com



ELECTRONICS



15



14



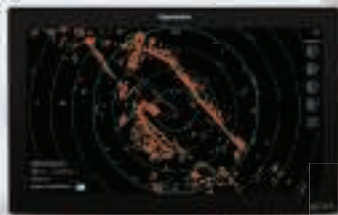
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17



18



19

Furuno DRS2D-NXT

14 Furuno has introduced a 19-inch version of its solid-state Doppler radome—the DRS2D-NXT—for boats with limited space. The 14.3-pound dome uses the same transceiver as its larger 24-inch sister to deliver a 48-nautical-mile range. All other NXT-series features and modes are included. The DRS2D-NXT tracks up to 100 ARPA targets. **Pricing TBA; furuno.com.**

ACR Bivy Stick

15 ACR acquired Bivy Stick and its tiny two-way Iridium satellite communicator in 2021. The communicator measures 4.3-by-1.75-by-0.8 inches and weighs 3.35 ounces. It links to phones using Bluetooth and sends messages via satellite. The waterproof Bivy Stick features SOS and check-in buttons. Data plans start at \$17.99 per month. **\$249-\$349.99; acrartex.com**

Shakespeare SuperHalo

16 Shakespeare's SuperHalo wireless cellular booster kit works with AT&T, T-Mobile and Verizon 5G, 4G and 3G bands and allows up to 10 users simultaneously. Made from marine-grade materials, the SuperHalo features automatic gain control, delivers 670 square feet of coverage, and boosts weaker signals and range. **\$1,299.99; shakespeare-ce.com**

Icom M510

17 Icom's M510 VHF marine radio features remote control via the RS-M500 app and a smartphone. The VHF features a wide-viewing-angle, a 3/2-inch color TFT LCD display, built-in GPS, and a simplified navigation function. A version with integrated AIS allows captains to see surrounding traffic and enables direct digital select calling. **\$998; icomamerica.com**

Raymarine Cyclone

18 Raymarine's Cyclone chirp, pulse-compression, solid-state radar offers RangeFusion, which simultaneously shows short- and long-range scans on one scope (up to 96 miles). The new low-profile design lowers drag. It can start and run in wind speeds up to 100 knots. Available in 3-, 4- or 6-foot arrays, with a 55- or 110-watt pedestal. **\$6,999.99-\$9,749.99; raymarine.com**

Garmin GMR Fantom 18x and 24x

19 New GMR Fantom 18x and 24x radars deliver 50 watts of power for long-range target detection. They quickly display fast-approaching vessels with a 60 rpm rotation speed. A new power-saver feature allows captains to choose more or less power. Available in white or black. **\$1,999.99-\$2,899.99; garmin.com**

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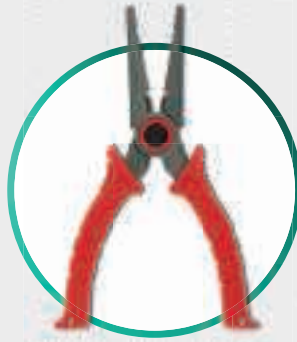
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FISHING ACCESORIES



20



21



22

Alutecnos Stand-Up Fighting Belt

20 Alutecnos designed its stand-up fighting belt for tangling with big-game species. The belt features an adjustable strap, a removable cushion and a sturdy aluminum front plate. The belt weighs about 3 pounds and comes in seven colors. **\$159; alutecnos.com**

Bubba Stainless-Steel Pliers

21 Bubba pliers are made from high-carbon stainless steel with a titanium-nitride coating. They feature carbide cutters and crimping cutouts and are spring-loaded. Available in 6½- and 8½-inch sizes, they come with a polymer sheath. **\$.59.99-\$69.99; bubba.com**

Calcutta Squall Bait Binder

22 Calcutta's Squall molded bait binder features a two-way zipper and eight removable plastic sleeves. It measures 11 inches long by 9½ inches high, comes in Mossy Oak's Coastal Shoreline pattern. **\$24.99; calcuttaoutdoors.com**



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BOAT-BUYING TIP

When buying a new boat, work with the boatbuilder and/or dealer up front so your new boat has all the electronics you want.



Expansion Plan

Not enough helm space for all the electronics you want? Here are creative ways to add more.

For anglers, the helm area represents one of most valuable spaces on a fishing boat—aside from deck space itself. With the growing number of electronic angling and navigation tools, the helm—or dash, if you prefer—serves as a vessel's nerve center, home to controls, displays, gauges, chargers, switches and more. Yet all of these items take up space, and eventually room on the dash can run out. The smaller your helm, the more quickly this occurs.

But boating anglers need not despair or do without. With a little creative thinking

ROOM ADDITION: Even the largest expanse of dash space fills up quickly as anglers add to an ever-growing suite of marine electronics and control systems.

and utilization of multifunction displays, black-box systems and special mounting devices, you can squeeze in more marine electronics than you ever thought possible, be it aboard a new boat or one you already own.

By using these tricks, in some cases, you may even have room for future expansion. Let's look at seven ways to squeeze in as much electronic functionality as possible.

MULTITASKING

If your boat's helm is equipped with a combo unit with limited networking capabilities, upgrading to MFDs lends more functionality. Touchscreen MFDs allow you to integrate new or

additional functions—including scanning sonar, radar, autopilot, sea-surface-temperature readouts, AIS and more—just by using NMEA 2000 plug-and-play cables.

MFDs come in screen sizes ranging from 9 to 24 inches to suit virtually any saltwater fishing boat. Once plugged into the NMEA 2000 network, you are able to control all the integrated functions from the display, negating the need for any additional displays.

LOSE THE GAUGES

Many engines are designed to use MFDs to display vital parameters, including revolutions per minute, cooling-water pressure, engine temperature, oil pressure, voltage, trim



By Jim Hendricks
Staff Editor
Fishing Group

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SWITCHES FOR BILGE PUMPS AND HORNS SHOULD REMAIN AT THE HELM FOR QUICK AND EASY ACCESS.

underside of the top. Available from a number of companies—including Boat Outfitters, CE Smith, Fishmaster, Taylor Made and Todd—electronics boxes let you relocate VHF radios, stereo head units, and even small bracket-mount displays to free up helm space for other electronics.

Prices for electronics boxes start at about \$340 and are available in a choice of sizes to fit under most tops. Many feature water-resistant, upward-hinging doors. Spring-loaded mechanisms keep the door open, but make sure it can be locked when closed.

DIY installation is easy on most T-tops and hardtops, but if you aren't confident, ask a qualified service shop to help with the installation.

BOXING MATCH

Not all electronics need helm displays. For example, the Vesper Cortex VIP VHF (starting at \$1,898) relies on a black box installed out of sight, often behind the helm, and wirelessly connected to a handset. The system incorporates a GPS and AIS transponder that connects via NMEA 2000 to other onboard electronics. Vessel monitoring and control capabilities, as

angle and more. MFDs can also provide alerts, including scheduled maintenance and issues such as overheating. Again, this is made possible by an NMEA 2000 connection routed from the motor to a compatible MFD.

This capability eliminates the need for a conventional space-robbing instrument cluster. No longer do you need a gauge for every specific engine function. Networking the engine consolidates all of that information in one place, freeing up space at the helm.

SWITCH OUT

Switch panels for elements such as lights, pumps and other accessories also occupy valuable helm space. However, digital-switching systems eliminate the need for physical switch panels.

With these systems, most of the switching takes place on a touchscreen MFD. But there is a caveat here: Upgrading to digital switching is a complex retrofit and might not be practical on

LOOKING UP An overhead box lets you add electronics over the helm (above). MFDs can show and control a wealth of electronic functionality (above right).

some older boats. Digital-switching systems are generally reserved for installations on new boats. So, when ordering a new boat from a factory-direct boatbuilder, inquire about the availability of digital switching if you are concerned about limited helm space.

Another space-saver is moving the switch panel from the helm to inside a console or cabin. This works for functions left in the “on” position for extended periods, such as livewell pumps or accessories that don't require quick access. Switches for bilge pumps and horns should remain at the helm, where they can be immediately accessible.

OVERHEAD SPACE

If your boat has a T-top, consider adding an overhead electronics box on the



Jim Hendricks
Staff Editor
Fishing Group

EDITOR'S TIP

Rail-mounting solutions are available today from brands such as Edson, Ram, Scanstrut, Seaview and West Marine. One of the beefiest of such mounting systems is the Edson ball-shaped clamp-on rail mount (\$127). It fits 1-, 1½- and 1¾-inch-diameter rails, and is available with 3- or 5-inch-wide high-density polyethylene mounting bases for attaching a display bracket.

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well as real-time weather information, are available via a cellular connection to a smartphone.

Some audio systems forgo displays as well. An example is the Fusion BB100 Black Box marine stereo (\$299.99), which uses a small wired, waterproof remote

to control the music. This saves a lot of room on the dash, and you give up very little. What's more, the Fusion BB100 also lets you use a smartphone to select tunes from your playlist and control other functions, such as the volume of the Bluetooth-enabled system.

DASH DESIGNS: Boat dashes come in a wide range of sizes and configurations, and adding more electronics can require creativity and adaptation.

ON A PEDESTAL

Most anglers think in terms of bracket- or flush-mounting electronics displays or control systems at the helm. But there are other ways to add marine electronics that require minimal helm space or even no helm space at all.

For example, Ram Mounts offers a pedestal-mounting solution, using a ball-and-socket system for easy viewing-angle adjustments. Ram Mounts' bolt-on pedestal bases occupy just a 2½-inch-diameter footprint. Special plates let you bolt the display bracket atop the pedestal arm, which is available in 3- and 6-inch lengths, with extensions and swivel arms available as well. There are also mounting adapters for mobile devices.

Using one or more of these creative approaches will avail you of all the electronic functionality you need to navigate safely and find fish.

JIM HENDRICKS

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LATEST MARINE ELECTRONICS

Here are three of the newest marine-electronics products for 2022.



ROCK THE BOAT

Featuring a compact design with anti-fogging display, the MS-RA60 marine stereo from Fusion Entertainment lets you stream music via Bluetooth with the Fusion-Link app, and allows for wireless control with the ARX70 remote or ANT-compatible smartwatch. There's volume control for two audio zones, with Class D amplification to power up to four speakers, and a built-in tuner to access a wide range of radio stations.
\$1,099.99; garmin.com



'RAD APP

A new app from Simrad's C-Map charts offers advanced functionality, and mirroring and control of Simrad MFDs from your Android or iOS smartphone or tablet. The app lets you register your Simrad device(s), ensuring you have the latest software, manuals and product tips, plus the ability to sync waypoints and routes. The premium version has additional functions, including stand-alone navigation. **Free download; simrad-yachting.com**



REAL TIME

Humminbird's Mega Live Imaging displays fish onscreen in real time as they move about at ranges as deep as 150 feet. The system employs an optional transducer mounted on the shaft of a trolling motor and connects to a compatible Humminbird multifunction display. Mega Live Imaging won the Best Electronics category at the 2021 ICAST fishing-industry trade show.
\$1,499 for the transducer package; humminbird.com

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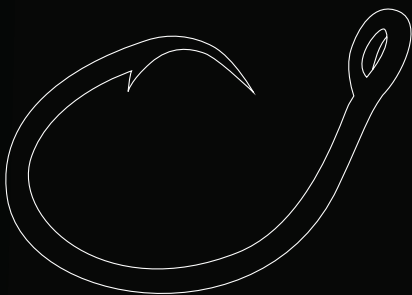
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“You can pick a specialty skiff to focus on shallow-water fishing

INSHORE AN

48 Dusky Marine / 50 Hewes / 52 Pathfinder / 54 Robalo / 56 Scout / 58 Skeeter / 60 Yamaha Boats

DO YOU PREFER A CARRY-ON COOLER WITH A HANDY STORAGE SPOT OR A BUILT-IN COOLER THAT'S ALWAYS SECURE IN THE DECK?



ALEX SUESCUN
EXECUTIVE EDITOR
SALT WATER
SPORTSMAN

I prefer the flexibility and convenience of a carry-on cooler, which easily doubles as a casting platform on a flats skiff or a forward-console seat on any center-console. It also fits neatly at the base of the leaning post on most bay boats and hybrids.

WHEN FISHING INSHORE WITH A CREW OF THREE, WHAT IS THE OPTIMAL NUMBER OF RODS TO KEEP HANDY IN HOLDERS ON DECK? WHERE DO YOU LIKE THEM TO BE?



RANDY VANCE
EDITOR-AT-LARGE
BOATING AND
FISHING GROUP

Competitive anglers need a full quiver of sometimes dozens of rods in their lockers. But for most anglers, too much tackle on deck can be in the way. Two, at most three, rods per angler should all have rocket launchers so they can be quickly drawn to get in the fight.

FOR INSHORE FISHING, HOW OFTEN DO YOU USE MORE THAN ONE LIVEWELL? HOW MANY IS OPTIMAL, AND WHAT CAPACITIES?



GLENN LAW
EDITOR-IN-CHIEF
SALT WATER
SPORTSMAN

I usually use one livewell on a given day. I want a smaller aerated well—around 10 gallons—for shrimp, crabs and maybe a few pinfish. For larger baits—snook, grouper or tarpon—I want a well in the 30-gallon range with a robust raw-water delivery system.

Whether your fishing plans involve sneaking up on fish tailing in shallow flats, drifting over grass or oyster bars in open bays, live-baiting around docks and bridges, or jigging inlets, shallow wrecks and rock piles, the boat you fish on plays a major role in your level of success—or lack thereof.

There's a lot to be said for purpose-focused boats that truly excel at certain types of fishing. A flats skiff, for instance, is hard to beat when you're chasing after skittish game species in a scant few inches of water. But it's understandable—especially for anglers with a growing family—to want a versatile craft that will perform multiple tasks and minimize compromises.

The morphing of shallow-draft center-consoles into today's high-performance bay-boat and hybrid models with

multifunctional designs make it possible to fish coastal waters and a backcountry bay on the same day—without worrying about refueling or running aground. With more seating and storage, you no longer have to limit the crew to a couple of fishing buddies or bring along only a handful of rods. Multiple livewells enable you to carry enough live bait to chum with, or keep segregated baits for various target species.

The myriad angling features and comforts incorporated on boats for inshore and coastal duties make time on the water fun for the entire family. Many flats skiffs sport seating with backrests, a stereo and USB ports. A head in the console and a pullout shower in the cockpit of bay boats and hybrids are common. Builders also offer more options now, and some customize the layout and features to meet each owner's needs.

COURTESY MAVERICK

or a more versatile model to expand opportunities.” —Alex Suescun

ND COASTAL



SKINNY WATER

Inshore and coastal boats are designed for both hardcore anglers and family outings. The variety of coastal crafts on the market today makes it easier than ever to find the perfect fit.



Coming of Age

The bay-boat/hybrid crossover offers unprecedented flexibility.

If you can dream it, you can do it.' That's the way we used to look at it when all we had was a 17-foot Aqua-sport," says Michael Currey, regional manager for Skeeter Boats. "And we made it work for everything we wanted to do. Then they invented the flats boat, and then the bay boat, and we were into an evolution."

That evolution includes designs with the capability to handle a variety of fishing styles, such as hunting inshore shallows and offshore blue water. The range

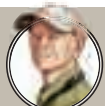
of models in modern bay-boat evolution represents not so much a particular identifiable design but rather a spectrum of possibilities.

At one end of the spectrum lies the mission-specific boat for inshore waters: low gunwales, casting platforms fore and aft, and shallow draft but still eats up chop. On the other end, the offshore-oriented hybrid or crossover retains the features that make the bay boat utilitarian while incorporating elements more familiar on an offshore center-console.

In the world of boat design, the compromise cliché has traditionally been baked in, but in no category of fishing boats is "compromise" so minimized as on the bay-hybrid spectrum.

DO IT ALL

Versatility is certainly the bench mark in the broad popularity of this class of fishing boat. In addition to adaptability that ranges from flounder fishing along the shoreline to nearshore reefs and beyond, the functionality and safety



Glenn Law
Editor-in-Chief
Salt Water Sportsman

EDITOR'S TIP

Whether your fishing requires nothing more than a crustacean well (to carry live shrimp or crabs and keep them lively and healthy for inshore pursuits) or demands a high-capacity or multiwell sea-chest-supplied system (for intensive live-baiting and -chumming offshore or over reefs and wrecks), the time to make sure you have the system and setup you need is before you buy—so with the first launch, you're ready to fish.

MANUFACTURER'S REMARK

"Our heritage is in fishing, and we never want to compromise with those features." –Shelley Tubaugh, Grady-White Boats



features make the bay-hybrid class a comfortable adapter among fishing demands, family-and-friends cruising, and just hanging out.

"Customers for our crossover 251 CE represent 10 percent hardcore fishermen; 10 percent who use the boat for family and cruising and don't fish at all; and everybody else, who does both," says Shelley Tubaugh, vice president of marketing for Grady-White Boats.

Even among dedicated anglers, versatility has its appeal in both function and economics.

"As the price of boats has gone up, anglers responded by looking for a boat that does more than one thing," says Keith Ammons, VP of sales and marketing for Regulator Marine. "In the past, someone would have had a 28 offshore and a 16- or 18-foot inshore boat. Now they are looking for boats that truly cross over."

As well as appealing to anglers who know what they are looking for, the category represents a perfect entry point for first buyers.

"First-time buyers may not have the experience to know if they will be fishing 90 percent of the time or hanging out, so they need a boat they can learn from and figure out what they want to do," Ammons says.

THE BAY-HYBRID COMBINES THE QUALITIES OF AN OFFSHORE DEEP-V AND A FLOAT-IN-DEW FLATS SKIFF.

COMFORT AND UTILITY

In a hybrid destined to do family as well as fishing duties, higher gunwales and coaming bolsters go a long way toward comfort and safety, especially when children are part of the crew.

Typically, the hull combines the best qualities of an offshore deep-V and a float-in-dew flats skiff, meeting somewhere in the middle.

"Our hybrids are wide, and while



MISSION FLEXIBLE: Left: The open, uncluttered interior of the traditional bay boat provides the fishing-specific layout that easily translates into a hybrid design. Above: Simplicity and functionality lend themselves to simple modifications that greatly expand the capabilities to a variety of uses, offering comfort and safety for anglers and boaters of all levels and interests.

maybe not the ideal offshore boat for everyone, the bow has a chop-eating Carolina flair," Currey says. "We meet the needs of anglers who ride the razor's edge to float shallow and handle bigger water."

That combination of sea handling and shallow-water operation lies at the heart of the hybrid hull design. "Even on inshore waters, it can blow up in the afternoon, and you can be facing 3- to 4-footers. That's when a hybrid design is nice," says Christian Carraway, product-design engineer for Grady-White Boats. "For that reason, in our 251 CE, we have retained the SeaV2 hull of our offshore models, with a flatter deadrise toward the transom."

Interior layout steps up to a higher standard in a hybrid.

Foremost is seating. Die-hard anglers may be content to get by with a grab rail, but multiple-use buyers look to assure comfort on nonfishing days.

"Secure, safe seating you can settle into is important to buyers," Currey says. "Prospective buyers pay a lot of attention to the arrangement of the seating, comfort and security. I see buyers snuggling in, seeing how it feels. Seating is very important."

Hand in hand with seating goes modularization. Even in a 26-foot boat, space must be dual-purpose, and what is fishing and fighting space on a Saturday



likely needs to be a comfortable social area, complete with a table, on Sunday.

“In our [Skeeter] 2550, our model—the table in the bow, the seating, the fishing deck—is all convertible. And we can drop the forward step down for tarpon fishing or to accommodate kids and older people,” Currey says.

“Our legacy is fishing, so we never sacrifice those features in our boats,” Tubaugh says. “But what we really see is a combination use, because it is so easily converted between fishing and cruising.”

NEVER ENOUGH

When it comes to storage on any boat, experienced anglers know—and new buyers learn—that there never seems to be enough.

“However the storage is arranged, ‘the more the better’ is a good rule thumb,” Ammons says. “You want as much as

SCALED FOR PURPOSE: More freeboard means a greater margin of safety offshore, but an easy reach to the surface for fish remains an essential trait of the hybrid.

you can get.”

Access hatches to systems is never going to be easy enough, and should be as efficient and frustration-free as possible.

As well as abundant, storage should be efficient. Hatches for storage should be placed where they are most useful. Fish boxes should be easy to load in the heat of action, in either the casting decks in smaller boats or the cockpit sole in larger boats for mid- and offshore fishing. Any removable cushions should fit in nearby compartments so transformation remains easy and quick.

Well-designed and properly placed hatches are not limited to places to put stuff. They also come into play when regular



Glenn Law
Editor-in-Chief
Salt Water Sportsman

EDITOR'S TIP

In the true hardcore bay-boat segment, demand for boats designed to remain strictly inside the inlet, is being displaced by anglers migrating to the new and fastest growing segment, the versatile hybrid 25-footers that can venture offshore when seas allow.

system maintenance or repairs are required, or when accessorization is in order. Access hatches to systems (such as pumps, filters, and batteries and electrical components) should be large enough to work through easily and well-placed, to allow both regular maintenance and troubleshooting when needed—without requiring contortions or uncomfortable working positions. “Hatch access is very important, and buyers should be looking for that,” Ammons says.

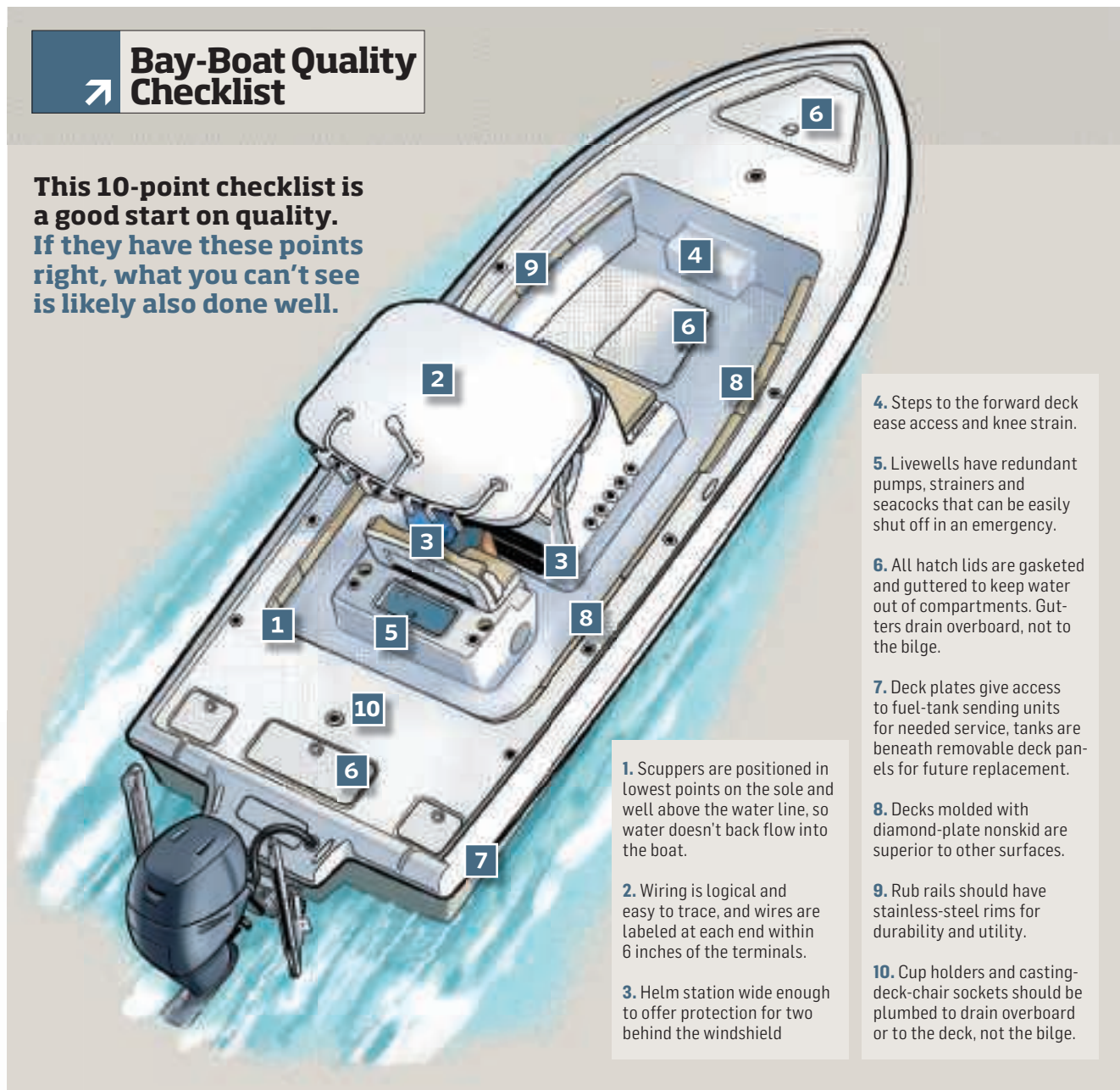
Check for an access plate over the fuel-tank sender, a common maintenance point. The little things don't matter until they do, then they matter a lot. Consider the long horizon of your ownership of that

MANUFACTURER'S REMARK

"Creativity in design is essential. Boats have to be a Swiss Army knife, and we have adapted to that." –Michael Currey, Skeeter

Bay-Boat Quality Checklist

This 10-point checklist is a good start on quality. If they have these points right, what you can't see is likely also done well.



- 1. Scuppers are positioned in lowest points on the sole and well above the water line, so water doesn't back flow into the boat.
- 2. Wiring is logical and easy to trace, and wires are labeled at each end within 6 inches of the terminals.
- 3. Helm station wide enough to offer protection for two behind the windshield

- 4. Steps to the forward deck ease access and knee strain.
- 5. Livewells have redundant pumps, strainers and seacocks that can be easily shut off in an emergency.
- 6. All hatch lids are gasketed and guttered to keep water out of compartments. Gutters drain overboard, not to the bilge.
- 7. Deck plates give access to fuel-tank sending units for needed service, tanks are beneath removable deck panels for future replacement.
- 8. Decks molded with diamond-plate nonskid are superior to other surfaces.
- 9. Rub rails should have stainless-steel rims for durability and utility.
- 10. Cup holders and casting-deck-chair sockets should be plumbed to drain overboard or to the deck, not the bilge.

boat. Look 15 years down the road: Can you access the fuel tank, should it need to be replaced, without cutting up the deck? The best boats are built with an eye to the future.

Hatches, especially those that lie flat in the sole or on the casting desks, should be guttered to drain water that makes its way onto the deck. Errant waves and rainstorms aside, this is a day-to-day consideration as well, when it comes to washdown and cleanup. Hatch lids should be gasketed to close with a tight, rattle-free seal, which also keeps everything inside dry. Lids should be well-

A MARINE HEAD HAS MAINTENANCE DEMANDS; AS A BUYER, YOU SHOULD DECIDE IF IT'S WORTH IT.

supported or engineered to stay open on their own to allow two-handed loading and unloading. Heavy hatches may need gas rams for support when opened.

WATERWORKS
Livewells become a highly personal

matter for serious anglers. Options may even be dependent on the where the builder finds their primary market, or where you ultimately buy the boat.

"Our [Skeeter] 2550 comes standard with a 50-gallon livewell in the leaning post," Currey says. "In South Florida, anglers always appreciate that, but in Alabama and along the Gulf Coast—where it's mostly a dead-bait or jig fishery—they'd rather have a cooler."

Another consideration is a head in the console compartment. A marine head system has its own maintenance demands, so as a prospective buyer, you



should decide if it's worth it.

"Everybody wants a head in the console when they are shopping," one builder remarked. "Most of them will use it just once. After the first time, they are through with it."

In any size boat, keeping the water out is the No. 1 job of any plumbing system, which includes overboard drainage. Self-bailing cockpits should be sufficiently guttered to drain water quickly and thor-

INSHORE ADEPT: The marriage between the basic bay-boat fishing-centric format and the seakeeping abilities of a midsize offshore-ready hull offers unmatched versatility.

MANUFACTURER'S REMARK

"Regulator's identity is building the best offshore center-console boats. We build fishing boats—that is our key." —Keith Ammons, Regulator

THE SIZE OF THE BOAT AND DUTY DEMANDED OF IT ARE THE BEST GUIDELINES FOR WISE CHOICES IN AN ELECTRONICS SUITE.



oughly through scuppers that exit the hull above the waterline when the boat is loaded and at rest. Belowdecks, check through-hull fittings. They should be as robust as possible, and bronze is the preferred material for critical fittings.

All drainage lines should run straight, without sags, and all connections should be double-clamped for a margin of security.

TECH CONSIDERATIONS

Marine electronics are a veritable candy store for boat buyers and, as such, demand a realistic assessment of your genuine needs.

Some manufacturers include an electronics package in the original build, while others leave it up to the buyer.

Grady-White leaves the electronics suite to the buyer and dealer.

"Some of our dealers prefer particular brands," Tubaugh says. "As well, each coastal area has its own little tweaks when it comes to the preferred electronics. We make sure they have plenty of

COURTESY GRADY-WHITE

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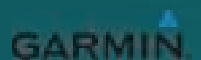


*The **Redfisher 21** is back and bigger and better than ever.*

It joins the new Redfisher 16 and Redfisher 18 to bring the most iconic brand in backcountry fishing to a new standard yet again. Vacuum infused, better built, faster, shallower, lighter and with the Hewes famous ride, these boats combine an unmatched heritage with the latest in build technology.

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REDFISHER





COMPLETE SUITE: Above: Generous console space combined with integrated marine electronics allow midrange boats the advantages of a dedicated offshore boat.

space to work with.”

Skeeter, on the other hand, takes an active role in supplying electronics.

Case in point: “We offer dual transducers in our hulls: one transom mount for side and one through-hull for deep water,” Currey says.

Other than regional preferences, the size of the boat and the type of duty demanded of it are the best guidelines for wise choices in an electronics suite.

“We see a mix of products installed, based on how people will use their boat,” Ammons says.

If you are fishing or cruising mostly inshore, don’t probably don’t need radar. And for the chart plotter and sounder, a single screen may be enough. Offshore, you might want VHF radio or an autopilot; the things you would seldom see and rarely need inshore.

Bridging the categories of electronics and fishing accessories, anchoring systems—such as Talon or Power-Pole—and trolling motors go hand in hand in most bay boats and some hybrids.

Trolling motors now often include a GPS link, which allows you to follow a predetermined course or depth contour, or hold in place, with a push-button anchoring function.

Functionality is often integrated with the suite at the helm.

“Younger buyers expect instantaneous action,” Ammons says. “It’s the



IN LIEU OF A FACTORY INSTALLATION, AN IMPORTANT CONSIDERATION IS A BOAT READY TO ADD ACCESSORIES.

way we are on our computers, on mobile devices, and there’s no reason to expect any less from our boats.”

Again, it’s important to select and install these accessories based on how you’ll use your boat.

“We mount our trolling motor on a slide,” Currey says, “which allows you to pull the head and the gear case inside the outline of the hull, which prevents it from getting beat up when docking or tied up when you go to a restaurant.”

In lieu of a factory installation, an important consideration is a boat ready to have the accessories installed.

“For trolling-motor and anchoring

systems, we supply a prep package—prewired and supplied with mounts—then let the dealer make the installation,” Tubaugh says.

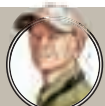
GET UP AND GO

The original bay-boat configuration featured a single outboard, but not all builders conform. Especially in offshore-oriented hybrids, twin outboards are not unusual.

Long passed are the days when a second engine was a necessary backup. Reliability is seldom an issue, but twice the maintenance may be a deterrent.

“We’re accustomed to putting the most amount of fuel capacity possible in our bay boats,” Currey says. “We know the customers for those—just like our bass-boat customers—are anglers, and they are going to burn fuel.”

Grady-White is well-attuned to the fuel needs, Tubaugh says. “Our 251 CE carries 78 gallons of fuel. That’s not a small tank. All of our fuel considerations are in line with our offshore models.”



Glenn Law
Editor-in-Chief
Salt Water Sportsman

EDITOR’S TIP

Newcomers to boating, as well as experienced, discerning hands, find the bay-boat model an ideal choice. In 2019, first-time outboard-boat buyers represented 9 percent of total outboard-boat sales. In 2020, that number rose to 22 percent, a 144 percent increase, according to the National Marine Manufacturers Association.

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MANUFACTURER'S REMARK

"The length of the HPX-V 18 helps it track well and allows more space for the livewell."—Charlie Johnson, Maverick Boats.

Skinny-Dipping

Stealthily stalking fish in shallow water calls for specialized boats.

Light-tackle and fly-fishing aficionados drawn to the challenge of targeting the likes of bonefish, redfish, permit, snook, stripers and tarpon in skinny water will be happiest aboard a flats boat. Nowadays, however, flats boats are more than stable, shallow-draft fishing machines; they also encompass specialized models designed with an even narrower focus, such as technical-poling skiffs—16- to 18-footers primarily intended to quietly stalk shallow-water game propelled by a push pole—and microsiffs, which have a similar purpose but are somewhat smaller and can access skinnier water.

But the once clear, distinguishing lines are becoming increasingly blurry, with more boatbuilders incorporating key design features from microsiffs into technical-poling models and vice versa. Recent poling skiffs benefit from reduced weight and a narrower wetted surface (the portion of hull in contact with the water), which improve performance with smaller outboards—thereby requiring smaller fuel tanks and allowing extra storage or cockpit space. Many microsiffs—originally minimalist and designed for tiller motors—now come with walk-around gunwales with rod racks underneath, and offer small side- or center-console helms as options. The size of microsiffs also seems to be expanding, with some companies introducing 17- and 18-footers under the designation initially reserved for models of 16 feet or less.

The leading brands in the flats-boat category do a great job of updating their lineups, taking advantage of new materi-



als, building methods and innovative features to revamp the hulls and layouts. Hewes recently redesigned its entire Redfisher series, which includes 16-, 18- and 21-foot models. Maverick now offers three HPX models: the 17- and 18-foot versions of the HPX-V, and the HPX-S 17, a 17-footer for skinnier-water duty. And in 2021, Yellowfin launched the 17 CE, an improved version of its popular 17 Skiff.

Meanwhile, Beavertail Skiffs, East Cape Boats and Chittum Skiffs continue to grow their families of superb 16- to 21-foot flats models. Dragonfly Boatworks offers striking skiffs and microsiffs with classic lines and the latest in design and construction. Ankona Boats has four terrific 16- to 17-foot choices that won't break the bank. Xplor Boatworks is raising eyebrows with its X7 and X13 models. And Sabine Skiffs, Floyd Skiff and Matecumbe Skiffs have also added to the fray their takes on the ideal flats skiff and microsiff, with Sabine's hulls

SHALLOW HUNT: It's hard to beat a technical-poling skiff to sight-fish for species such as bonefish and redfish lurking in areas with a scant few inches of water.

built entirely out of aluminum.

Though draft is top of mind for most flats anglers looking for their next ride, hull slap—or rather, the lack thereof—should be high on the list of requirements. "Hull slap," the noise created by water ripples striking a flat surface, is notorious for alerting fish of a boat's approach, and hard chines and running strakes that extend beyond the waterline are common culprits. If you'll often cross open water to reach your fishing spots, spray rails will help keep you dry. But not all are created equal. "Our X13 is our big-water skiff, and the spray rails are cap height—not real low like some other boats—because of the opportunity for hull slap in rough conditions," says Frankie Marion of Xplor Boatworks.



By Alex Suescun
Executive Editor
Salt Water Sportsman

EDITOR'S TIP

Once you narrow your search to a half-dozen or so candidates, it's time to get a look at them in person. Because many flats-skiff builders sell factory-direct, you may not find local dealers carrying the boats you'd like to check out. It's best to contact the companies to learn about shows and events where they will exhibit the models on your shortlist. That often enables you to see similar offerings from competing brands at once.



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EDITOR SAYS

Dusky's hull design couples an extremely solid wave-breaking lay-up with a motors-up shallow draft of just 16 inches, enabling anglers to get from flats to inlets with ease. Its durable construction makes it one of the longest running vessels on the water.

Randy Vance
Editor-at-Large
Boating and Fishing
Group

I Dusky Marine



NEW
2022

Dusky Marine has been custom-building sport-fishing boats since 1967. Each one—open fisherman, fish-around cruiser, cuddy, fisherman's cuddy, flats boat, bay boat or center-console—is created to match the needs and desires of its owner, with an extensive list of boat options.

Every Dusky hull is crafted in Dania Beach, Florida, using three-piece construction techniques and more hand-laid fiberglass than any other boat in its class, the company says.

Power choices include Mercury or Suzuki outboards. On some models, inboard diesels are available with an optional keel.

All Dusky boats are sold factory-direct. The buyer can even watch their dream boat take shape through weekly photos posted online.

Dusky 227 XFV

The "V" in the designation refers not to the 227 XFV's V-hull; although that feature and the boat's hard chine line make it a high-riding, roomy, dry craft that speeds to offshore fishing grounds.

No, the XFV differs from its sibling, the XF, in the replacement of the latter's squared-off bow box with cushion-topped and family-friendly V-style seating, which has storage compartments within each seat; one or both can be insulated for fish storage. Aft cockpit storage compartments have been



removed, creating more fishing space.

This open-fisherman center-console boat is clearly fishing-ready, with rod racks, rod holders on the backs of the leaning post, a 40-gallon baitwell within the console-front seat, and four more rocket launchers mounted on the standard four-pole aluminum T-top. It is rigged with a standard 9-inch Simrad multitouch chart and transom transducer, a VHF radio, and a stereo with speakers.

The Dusky 227 is equipped with the Dusky Drive, a novel fiberglass outboard bracket with an integrated swim/dive platform. The Dusky Drive improves maneuverability and stability while allowing a full transom for safety.

SPECS

LOA: 22'7"

Beam: 8'2"

Fuel Capacity:
60 gal.

Dry Weight:
3,100 lb. plus power

Max HP: 230

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Suzuki DF175TX

Test Props:
Stainless steel, 15.25" x 19", three-blade

Test Load:
Boat, motor, 25 gal. fuel, one person, safety gear

Test Speed:
45.2 mph @ 6,200 rpm

Max Range:
238 mi., 25.1 mph @ 4,000 rpm

 MORE INFO
[dusky.com](https://www.dusky.com)

MANUFACTURER'S REMARK

Our options list lets you outfit the boat exactly as you want while our factory-direct pricing gives you a lot of boat for a lot less money.

SX[®] 2350



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I

Hewes Boats



EDITOR SAYS

The brand name alone signifies a quality skiff, but this new Hewes incorporates all the latest tricks in the boatbuilding trade. The 16½-footer is strong and compact yet ready to fish flats and bays. Add the optional poling platform, and you'll complete the coveted sight-casting game plan.

Chris Woodward
Executive Editor
Fishing Group



Flats and backcountry waters are places where winds, tides and the vagaries of fish moods deal a thrilling new hand each day. Only a special boat can match those ever-changing conditions, and Hewes, part of the Maverick Boat Group, has been building those special boats for six decades.

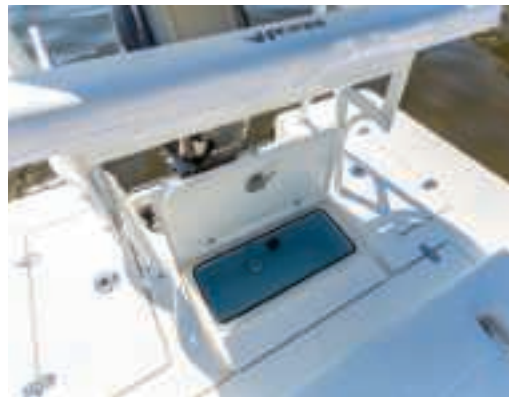
From that tradition and history springs a new generation of Hewes boats—craft the company calls lighter, stronger and better-built than the originals, with better layouts and enhanced performance.

Today's Hewes boats are constructed with Maverick's proprietary VARIS (vacuum-assisted resin-infusion system) process and advanced core materials, to produce boats stronger and stiffer for their weight than ever.

Hewes Redfisher 16

A great flats boat runs and fishes bigger than its size. That perfectly describes the redesigned Redfisher 16, the smallest in the three-boat Redfisher line and a serious backcountry boat that's easy to manage.

With the famous Hewes ride, the range provided by 32-gallon fuel capacity and horsepower options from 70 to 115, this boat can cover lots of water comfortably and safely—even in rougher conditions. Fishing grounds reached, the wide



beam and walk-around gunwales create an exceptionally stable fishing platform in water as shallow as 11 inches. The Redfisher 16 can be easily fished with a trolling motor or poled.

Standard are a pair of three-rod console rod racks, a 24-volt trolling-motor system, and undergunwale racks for 9-plus-foot rods and tube-style tip protectors. Also featured are a 23.5-gallon lighted center livewell, blue LED interior lighting, hydraulic SeaStar steering, trim tabs, and a 35-gallon Engel cooler/console seat with cushions. Large guttered and gasketed compartments conceal vast dry-storage space.

Adding to all this versatility—the Redfisher 16 can fit in your garage, poised for action.

SPECS

LOA: 16'6"

Beam: 7'3"

Fuel Capacity:
32 gal.

Dry Weight:
1,700 lb. with power

Max HP: 115

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Yamaha V90LA

Test Props:
Talon SS, 13½" x 18"

Test Load:
1,793 lb., incl. 15 gal. fuel, battery, safety and test equipment, plus two people

Test Speed:
44 mph @ 6,000 rpm

Max Range:
225 mi. @ 3,500 rpm,
21.7 mph

 **MORE INFO**
hewes.com

MANUFACTURER'S REMARK

With their resin infusion construction and new layouts, these current Hewes live up to their legacy and more.

OPTIONALLY POWERED





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WARRANTY

shakespeare-marine.com

PICTURED:
Sportsman – 302 Open Center Console

I Pathfinder Boats



EDITOR SAYS

Hardcore anglers who love fishing inshore and near-shore, with the occasional bluewater foray, will find the 2500 Hybrid a true dual-threat fishing machine. The boat's purposeful layout and wealth of fishing-related features propel this Pathfinder to the front of the pack.

Alex Suescun
Executive Editor
Salt Water Sportsman

SPECS

LOA: 24'9"

Beam: 8'6"

Fuel Capacity:
78 gal.

Dry Weight:
3,500 lb. with power

Max HP: 400

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Yamaha F300

Test Props:
SDS Hub 15" x 31" three-blade stainless steel

Test Load:
Boat, 67 gal. fuel, 425 lb. crew

Test Speed:
58.3 mph @ 5,800 rpm

Max Range:
175 mi. @ 3,500 rpm, 35.6 mph



A 16.5-degree deadrise, slightly higher freeboard and generous bow flare translates into an exceptional open-water running performance for a bay boat. And yet, the boat still drafts only 13.5 inches at rest with a full load.

The 2500 Hybrid was the first fully infused Pathfinder from Maverick, using its proprietary VARIS (vacuum-assisted resin-infusion system) process.

Standard features include a jack plate, aft flip-up seats, a deluxe tackle station with convertible bolster seats, a 36-gallon livewell and a 45-gallon insulated fish box. Among options are a T-top, hardtop or second station with controls; single or dual Power-Poles; and a macerator for a fish box.

Pathfinder, a Maverick Boat Group brand, creates shallow-water and light-tackle fishing boats that arise directly from concepts and input from an angler-driven design team, pro guide staff and a loyal core of customers.

Each model is conceived from the ground up to do one thing: put dedicated anglers on fish comfortably and safely through sensible, proven technology and craftsmanship.

Today, the Pathfinder lineup includes eight models of bay boats, a category it helped pioneer across more than 30 years. Each is designed for specific inshore and nearshore fishing applications—tarpon along the coast, redfish in the marsh or trophy freshwater fish.

Pathfinder 2500 Hybrid

The Pathfinder 2500 Hybrid takes the bay boat and makes it at home in open waters.

It has the bay boat's elevated, single-level forward casting deck, but aft of it is a more-open cockpit; you can sight-fish from the bow or bottomfish from the security of the cockpit.

Combining a double-stepped hull, a bustle transom and a max horsepower of up to 400, the 2500 Hybrid tops out close to 60 mph and gets almost 4 miles to the gallon at 36 mph with an F300 and a hardtop. With its generous 72-gallon fuel capacity, that's a 200-mile range.

 [MORE INFO
pathfinderboats.com](http://pathfinderboats.com)

MANUFACTURER'S REMARK

This boat has been a homerun since it hit the market because of its exceptionally smart and versatile layout.

OPTIONALLY POWERED



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EDITOR SAYS

Unlike bay boats with integrated outboard-engine brackets, the R266 comes with a splash well, which I like because it minimizes the chances of following seas slopping onto the deck. I also like the twin 30-gallon livewells with clear acrylic dividers flanking the aft platform, and the 20-gallon under the bow deck.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 26'9"

Beam: 9'4"

Fuel Capacity:
110 gal.

Dry Weight:
5,400 lb. plus power

Max HP: 425

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Yamaha 2.6 L 425 XTO
Offshore

Test Props:
20P XTO

Test Load:
7,480 lb., incl. two
people, 68 gal. fuel

Test Speed:
55 mph @ 5,900 rpm

Max Range: 346 mi.
@ 35 mph, 3,500 rpm

OPTIONALLY POWERED



I Robalo Boats



NEW
2022

A marine-industry leader since 1968 and sister brand to Chaparral, fishing-minded Robalo is known for its heavy-duty construction, superb ride and cutting-edge innovation.

Robalo builds center-console, dual-console and bay boats at its 1.25 million-square-foot facility in Nashville, Georgia. Its HydroLift hull designs feature Kevlar-reinforced hull material.

All 2022 models feature upholstery material made from 100 percent SiO silicone, a very pure form of silicone that, unlike conventional marine seating, is free of chemical additives. Nearly maintenance-free, it is durable, resists scuffs and scratches, and creates a soft and comfortable marine-seating surface.

Robalo R266 Cayman

Balancing comfort and fishability, the Robalo R266 Cayman features bow and aft seating areas that convert to massive casting platforms.

Robalo's biggest bay boat, the R266 Cayman is at home both inshore and, when weather permits, offshore. Rather than the integrated brackets common on bay boats, the R266 houses a single outboard up to 425 hp on a shallows-friendly jack plate within a motor well, adding a bit of security in following seas. Swim platforms flank the outboard.

Beneath the standard T-top—which is wrapped by front and side windshield glass—the roomy



helm provides space for up to two 12-inch Simrad displays, and is served by stainless-steel, LED-illuminated push-button switches.

Standard is the hydraulic jack plate; lockable rod storage beneath bow seating; a 20-gallon bow-center insulated livewell, a 45-gallon forward-starboard insulated fish box, and twin 30-gallon aft insulated livewells/fish boxes with pumps; LED lighting and a blue-gelcoat finish; and adjustable flow valves and a plexiglass divider.

This fishing boat also features comfort touches including stowable backrests on the forward U-shaped seating, a double-wide seat that folds out from the aft casting platform, and room for a marine head beyond the console's forward door.

MANUFACTURER'S REMARK

The 266 Cayman is the perfect blend of hardcore fishability and family creature comforts."

 MORE INFO
robalo.com

4 FOOT SWELLS
I GET SICK
15 KNOT WINDS
TOO ROUGH OUT T
UNCOMFORTABLE
ROCKING
NEVER GONNA M
WAVES ARE TOO BIG
BIGGER THA



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I

Scout Boats



NEW
2022

For nearly three decades, Scout has evolved from a new, unknown company to one of the industry's most respected brands. Today, it builds luxury sport-fishing center-consoles, luxury crossovers, dual consoles and inshore/bay boats ranging from 17 to 53 feet.

Scout boats are defined by their 100 percent hand-laid construction, head-turning designs, superior fit-and-finish, best strength-to-weight ratio in class, and completely finished bilge, lids, doors and hatches. Its fuel-efficient hull designs—used across its model lineup—include the NuV3, Air Assist and Stepped Hull technologies.

Scout 231 XSB

Scout calls its new 231 XSB the ultimate fishing and family bay boat.

The successor to the 231 XS, the 231 XSB is a serious bay boat with a stepped hull, aggressive lines and proven high performance. But the new model adds touches requested by families: most obviously wraparound bow seating with removable cushions and storage beneath, as well as up to five removable backrests throughout the boat, with two back sockets in the bow and three serving the transom bench seat. An oversize lounge seat forward of the console has armrests, and all upholstery is diamond-stitched for a luxurious feel.

The XSB boasts port and starboard rod storage.



Another notable feature is the optional new, patent-pending through-hull bow anchor pole named the "Scout Post," which handily pins the boat in place for either fishing or hanging out, storing easily when not in use.

Standard features include a powder-coated hybrid leaning post, a wraparound helm windshield, port and starboard aerated baitwells and release wells, four stainless-steel flush-mounted cup holders, six stainless-steel flush-mounted rod holders, a console lounge seat with cushions, and a Fusion Bluetooth stereo with four speakers.

Among options are aft baitwells, leaning-post choices, upgradable Garmin display screens, a portable head and console lounge storage.



EDITOR SAYS

In my time aboard Scout's 231 XSB, I found features not typically associated with bay boats, such as a forward console lounge with a coffin box underneath. I also discovered innovations like a through-hull bow anchor pole called the Scout Post, as well as a boarding ladder that tucks inside an exterior transom locker.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 23'2"

Beam: 8'6"

Fuel Capacity:
65 gal.

Dry Weight:
2,800 lb. plus power

Max HP: 400

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Mercury Verado V8
300 HP

Test Props:
Revolution 4 stainless
steel, 20P

Test Load:
3,500 lb., incl. 49 gal.
fuel, batteries, safety
& test equipment; one
person

Test Speed:
56.5 mph @6,000 rpm

Max Range:
193 mi., 23.7 mph,
3,000 rpm

 [MORE INFO
scoutboats.com](http://scoutboats.com)

MANUFACTURER'S REMARK

Scout has built a reputation for being first-to-market with innovations throughout its 30-plus-year history.

OPTIONALLY POWERED

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I

Skeeter Boats

NEW
2022

Skeeter Boats is proud of its rich, seven-decades long history and heritage. The bass-boat pioneer was the first in that niche to receive US Coast Guard approval to launch a V-hull pad design and to welcome a 150 hp engine to its transoms.

In the 1990s, the company turned its attention to salt water, and in 2020, it launched its massive SX2550 bay boat in fishing- and family-focused models, both featuring an oversize console with a built-in head and a Carolina-flare hull.

At its facility in Kilgore, Texas, Skeeter uses advanced manufacturing techniques and materials borrowed from aerospace applications. It has received 20 consecutive Customer Satisfaction Index awards.

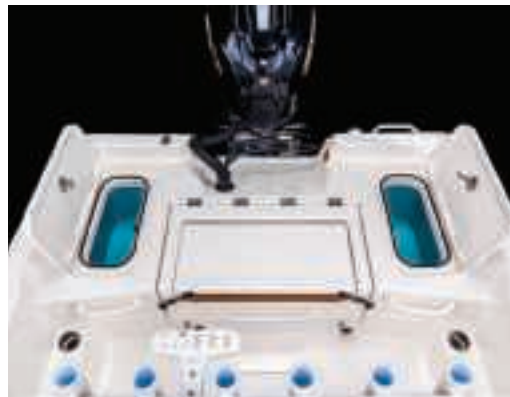
Skeeter SX2350

Skeeter's new SX2350 covers fishing options from shallow to deep—or as the company says, “from bayou water to blue water.”

It's similarly flexible, Skeeter says, with application. From hardcore fishing to pleasant family cruising, higher gunwale sides provide a dry ride and security for all pursuits.

The deep hull is secure in big water, while its 13-inch draft makes at home in the bay too.

A port box in the bow accommodates even long rods; its counterpart at starboard is insulated



for fish storage.

The standard 59-gallon built-in fuel system provides plenty of range, with power choices including a Yamaha V-6 VX250XB or VF200XB, an inline-four F250XB, or a V-6 F200XB.

Standard on the SX2350 are a 12-inch manual jack plate; nine vertical rod holders; a vertical leaning post with a backrest, rod holders and storage; a 14-gallon console baitwell and dual 20-gallon rear baitwell, all with fill and recirculating pumps; a rear bench seat beneath a large casting deck; and a side-opening enclosed console.

Options include a Minn Kota trolling motor, a 40-gallon bait tank in the leaning post, a hydraulic jack plate and a swim platform with a ladder.



EDITOR SAYS

I really like the expansive nonskid casting decks—both fore and aft—on the new Skeeter SX2350. Not only do they provide plenty of room for fishing, they also create abundant space below for elements such as rod lockers and gear stowage forward, as well as livewells and a flip-up seat aft.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 22'9"

Beam: 8'5"

Fuel Capacity:
55 gal.

Dry Weight:
3,075 lb. plus power

Max HP: 250

Certifications:
NMMA

EDITOR'S RECOMMENDED OPTIONS

Power Available:
Yamaha Outboard
VF250XB

Optimal Power:
We like the VF250XB for its torque, ability to get up on plane in the shallows and economy

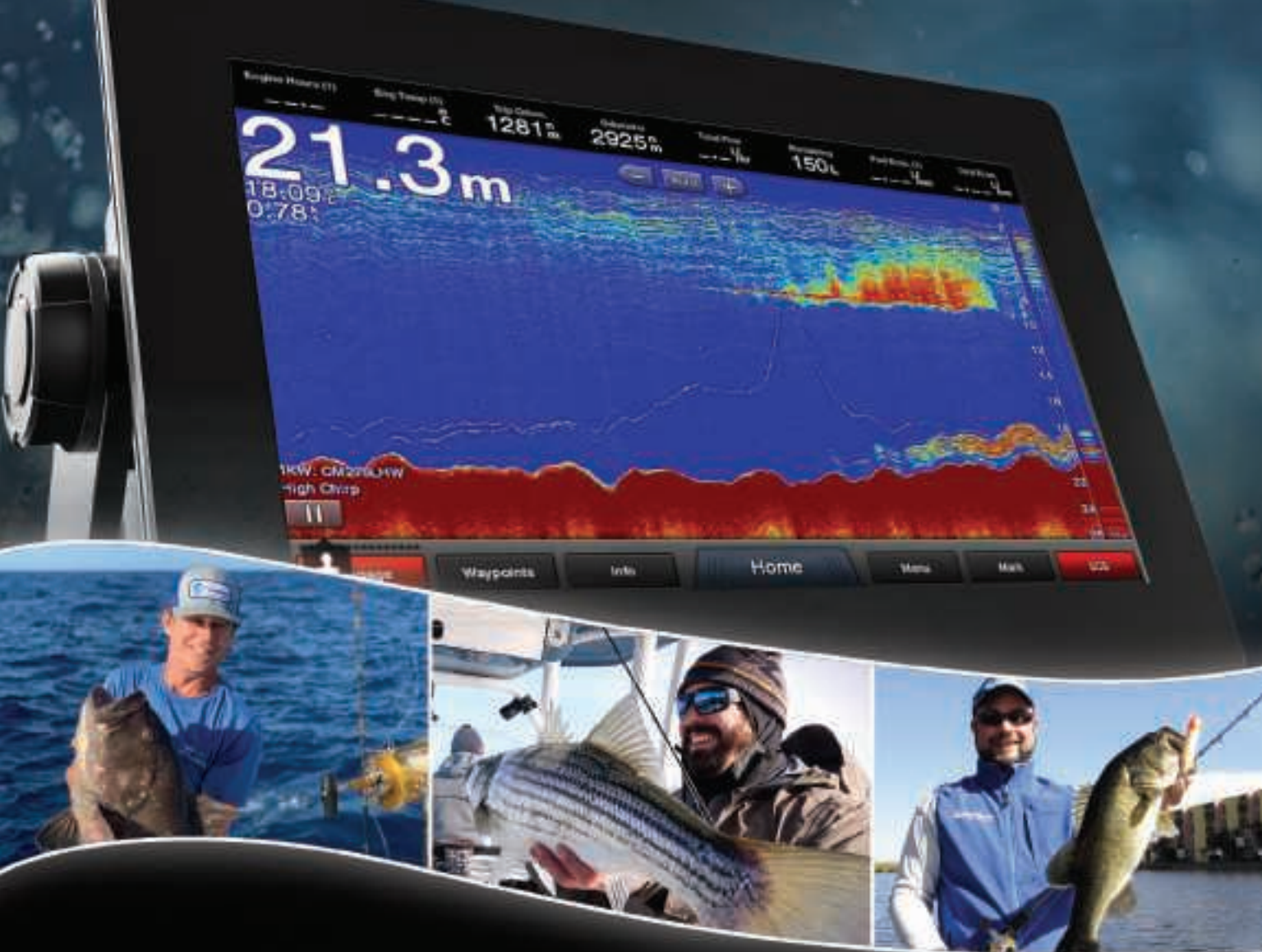
Most Favored Options:
MinnKota Ulterra trolling motor and dual MinnKota Raptors

OPTIONALLY POWERED



MORE INFO
skeeterboats.com

MANUFACTURER'S REMARK
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I Yamaha Sport Boats



EDITOR SAYS

Who says the forward livewell must be under the bow deck? Yamaha's 255 FSH Sport E has one in the portside pod where it's easier to access, and there's an aquarium-style view window to keep an eye on the health of the live bait. A second easy-to-reach livewell resides in the starboard quarter.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 24'6"

Beam: 8'6"

Fuel Capacity:
111 gal.

Dry Weight:
4,835 lb. plus power

Max HP: 500

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Twin Yamaha 250 hp
1.8 L SVHO

Test Props:
Jet-pump impellers

Test Load:
One passenger,
40 gal. fuel

Test Speed:
57.5 mph @ 7,400 rpm

Max Range: 211 mi.,
2.1 mpg @ 31.2 rpm

The success of its WaveRunner jet-driven personal watercraft led Yamaha to apply the technology to larger boats. The result? Engines tucked within the hull, no props below the large swim/casting platform—plus thrilling rides.

Yamaha jet drives draw water through internally housed impellers and push it out to propel the boat, eliminating the need for an exposed drivetrain and getting on-plane quicker with less bow rise.

Yamaha sport boats, including fishing-focused FSH models, are built in Vonore, Tennessee. Yamaha innovations include the Drive dual paddle control for low-speed handling and docking, integrated WakeBoosters for wakesurfing, and an Advanced Responsible Handling package.

Yamaha 255 FSH Sport E

Yamaha's new 255 FSH Sport E is a larger, more family-friendly center-console fishing machine—the big sibling to the FSH 190 and 210. At 25 feet, it's Yamaha's largest center-console ever, in fact.

The new boat boasts the ease and functionality of E-series fly-by-wire control. A pair of 1.8-liter supercharged Super Vortex High Output engines combine for 500 hp.

At the helm, information and control are both at hand through a 7-inch Connex display, 12-inch Simrad multifunction display, tilt-base steering wheel and bank of lighted switches.



The double helm seat's contoured bolsters and footrest flip up. Standing is secure behind the helm and beneath the hardtop, thanks to handy contoured grab handles. The view forward is unobstructed and protected by a windshield.

Steps lead up to a bow platform handy for boarding, anchor-tending or fishing. The platform and fish box beneath it can be made into benches and a table. A curtain enclosure rising from within the compartment at console front can serve as a head or changing room.

Aft, anglers will approve of Yamaha's distinctive multilevel transom, corner livewell, casting platform, and some of the more than two dozen spots for rods sprinkled throughout the boat.

 MORE INFO
yamahaboats.com

MANUFACTURER'S REMARK

The larger FSH models are designed with the power, size and fuel range for serious offshore adventures.

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All Explorer Series Models

Second Station RAM4 Compatibility – Now compatible with Standard Horizon's latest second station microphone RAM4.

Easy to Operate Menu System – Now redesigned to be more intuitive than ever!

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GX1800G

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GX1850

NMEA2000 Compatible – Easy plug-and-play connectivity to the NMEA bus.

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“HOOKING AND LANDING POWERFUL FISH IS NOT A GIVEN,

OFFSHORE

ARE MULTIENGINE SETUPS ESSENTIAL FOR OFFSHORE FISHING?



SAM WHITE
EDITOR-IN-CHIEF
MARLIN

Modern four-stroke outboard engines are very reliable these days: I feel plenty comfortable fishing a single-engine boat with a well-maintained outboard well offshore. With that said, though, the safety factor of having multiple engines is always a good feeling, especially for long runs or in remote areas.

WHAT ARE THREE OF YOUR FAVORITE DECK ACCESSORIES IN THE COCKPIT?



CHRIS WOODWARD
EXECUTIVE EDITOR
FISHING GROUP

1. A Trident rod holder conveniently turns one holder into three. 2. Install a knife-and-pliers holder that uses suction cups so it fits anywhere, keeping tools handy and organized. 3. If you didn't install tuna tubes at the factory, you can buy aftermarket tubes that connect to the livewell water supply.

WHEN CHOOSING A BOAT TO GO FAR OFFSHORE, HOW DO YOU CALCULATE OPTIMAL RANGE AND MAINTAIN THAT FUEL BURN TO FISH AND GET HOME SAFELY?



JIM HENDRICKS
STAFF EDITOR
FISHING GROUP

The first step is to determine the boat's most efficient cruising speed—the engine rpm and corresponding mph at which the boat achieves its best mpg. For today's popular outboard-powered offshore-fishing machines, this is usually around 3,500 to 4,000 rpm. Once you know your best mpg, multiply it by 90 percent of the boat's fuel capacity to calculate your maximum cruising range, with 10 percent of your fuel left in reserve.

Offshore anglers are a breed apart. Unlike the in-shore- or coastal-boating anglers, offshore fishermen venture far and wide, often losing sight of terra firma on adventures that may last days or weeks in the quest for blue-water glory. Their targets may include big game—marlin, sharks, swordfish, tuna and wahoo. Or perhaps its deep-dropping for monster groupers, exotic snappers and tilefish. Whichever the case, hooking and landing powerful fish is not always a given, and that's what renders success so sweet. The price of admission to today's offshore fishing scene includes dedication, hard work, planning, teamwork, precise execution, a generous budget, and of course, the right boat with the right power and state-of-the-art accessories and equipment. Selecting a boat and power package that meet your

needs and style of fishing is what the following pages of this 2022 Fishing Boat Buyers Guide are all about. Here you will find chronicled the latest developments in offshore center-console layouts, interior designs and features; an update on the engineering advances in today's offshore hull designs, including deep-Vs, multihulls and step hulls; what to look for in a new express or walkaround cuddy offshore fishing boat; and a treatise on how dual-console boats may suit many of today's bluewater-angling families. Finally, you'll find detailed write-ups and images of the newest offshore fishing boats for 2022. If you're an offshore angler and itching to get out on the water in pursuit of great bluewater gamefish, then you are indeed a breed apart, and the next section of this guide was created just for you. —Jim Hendricks

COURTESY PURSUIT (OPPOSITE)

AND THAT'S WHAT RENDERS SUCCESS SO SWEET." —Jim Hendricks



BOUND FOR GLORY

Boats such as the new Pursuit S 358 are engineered to serve the needs and desires of serious offshore anglers with features that tip the odds in favor of bluewater success.



Interior Evolution

Center-console boats are among today's best-equipped, most effective and highly evolved offshore-angling machines, with many of the latest developments occurring within the layouts and interiors.

In a virtual tsunami of popularity, outboard-powered center-console boats have swept the offshore-fishing market. What's more, boatbuilders are scrambling to satiate the unrelenting demand from buyers for new boats, even as COVID-19-related supply-chain shortages constrain factory production.

There seems to be no end to the number of anglers stepping up with buying dollars, a testament to the versatility of the center-console's full walk-around

capabilities for wide range of offshore techniques. They're seriously versatile machines, suitable for everything from kite-fishing to bottomfishing, outrigger trolling to downrigger trolling, and deep-dropping to drift-fishing. Center-consoles can do it all with the added benefit of smooth riding performance to transport anglers swiftly and safely to the offshore grounds and back home again.

Some of the most dramatic develop-

ments in recent years have focused on new and improved interior amenities, as designers and builders seek to further refine angling effectiveness and add greater comfort for crewmembers on long offshore runs. In addition, center-console designs are expanding in form and function to serve as luxurious cruising platforms for family and friends on days when fishing is not a priority. Many of these developments have been made possible by the growing size—and



By Jim Hendricks
Staff Editor
Fishing Group

EDITOR'S TIP

When shopping for a new center-console boat for offshore fishing, take a close look at the deck itself. Make sure the deck is level from the transom to the bow platform. This minimizes any possible tripping hazards as anglers move about the boat to fish. Also, look for an aggressive nonskid sole to ensure traction and safety when the deck is wet. Finally, make sure the deck is self-bailing to quickly shed water in rough seas.

COURTESY: PURSUIT (LEFT); INVINCIBLE (OPPOSITE, LEFT); CONTENDER (OPPOSITE, TOP RIGHT); BOSTON WHALER (OPPOSITE, BOTTOM RIGHT)

NEW-BOAT SHOPPING TIP

Many boatbuilders offer more than one layout for any given center-console model. Consider which layout works best for you.



power—of offshore center-consoles. Boats in the 40-foot LOA range are not unusual, with some stretching to 65 feet.

Here are some relatively new developments in layouts and interiors that have contributed to the burgeoning popularity of this boat genre.

SECOND-ROW SEATING

As center-consoles have grown in size, two rows of helm seating have become the next big thing. Having fished offshore aboard center-consoles with two rows of helm seats, I can tell you that this option is well worth the investment. With room for anglers nestled in comfy seats sporting supportive footrests, it's like flying first class without the seat belts—or masks. One example is the new Contender 44CB, available with a second row of Llebroc bench seating for three to complement the three main Llebroc helm seats. All six seating positions feature fold-down armrests, and all are protected by the console windshield while underway. Other center-console brands offering models with available

double-row seating include Invincible, SeaVee, Valhalla, Yellowfin and more. With this kind of seating comfort, you'll leave the beanbags at home.

FOLDOUT TRANSOM BENCHES CREATE EXTRA SEATING AND FOLD AWAY FAST TO CLEAR THE DECK.

TRANSOM BENCHES

The helm is not the only area in which seating has expanded and evolved aboard today's offshore center-consoles. Models of all sizes are available with versatile bench seats that integrate into a full transom bulkhead. Take, for instance, the SeaVee 340z with an optional folding transom bench seat that deploys in seconds to comfortably accommodate three crewmembers. It's great for taking a load off while cruising to and from the offshore grounds, or during harbor

INSIDE STORY: Clockwise from above left: An increasing number of offshore center-console boats feature comfortable cabin accommodations within the console itself for overnighting. Many models are now available with optional transom seating for more leisurely outings. Tempered-glass windshields have replaced clear acrylic or vinyl windows on a number of center-consoles.

cruises on more-casual outings. Most important, from an angling point of view, it folds away in an instant to clear the decks for action.

FORWARD LOUNGES

An increasing number of offshore center-consoles now feature lounges that are integral to the forward portion of the console itself and can accommodate two or more people. These have angled backrests, fold-down armrests and rich upholstery that invites crew to stretch out, kick back, relax and enjoy the ride. But beyond comfort, forward console lounges create valuable space. Some offshore center-console models, including the Valhalla



33, use it as dry storage for gear such as jackets, buckets and safety equipment. Valhalla's lounge exterior is also lined with eight vertical rod holders. Invincible offers an optional forward console lounge, but it doubles as a large coffin box, which is insulated to serve as cold storage for ice, provisions, frozen bait and fish you wish to keep; dividers help keep cold goods separated. The space below these lounges can alternatively allow for forward expansion of console cabins, as is the case in the Contender 44CB (more about console cabins later).

GLASS WINDSHIELDS

There was a time when new offshore center-console boats offered little more than a short plexiglass windscreen, and if you ordered the clear vinyl enclosure, you were riding in luxury. Today, the trend is definitely toward tempered-glass windshields, thanks to advancements in glass molding and adhesive technology, combined with the ingenious and dedicated work of marine designers. Glass windshields are

POSH QUARTERS: Cabins on center-console boats can offer luxury in the form of flat-screen TVs, air conditioning, showers and galleys, as well as comfy berths.

not just strong and durable; they also afford more styling choices and superior visibility than acrylic, polycarbonate or vinyl. Glass is also easier to care for and far less likely to scratch. "These new glass glazings [industry term for glass windshields and windows] first appeared in the marine market on super yachts," says Rob Kaidy, chief designer for SeaVee Boats. Yachts require sweeping high-strength windshields, and as Kaidy points out, today's styling cues often demand complex curves. Center-console boatbuilders soon followed suit with windshields and windows that curve around the console from the front to sides. High-strength yet flexible bonding agents from companies such as Sika secure large glass windshields and can even eliminate the need for frames, using only the console top and hardtop as points of support.

NEW-BOAT-BUYING TIP

With the current high demand for boats, placing your new-boat order early will help ensure that you'll be one of the first to take delivery.

THROWING SHADE

A growing number of offshore center-console boats now offer sun shades that offer crewmembers more UV protection than a hardtop or soft-top alone can provide. One common option is a sun shade extending from the aft edge of the hardtop. Some are motorized to easily deploy over the aft cockpit when relaxing at the sandbar or in the marina. They just as quickly retract when you are ready to fish and want to minimize overhead obstructions. Many boat brands also offer shade options for the bow area. These often consist of telescoping poles that insert in forward gunwale rod holders to support a custom canvas shade to protect crew in the bow seats.

CABIN ACCOMMODATIONS

Twenty years ago, few anglers could have imagined a center-console with enclosed sleeping accommodations, let alone one with a cabin that includes a gallery and berths—as well as a shower and head. But as center-console boats have grown and layouts expanded, the concept of the console cabin has taken shape. They are not exactly yacht-size cabins, but you can certainly overnight in comfort. Take, for example, the new Yellowfin 54, which features a spacious cabin area with stand-up headroom beneath the console that houses a queen berth, a fully equipped kitchenette, wraparound seating and a head. Accessed from within the cabin, an organized mechanical space also houses the gyrostabilizer, batteries, wiring and electronics. But the Yellowfin 54 is certainly not the only center-console with a cabin. You'll also discover console cabins in offshore center-console models from brands such as Boston Whaler, Grady-White, Pursuit, Regulator, Scout, SeaVee, Valhalla and others.

SIDE DOORS

Side doors have become very popular and available on offshore center-consoles as small as 28 feet or less in length. Intrepid Powerboats was one of the first to introduce this feature on offshore center-consoles. It was largely promoted as a dive door, but bluewater anglers saw the advantage of pulling a big tuna or swordfish through a side door versus over the gunwale or through a transom door. More often, however, side doors find use as an easy way to step aboard from a floating dock as opposed



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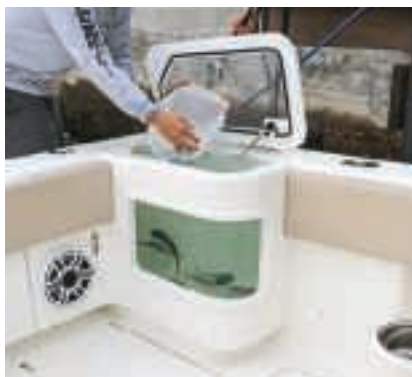
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NEW-BOAT SHOPPING TIP

It's easier to add optional equipment such as extra rod holders when ordering a boat than to add after delivery.



to clambering over the gunwale or using the swim step to access the transom door. For this reason, almost all side doors hinge inward to eliminate interference with the dock when swung open. In fact, side doors are so popular that at least two center-console brands—Barker Boatworks and HCB Yachts—have models with two, one on each side of the aft cockpit. This provides the convenience of boarding or landing a big fish from either the port or starboard sides.

AQUARIUM LIVEWELLS

Aquarium-style windows on livewells might not add any luxury to a center-console, but they will help keep you more comfortable with state of your live-bait supply. You can tell at a glance if the goggle-eyes are great or the pilchards are faring poorly and, in the latter case, take action to fix issues such as poor water flow. For instance, the windows on twin livewells in the transom of the Valhalla 46 allow a crewmember perched on the aft-facing mezzanine seating to easily eyeball the bait population and ascertain its health without getting up and possibly stumbling while underway in rough seas.

GYROSTABILIZERS

The impact of gyro stabilizers from brands such as Quick, Seakeeper and Smartgyro exceed the term “evolutionary.” They have, in fact, revolutionized offshore center-console fishing boats, rendering them far more stable than most boating anglers imagined possible. Spinning at high speed like a top, gyro-stabilizing forces tame roll, essentially



eliminating the boat's side-to-side movement in virtually any sea condition. That's why nearly all new offshore center-consoles are now available with gyro-stabilizing systems. A new Scout 380 LXF, for instance, features a standard DC-powered Seakeeper 3, which offers plenty of stabilizing capability for this 38.5-foot boat. Yet, a new Scout 425 LXF with 42-foot-2-inch LOA features a more robust AC-powered Seakeeper 5 as standard equipment to control roll.

CHILL OUT

Ice lasts only so long before melting when fishing on sultry days offshore. To overcome this issue, some offshore center-consoles are now available with refrigerator/freezer fish boxes. A prime example is the Grady-White Canyon 456 that comes standard with an aft 459-quart insulated refrigerator/freezer

GREAT VIEW: Livewell windows let you easily keep an eye on bait (above left). Wrap-around glass windshields improve visibility and protection (above).

fish box with lights, a digitally controlled thermostat and an overboard drain. This 120-volt AC system is powered by the 456's standard 12 kW diesel generator. Some offshore center-consoles also offer DC-powered systems, including the Wellcraft 352 Fisherman. The 128-gallon transom fish locker is available with an optional 12-volt chiller plate to keep your catch cold. Looking ahead to a future in which center-consoles continue to take over the offshore segment, there's little doubt that even more innovation will take place within the layouts and interiors—as well as in the running surfaces and propulsion systems—of these supreme fishing machines.



Jim Hendricks
Staff Editor
Fishing Group

EDITOR'S TIP

Livewell capacity has become an increasingly important factor to successful offshore angling—be it wreck-fishing for grouper, kite-fishing for sails or slow-trolling for kingfish. With this in mind, carefully consider livewell capacity when shopping for a new boat. If the standard livewells don't meet your needs, ask about options such as deck wells that might expand live-bait capacity.



Dusky 278XF
\$114,000
w/Twin 200HP Suzuki



Dusky 33XF
\$240,000
w/Twin 350HP Suzuki



Dusky 252XF
\$93,500
w/ 350HP Suzuki

Photos depict optional upgrades not included in the base pricing.

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Signs of Quality

As the saying goes, beauty is only skin-deep. But when judging the quality of a boat, looking for minor flaws—or better yet, strong attributes in what is visible—can lead to a quality selection for your boat.

A good bit of brand value comes from the public's perception of the boat's quality in construction, but if a solidly built boat lacks the design attributes valued by anglers, they will seek another boat brand—and resale price will be low.

The best boatbuilders take their boats and visualize how they should look. They then visualize how the angler will sit in a seat, step past the helm, hold the wheel and throttle, move about to fight a

fish, and use virtually every other feature on it. They look at what causes water to come aboard and how best to move it outboard. They consider how tackle can be stored, ready for action but secure for rough water.

When you buy a boat, you need to think like a boatbuilder who fishes—hard.

What did you dislike about your previous boat? Make sure you have a full inventory of its low points. Did water

stand in the corner because the drain was in the wrong place? Was it too hard to reach the rods in the T-top? Were the rod lockers long enough for a 9-foot fly rod? What will keep the rods from dashing themselves to pieces in rough water?

Avoid a center-console boat that has a midship step near the helm; virtually all of your guests will trip on it. A level deck in a center-console has become a safety item, and most builders have removed the midship step. One who has



By Randy Vance
Editor-at-Large, Boating
and Fishing Group

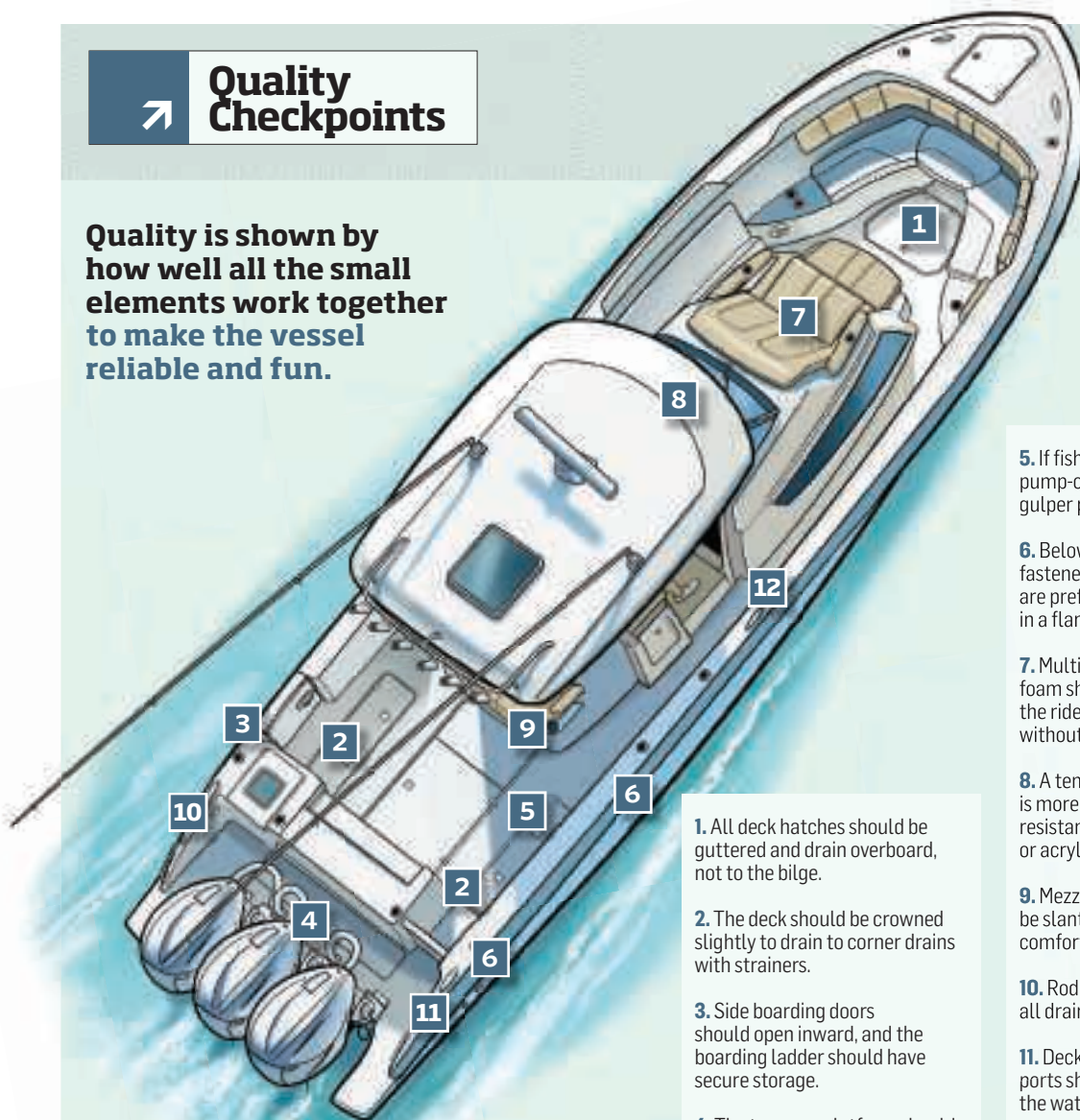
EDITOR'S TIP

There are no boats of high reputation I've tested that didn't live up to the reps. But some lesser-known brands bring a great deal of value to the owner. When looking at a boat, don't get overenthused by the gloss; look down the side of the boat to see if the hull shows ripples or fiberglass print-through—a sign of a sloppy build. Even caulk seams, the precise fit of hatches and quality components mean the boat was built with care.



Quality Checkpoints

Quality is shown by how well all the small elements work together to make the vessel reliable and fun.



1. All deck hatches should be guttered and drain overboard, not to the bilge.

2. The deck should be crowned slightly to drain to corner drains with strainers.

3. Side boarding doors should open inward, and the boarding ladder should have secure storage.

4. The transom platform should allow optimal passage from port to starboard.

5. If fish boxes require pump-outs, choose reliable gulper pumps over macerators.

6. Belowdecks, rod-holder fasteners with locking rings are preferred instead of bolts in a flange.

7. Multidensity seat-cushion foam should be used to soften the ride and absorb shock without bottoming out.

8. A tempered-glass windshield is more durable and scratch-resistant than plexiglass or acrylic.

9. Mezzanine seats should be slanted forward for a comfortable ride as the bow rises.

10. Rod and cup holders should all drain overboard or to the deck.

11. Deck scuppers and bilge-pump ports should exit the hull above the waterline.

12. Center-console decks should be one level from bow to stern.

not is behind the times and may use other outdated design features.

I've tested few boats that were uncomfortable to drive, but also many that were not as comfortable as they could be. Seat adjustments should be either electric or as easy to grab as a manually adjusted seat on a car. Bucket seats are nice as long as they can be individually adjusted fore and aft without climbing down to look for the adjustment lever.

Livewells should be round or oval. Square livewells will develop stagnant, oxygen-poor corners and trap bait in them. Pressurized livewells have become an important selling point because when

the tank is full to the lid, water can't slosh, jostle or pummel your bait with turbulence. That requires a gasketed lid and a pump system that can push water into the well faster than it can drain out. In fact, a gasketed lid is essential, in my opinion—especially if the livewell is near a seat that will get sloshed on.

Sea chests and fiberglass boxes fitted to the bottom of the hull—rigged with two or more pumps and filled by one or two through-hull fittings—make sure water going to the livewell is not overaerated or foamy. This is especially important on stepped-bottom boats because they are designed to reduce hull drag by

introducing air to the bottom of the boat to break surface tension. Unfortunately, a standard water pickup on those boats will pump the froth right into the livewell—or worse, lose prime and pump nothing into the livewell on high-speed runs.

Gunwale rod holders are often fastened from the top with screws or bolts. Better rod holders are fastened from the bottom, either using studs cast into the bottom of the rod-holder flange or, like Gemlux, by large locking collars that screw onto the threaded barrel of the rod holder. For saltwater applications, they should be cast of solid 316 stainless steel. Or they can be fastened from the bottom of the



gunwale, giving a cleaner, easier-to-wash deck surface. They'll also resist rust stains better.

When boat shopping, take friends you fish with. Let everybody move around the boat at once and see how the traffic flows, how the tackle is accessed, and how the essential compartments work in the presence of a working crew.

The most important point to consider in quality is future maintenance. Sooner or later, you'll have to work on important components of the boat. How are the fuel tanks installed? Can they be removed without having to cut out the deck? The better boats have hatches fastened firmly above the tanks that can be removed and replaced should a tank fail—and after 10 or so years, they do.

Same goes for gensets. Believe it or not, some boatbuilders don't plan for having to remove a genset.

QUALITY CONSTRUCTION IS THE BEST MARKETING TOOL IN BOATING. WORD GETS AROUND.

Lastly, a thing about wiring: If that job is done poorly, and wires aren't labeled at least at both ends, they don't meet American Boat and Yacht Council requirements. Tinned wire is more corrosion-resistant than bare copper wire, and the best boats use

it exclusively. Wire ends are sealed with shrink wrap, and connections are waterproof Deutsch connectors or similar brands.

Just a few years ago, boaters were suspicious of digital wiring harnesses that operate components with a touch-screen switch and digital bus system. You can't fix them in a pinch with paper clips and gum wrappers. The truth is, though, they don't break often and are better prepared to deal with salty air. Don't avoid them. In fact, embrace them. You won't be sorry.

While brand value is influenced by good marketing—and that's valuable to the owner at resale—quality construction is the best marketing tool in boating. Word gets around.



Randy Vance
Editor-at-Large, Boating
and Fishing Group

EDITOR'S TIP

The most important quality check will be the test drive. Most dealers won't give you one until you've signed a contract with your right to refuse for any reason. If you can't get it to rough water, run circles with it and double back over the wakes. Listen for drumming, oil canning and hatch rattles. Nothing should rattle or crack. Run every system on the boat. If work is still needed, schedule another test drive to prove the work.



Best-in-class fishing amenities. Unmatched hull ride.

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Control Freaks

Longer-shaft trolling motors and digital electric steering give offshore anglers more options on the water.

Today's makers of fishing boats and gear suffer from iPhone syndrome: They want to make the on-water experience as seamless and fun as playing with a new app. And in many ways, they're succeeding.

During the past few years, we've seen everything from offshore trolling motors, digital electric steering and boat-control systems to assisted-docking software deliver the ultimate ease in navigation and station-keeping. Among those innovations, the two products

that rank highest for anglers include the heavier-duty, longer-shaft trolling motors that can battle strong currents and manage waves, as well as DES, which opens up new possibilities for joysticks and dialable trolling speeds.

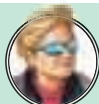
SLO-MO CONTROL

Finally, more offshore anglers can enjoy what most inshore fishermen have long relished: pinpoint GPS-guided boat control and the ability to hover quietly over a fishing spot—at a lower price tag

than outboard-engine control systems.

Rhodan Marine and Minn Kota have rolled out electric motors with shafts measuring 84, 87 and even 96 inches—available for boats in the 40-foot range with bows towering 6 feet, 2 inches above the waterline.

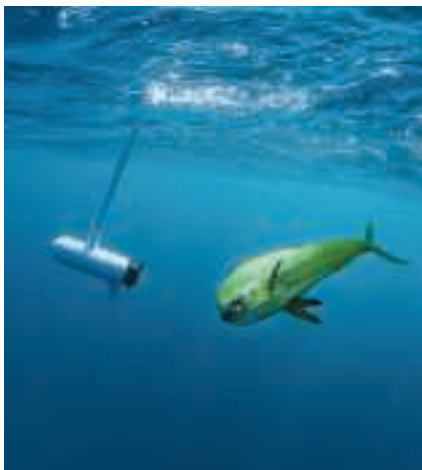
"It's good for every type of fishing," says Rhode Island captain B.J. Silvia, who runs a Parker 25 sporting a Minn Kota Riptide Terrova with an 87-inch shaft and 112 pounds of thrust. "Like for big stripers when you don't want to drive



By **Chris Woodward**
Executive Editor
Fishing Group

EDITOR'S TIP

When installing (or having the dealer install) your trolling-motor system, be sure to place the three batteries as close to the centerline as possible, and balance the load fore and aft, based on how your boat likes to run. Depending upon how much you plan to use the trolling motor, install either an onboard charger or one that plugs into shore power at the end of the day.



BOW AND STERN: Above: Trolling motors with shafts as long as 9 feet, sold by Minn Kota and Rhodan, deliver enough power and torque to hold bigger offshore boats in position—even in bouncy seas. Right: Digital electric steering is available for many new outboards. Yamaha makes its own versions, including built-in and bolt-on options, while Dometic Marine systems work for any major outboard brand.

over what you're casting into. If I need a stealth approach with live bunker, I go on the trolling motor. Throwing plugs into rocky areas, I can go up to the rocks with the trolling motor."

Silvia adjusts the drift speed with a remote control. If he needs to hover, he engages the Minn Kota's Spot-Lock feature. That function becomes key for species such as tautog; he can settle above a spot, and his angler can fish vertically.

Capt. Jason Stock charts his Yellowfin 31 out of Bradenton, Florida, and frequently uses his Rhodan trolling motor, which delivers 120 pounds of thrust and is equipped with a whopping 9-foot-long (prototype) shaft. "Even when it's really rough, the motor will hold my 31-footer," he says, explaining that the longer shaft normally drops the propeller 5 feet or so below the surface. "In rough conditions, of course, the motor does work harder."

Stock says the Rhodan helps him with time management. He's not investing 20 or more minutes in anchoring and possibly resetting every time he stops to bottomfish. "I can pull up on a spot, check out the bottom. If they're not biting, move on to the next location," he says.

ROUGH WEATHER

Longer shafts flex more than shorter ones, and motors inherently work harder to keep boats locked in position when the seas build. "If you have a day when



OFFSHORE ANGLERS CAN ENJOY PRECISE BOAT CONTROL AND THE ABILITY TO HOVER OVER A SPOT.

the wind and current are together, if it's gusting, you use more battery life," Silvia says. "That being said, I only had three or four days last year when the motor didn't last the day."

Silvia's 87-inch Minn Kota motor draws a maximum of 52 amps. The 84- and 96-inch Rhodans draw a max of 42 amps. Amp draw measures how hard a machine must work in order to run; a higher amp draw drains batteries quicker.

These larger trolling motors operate off a three-battery 36-volt bank. Stock uses an onboard Power-Pole charger that can recharge his trolling-motor batteries when he cranks up his outboard. Such chargers—also called automatic charging relays and offered by other brands such as Minn Kota and Blue Sea Systems—sense

the starting-battery charge. When the outboards' alternators top off that battery, the available charge moves to the trolling-motor bank.

Silvia says he uses shore power and a three-bank charger that he plugs in at the end of the day. "For me, it's a huge game-changer," Stock says. "I use it when I'm catching bait around bridges, when I'm tarpon fishing. I can set up and [GPS] anchor so the baits aren't drifting."

SMOOTH STEERING

In the 1970s, many boatbuilders transitioned to hydraulic steering, then in 2012, to electrohydraulic—or power-assisted steering—particularly for larger vessels. In 2019, Yamaha changed the paradigm, delivering digital electric steering built into its 425 XTO outboards.

Yamaha worked on DES in conjunction with SeaStar Solutions (now Dometic Marine). Today, both Yamaha and Dometic offer DES options for outboards as small as 150 hp; Dometic's Optimus outboard electric-steering actuator works with all major outboard brands.



But what can DES do for fishermen, and why should they want it? DES means less equipment and weight; it's more reliable, draws less electricity and requires less maintenance—all while delivering better steering and programmable features.

Despite those advantages, anything electric can fail. To forestall that, Yamaha built in redundancies to help ensure continuous operation, says product education manager Ry Landry. But if the boat's electrical system somehow fails or its batteries die, captains can use an Allen wrench to loosen the actuator—the bar that houses the roller screw that pushes the engines—and manually turn the outboards.

For boatbuilders, an electric-steering system means a much simpler installation, and it easily integrates with a joystick. A Yamaha outboard with DES built into its bracket assembly—available for the XTO as well as new V-6 F250 and

HOVER HELPER: Need to stay on a spot to fish vertically or keep a certain distance from a school? Direct the trolling motor to virtually anchor.

F300 motors—connects to the batteries and helm with a data cable. Those outboards start at \$30,870.

Yamaha's bolt-on DES accessory—for Yamaha outboards down to the F150—costs about \$3,000 for the actuator and one harness, plus a few hundred more for a digital helm and additional harnesses. Installation costs vary.

Brian Dudra, an engineer and Dometic vice president, says anglers will pay about 25 percent more for an electric-steering system compared with electrohydraulic. Both companies agree that electric steering will guide the future of boating, though electrohydraulic and even cable steering won't disappear. After all, not everyone can own an iPhone 13.

WHY DIGITAL ELECTRIC STEERING?

LESS EQUIPMENT AND WEIGHT:

Having DES means no hydraulic pumps, hoses or fluid in the system. Dometic says its all-electric system on a twin-outboard boat provides 33-pound savings compared with its Optimus EPS electrohydraulic steering.

BETTER RELIABILITY: Eliminating hydraulics means eliminating hydraulic failure. "That's one potential issue lost—the infamous 'why is all that red fluid floating around my boat,'" says Ry Landry, Yamaha product education manager.

LESS ELECTRICAL DRAW: If you're not actively steering your boat, these systems do not draw any power. That means you'll have more amps available for other onboard electrical needs. With hydraulic systems, the pumps run continuously whenever the power is on.

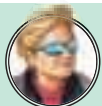
LESS MAINTENANCE: No inspecting seals, checking hydraulic-fluid levels or changing fluid. DES requires only periodic greasing.

QUICKER, MORE PRECISE STEERING:

"The user should notice way better vessel handling and a lot more precise steering that's a lot faster," says Brian Dudra, an engineer and Dometic vice president. "That means more comfort and less fatigue for the driver."

PROGRAMMABLE LOCK-TO-LOCK AND FRICTION SETTINGS:

Both Yamaha and Dometic systems offer user-controllable steering settings. For instance, if you're docking, you can tell the steering you want four turns lock-to-lock, meaning it takes four turns of the wheel to fully move the engines side to side—a better setting for maneuverability. If you're running offshore and don't want that much steering sensitivity, you can program up to nine turns lock-to-lock. Lock-to-lock settings can also be made variable, based on revolutions per minute. Anglers can adjust steering friction as well. If you like your steering a little loose, you can allow for a little play. If seas build and you want more friction, you touch the gauge to change the setting.



Chris Woodward
Executive Editor
Fishing Group

EDITOR'S TIP

As with any new technology, the prices for digital electric steering will eventually drop. But early adopters with the extra cash can dial in extraordinary control with all the features offered through these systems. If you're going with DES, consider adding other options such as joystick steering to enhance docking and close-quarters maneuvering.

Open Up The Ocean's Possibilities

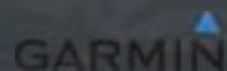


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MANUFACTURER'S REMARK

Versatile and fishable, this style of boat offers amenities as well as protection from the elements.



Walk the Walk

Walkarounds are one of the most versatile designs on the water.

Growing up, I was a die-hard center-console fan. I loved the ability to fight king mackerel, sight-cast to cobia on light tackle from the bow, or manage a triple-header all the way around the boat with no obstructions. I enjoyed the wide-open feel of the design, and didn't mind the fact that center-consoles usually offer little in the way of creature comfort or protection from the elements.

Then my father brought home a new-to-us boat for the family: a 23-foot Grady-White walkaround. I dismissed it as more of a cruiser than a hardcore fishing machine but decided that I'd keep an open mind about the new boat. Our first trip found us slogging offshore in a stiff

northeast breeze and some rough seas in late fall off southern North Carolina. Thankfully, Dad and I remained warm and dry because of the boat's full windshield and spray curtains. "Not bad," I thought to myself. "In the old boat, I'd be in head-to-toe foul-weather gear the minute we left the inlet—and still wet."

Once we arrived at our spot about 25 miles off Carolina Beach, we made a few drifts for bottomfish. No sweat—the spacious cockpit was a breeze to fish from. The boat had in-deck fish boxes as well as ample tackle storage, so reaching for a heavier weight or different hook was a snap. Once we located a sharp, rocky ridge along the bottom, it was time to drop the hook. I made my way

forward to the bow along the deep alleys, aided by the Grady's tall bow rail. I quickly had the anchor set and was back in the cockpit just as fast.

THEY CAN BE OUTFITTED AS hardcore OFFSHORE-FISHING MACHINES OR FAMILY CRUISERS—OR JUST ABOUT ANYWHERE IN BETWEEN.

That trip took place more than three decades ago, yet the fact remains that walkarounds are one of the most versatile designs on the water today. They can be outfitted as hardcore offshore-fishing machines or family cruisers—or just about anywhere in between. Thanks to the safety and security provided by the full windshield, full bow rails and high gunwales surrounding a deep cockpit, they are near-perfect boats for families with small children.

Belowdecks, the arrangements can range from a simple V-berth to a fully outfitted space with bunks, a dinette, a galley with a microwave and refrigeration, and a full head with a shower—all the comforts of home.

With them, you can cruise up and down the coast, visiting a different marina each evening. Plug in the shore power, and you're all set. For offshore use, a small generator can be a worthwhile investment, while battery-powered inverters suffice for smaller boats.

Outboard power is the most popular in this category, and options range from a single 150 hp outboard in a 20-footer to quad Yamaha 425 XTOs in a 40-footer.

Even if it's just a morning of trolling or bottomfishing and an afternoon of beachcombing, walkaround boats are a near-perfect fit, offering the right combination of amenities and fishability to handle just about any task.

WALKING: Highlighted by a full bow rail and deep alleys forward, accessing the bow for anchoring or docking is safe and secure.



By Sam White
Editor-in-Chief
Marlin

EDITOR'S TIP

As you begin your research into purchasing a new or used walkaround boat, first carefully consider how you intend to use the vessel. Be honest with yourself, as well as your spouse and family. Will you really use that space belowdecks for overnight or weekend trips? How often will you need outriggers, a livewell or tackle storage? Define the most important features first, and that will help narrow your search later.



TRIPLE THREAT

We all need an edge offshore and triple 300hp gets you there and back, FAST and DRY. The new Albemarle 30 Express is built with the strongest materials and designed for the toughest conditions. Combined with our spacious cabin, comfortable seating, and over-sized cockpit, there won't be many days you'll miss your center console.



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MANUFACTURER'S REMARK

Dual consoles take the best of runabouts and blend it with the best of fishing boats, compromising nothing.



Fishing Limousine-Style

Dual consoles offer more comfort, more protection from weather and plenty of fishability.

Some boat buyers like to equate cars with boats. Is it a Chevy or BMW? If you were to do that with a dual console, its automotive doppelgänger would be an El Camino with a full front windshield and, instead of an open truck bed, an open fishing cockpit. Instead of a bonnet—as the English say—an open deck with cushy seating.

Popularity of dual consoles is growing faster than a yearling dorado because it offers versatile cruising comfort when the windshield is closed and a spacious deck plan with forward seating when it is open. With a hardtop, the boat is fishable and protected from the blistering sun and unexpected storms.

These boats give anglers what they

need, give families what they want, and breed confident passengers in the protective enclosures. Though not all dual consoles have hardtops, in the over-20-foot group, most of them do.

Bow seating is so demanded today that center-consoles are adding forward bench seats with stowaway reclining backs and coffin-box lounges with cup holders and armrests to compete.

But how do they fish? Like masters. Look for livewells either in a seat base or the transom. Rod holders should be arrayed along the gunwales, transom and hardtop structures. Plexiglass livewell tops are important for keeping an eye on the bait's liveliness. Larger dual consoles will have stowaway transom seating for

comfortably making way to the fishing grounds and then sliding away for the fish fight. Dual consoles over 25 feet often have stowaway seats in the coamings too, creating a cozy conversation area during an evening cruise.

Who wants a dual console? Serious fishermen with serious family members all competing for a different game. These boats also make great dive platforms. Optional tow pylons make them fun for towed sports. You may find bow boarding ladders for beaching the boat.

FISH FRIENDLY: With a full windshield and hardtop for protection from weather and sun, the DC is family-friendly and seriously ready for fish-hungry anglers.



By Randy Vance
Editor-at-Large, Boating
and Fishing Group

EDITOR'S TIP

If your crew is varied and looking to play different games, look for convenient boarding ladders for watersports and diving. In larger dual consoles, side boarding doors are preferable, moving the swimmer away from sharp props. Make sure there is a tow pylon offered for board sports. Tie a tube to a stern eye—not the pylon—for safety. Have the factory add all the gunwale and transom rod holders you want; it's a better way than DIY.

COURTESY COBIA

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O Albemarle Boats



NEW
2022

Albemarle says its customers give four main reasons for brand loyalty: the superior ride, fishability, customer relationships, and unmatched quality in design, construction and components, verified through testing and sea trials.

Albemarle hulls are hand-laid with premium components; hull-to-deck joints, both fiberglass-bonded and mechanically fastened; bronze/stainless-steel underwater gear and through-hulls; color-coded, stranded tinned-copper wiring; and detailed record-keeping throughout the building process. They bear a 10-year, transferrable limited warranty.

Albemarle 30 Express

Albemarle says its 30 Express—which debuted in 2021—offers “the ultimate in hardcore fishing amenities in a compact express package.” It combines the speed and offshore performance associated with center-consoles with a well-appointed cabin and protection from foul weather ahead of its wide-open 64-square-foot cockpit.

The 30 Express features a modern helm area with forward-facing seating for three in a helm chair and double companion seat, mezzanine-style seating aft, and a folding transom bench seat. There are two in-deck macerated 56-gallon fish boxes, a 30-gallon transom livewell, a tackle center, and a standard transom door. Overnighting or just taking



a break midday? Enjoy the full galley, stand-up head and A-bunk.

The 30 Express’s classic, dry-riding, Carolina-style-bow hull busts through head seas, landing softly in the troughs. The helm provides unsurpassed visibility from within an acrylic enclosure.

An anchor windlass with a through-stem roller and polished stainless-steel anchor is standard, as are stringer beds ready for the addition of a Seakeeper 2 gyrostabilizer.

Power choices include twin or triple Yamaha F300s; Albemarle says triples provide the low-end torque ideal for maintaining slower cruise speeds on sloppy days—plus the power to make the 30 Express the fastest Albemarle ever built.



EDITOR SAYS

Packing all the best aspects of an express-style boat into one 33-foot package can be a tall order, but Albemarle thoroughly thought out this design. From its ample livewell and dual fish boxes to its well-appointed cabin and spacious helm area, the 30 will fish and overnight like a like an offshore battlewagon.

Chris Woodward
Executive Editor
Fishing Group

SPECS

LOA: 33'6"

Beam: 10'6"

Fuel Capacity:
320 gal.

Dry Weight: 13,000
lb. plus power

Max HP: 900

PERFORMANCE DATA

Test Power:
Triple Yamaha F300s

Test Props:
Yamaha Saltwater
Series II 15" x 20"
polished stainless steel

Test Load:
15,188 lb. (incl. boat,
motors, 200 gal. fuel,
4 batteries, safety
and test equipment)

Test Speed:
60.2 mph @ 5,900 rpm

Max Range:
368 mi. @ 31.9 mph,
3,500 rpm

 MORE INFO
albemarleboats.com

MANUFACTURER'S REMARK

The Albemarle 30 Express offers the ultimate in hardcore fishing amenities in a compact express package.

OPTIONALLY POWERED



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EDITOR SAYS

The 40 HPC is a real head-turner that combines an arsenal of angling amenities with an extensive list of comforts, innovative solutions, and improvements on a number of fronts. The ride is also top-notch, especially in rough water, where this 40-footer really shines.

Alex Suescun
Executive Editor
Salt Water Sportsman

O Barker Boatworks



With nearly a decade of building premium made-to-order boats, Barker Boatworks is launching a third classic fishing vessel.

First to bear the logo of Sarasota, Florida-based Barker Boatworks were sibling “ultimate bay boats” built on the Stepped-Vee Ventilated Tunnel hull created by Michael Peters. The 26 Calibogue is a premium inshore specialist, and the 26 Open offers the same performance and draft without the casting deck, to better serve nearshore and offshore fishing styles.

Most recently, Barker unveiled the massive, powerful 40 HPC, a serious offshore-fishing machine—also on the Peters-designed double-stepped asymmetrical hull.

Barker 40 HPC

The HPC stands for “High-Performance Cat,” and that it is, blending the deft handling of a center-console with the smooth ride of a catamaran.

Standard quad Mercury 300 hp V-8 Verados are overseen by a VesselView 703 and an Optimus 360 joystick with SeaStation GPS. (With quad Mercury Racing 450 outboards, it speeds into the 80 mph range.) Paddle trim control provides fine-tuning in turns.

The hardtop, wrapped with tempered glass, carries Gemlux outriggers. Four JL MV digital amps power 18 speakers, and four subwoofers.



Single-row seating is standard at the helm, with optional double-row seating available; the three chairs in front have folding armrests and bolsters. Forward, two lounges top the coffin box.

The 40 HPC has dual side doors with integrated ladders, reserving transom space for fishing.

The cockpit floor contains two 55-gallon livewells, and two in the transom, all four are fed by Hooker Marine sea chests. Cache your catch in four Frigid Rigid fish boxes. Forward storage is generous. The transom contains two 40-quart coolers, and two coolers wait beneath the second row of helm seats. Aft those seats, a rigging station conceals a grill and sink—besides housing lots of tackle.

SPECS

LOA: 40'4"

Beam: 11'10"

Fuel Capacity:
770 gal.

Dry Weight: 18,000 lb. with power

Max HP: 1,800

PERFORMANCE DATA

Test Power:
Quad Mercury Racing 450R

Test Props:
Revolution 4Mercury

Test Load:
18,000 lb. plus 250 gal. fuel

Test Speed:
83.8 mph @ 6,350 rpm

Max Range:
598 mi. @ 49.7 mph, 4,000 rpm

 **MORE INFO**
barkerboatworks.com

MANUFACTURER'S REMARK

We take pride in building the highest quality boats with the utmost attention to detail and customer service.

**STRESS FREE DOCKING
FOR A FRACTION OF
THE COST OF OTHER
JOYSTICK SYSTEMS!**

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MARINE INDUSTRY'S FIRST
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The complete kit is a perfect DIY project, and can be installed in only a few hours right at the dock. Our wireless joystick eliminates wire runs to the helm, and includes the Sideshift remote wireless key fob that puts precision control in the palm of your hand.

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EDITOR SAYS

Cape Horn offers two versions of its new 34-footer: the XS with extra seating and storage, and the T, a tournament version with more fishing features to meet the demands of hardcore offshore and nearshore anglers. Both include comforts and conveniences to help the entire family make the most of their time on the water.

Alex Suescun
Executive Editor
Salt Water Sportsman

O Cape Horn Boats



NEW 2022

Three decades ago, when Chris Fabbro and his father, Bob, couldn't find the hardcore but comfortable, no-nonsense fishing boat they desired, they built their own 16-foot center-console in the family garage.

From that first Cape Horn 16 Classic has grown a premier line of tournament-quality offshore center-console fishing boats from 22 to 36 feet. They're all still designed by Chris Fabbro, with tall, flared bows, mammoth livewells, open decks and huge floor plans—and unsinkability. All Cape Horn hulls are filled with closed-cell foam that also adds stability and dampens noise.

Cape Horn 34XS

Getting there, fast and comfortably: That's the expressed purpose of the new Cape Horn, the XS, promising extra space and storage in a hardcore fishing boat.

The 34XS was designed to embody both twin-engine swiftness and a smooth, dry ride the company credits to its length-to-beam ratio. Its roomy cockpit and low aft freeboard are handy for fighting big fish and boating or releasing them.

Within an oversize hardtop (powder coating and even a crow's-nest optional), a large box provides gear storage, surrounded by a half-dozen flush-mounted speakers. Telescoping 18-foot outriggers are ready to spread out the offerings.



At the helm, electronic power steering allows the addition of joystick control, and a huge dash accommodates multiple large displays. A pair of slide-mounted Lleboc captain's chairs blend control and comfort. The walk-in head features 6 feet of headroom.

Forward of the console is a double flip-up seat with flip-up footrests. In the bow, U-shaped seating has removable backrests. Aft, a bench folds away neatly. Behind the helm seats, facing aft, is mezzanine seating.

This boat never forgets its fishing focus, with 41 rod holders, a 7-foot-long insulated fish box, livewells of 50 (clear-topped, rear) and 60 gallons (leaning post), and full coaming bolsters.

SPECS

LOA: 34'11"

Beam: 9'3"

Fuel Capacity:
275 gal.

Dry Weight: 12,300
lb. with power

Max HP: 900

PERFORMANCE DATA

Test Power:
Twin Yamaha 425 XTO

Test Props:
Yamaha 23" Pitch XTO

Test Load:
Two people, 275 gal. fuel

Test Speed:
65.5 mph @ 5,800 rpm
(81 gph/0.8 mpg)

Max Range:
495 miles (@ 6.9 mph)
220 miles (@ 65.5 mph)

 **MORE INFO**
capehornboats.com

MANUFACTURER'S REMARK

A towable package that makes an impression. The "XS" stands for extra seating and extra storage.

OPTIONALLY POWERED





HOOKED ON™ SUZUKI TECHNOLOGY

YOU'RE GONNA NEED A BIGGER COOLER

RELIABILITY TO FISH ALL DAY WITH CONFIDENCE

Among the many advantages of Suzuki's proven technologies are simplified rigging and installation, silky smooth shifting, instant throttle response, enhanced performance, and superior fuel economy. With Suzuki Marine's reputation for performance and reliability, you can rest assured your fishing day is going to make memories that will last for years to come.



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**EDITOR
SAYS**

Caymas Boats may sound like an unfamiliar brand, but they are designed and built by an iconic performance boating team headed up by Earl Bentz. With decades of experience in manufacturing and design, Bentz's team builds serious fishing machines.

Randy Vance
Editor-at-Large
Boating and Fishing
Group

O Caymas Boats



Caymas—a relatively new brand established by an old hand, marine-industry veteran Earl Bentz—builds freshwater bass boats and inshore and offshore saltwater-fishing boats.

The saltwater boats are designed with Michael Peters' patented Stepped-Vee Ventilated Tunnel hull, which is 15-percent faster than a comparable V-hull, the company says, with a softer, drier ride.

Caymas hybrid boats blend bay-boat and center-console attributes for shallow- and offshore-fishing adventures. Its center-console models are created for the hardcore fisherman but with family-friendly seating and layout. Caymas conducts an 86-point checklist on every boat before it leaves the factory.

Caymas 401 CC

The new Caymas 401 CC is designed for serious saltwater-tournament anglers, as well as discriminating weekend fishermen and their families.

Hardcore anglers will appreciate the massive cockpit, leaning post with rod-and-tackle storage, and rear-facing mezzanine seating.

Twin 45-gallon transom livewells feature premium Hooker electric pumps and a sea chest. Five fish boxes provide 460 gallons total insulated storage for big catches, and rod storage is lockable for security.

The elevated helm station, with three Release Marine captain's chairs, provides enhanced



visibility for safer cruising. The dash accommodates triple 17-inch displays or dual 22-inches, plus it has space for additional electronics. Above, an innovative hardtop features a pass-through hatch for easy access to an optional second station.

With its stability-enhancing 11-foot-6-inch beam, the 401 CC welcomes family and friends. The cabin contains an enclosed head, additional storage, and a berth for a break or an overnight stay.

The forward chaise lounge houses 75 gallons of dry storage plus a 15 gallon insulated cooler.

Triple or quad engine configurations are available up to 1,800 horsepower, with a Seakeeper 3 gyro stabilizer, a diesel generator and air conditioning among other options.

SPECS

LOA: 39'11"

Beam: 11'6"

Fuel Capacity:
559 gal.

Dry Weight: 14,000
lb. plus power

Max HP: 1,800

Certifications:
NMMA

**EDITOR'S
RECOMMENDED
OPTIONS**

Power Available:
Mercury and Yamaha
outboards to 1,800 hp

Optimal Power:
Quad Yamaha 425s or
Mercury Racing 405s

**Most Favored
Options:**
Bow thruster,
gyrostabilization

 MORE INFO
caymasboats.com

MANUFACTURER'S REMARK

Caymas is dedicated to the distinguished design and manufacturing the highest quality fishing boats in the world.

OPTIONALLY POWERED





**BLAST AWAY
SCALE &
BUILD-UP IN
PIPES**



**CLEAN AC,
ENGINE, AND
GENERATOR
SYSTEMS**



**DISSOLVE
CALCIUM
& MARINE
DEPOSITS**



TAME YOUR RAW WATER SYSTEMS

WITH NEW MARINE DESCALING FLUID

New Marine Descaling Fluid by Star brite safely and quickly **busts through scale, salt, and calcium deposits** in raw water-cooled systems, **maximizing power** at a fraction of the cost of similar products.

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EDITOR SAYS

Our tests confirm that the Cobia 320 CC is quick. Powered by a pair of Yamaha F300 V-6 outboards, it rockets from zero to 30 mph in 7.5 seconds and climbs to a top speed of 54.5 mph at 5,800 rpm. We also discovered superb maneuverability and a smooth, comfortable ride at any speed.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 32'

Beam: 10'3"

Fuel Capacity:
275 gal.

Dry Weight:
9,260 lb. with power

Max HP: 850

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Twin Yamaha 425 hp
XTO Offshore

Test Props:
Yamaha XTO Offshore

Test Load:
10,158 lb.

Test Speed:
64 mph @ 6,000 rpm

Max Range:
428 mi. @ 29.7 mph,
3,000 rpm

OPTIONALLY POWERED



O

Cobia Boats



Cobia boats feature smart deck layouts that place everything where it can be operated with minimal effort, allowing movement through the boat, free of awkward steps or hazards.

Freeboard hits the sweet spot—not too much or too little.

Wiring is easily accessed and labeled for maintenance.

Cobia hulls boast fine, sharp stems that use all of the boat's length to slice through waves; large bow flares then push down spray for a ride that is soft, dry, relaxing and fuel efficient.

Cobia 320 CC

Cobia's 320 CC is a big-water, hard-fishing boat ready for long-range adventures but still comfortably trailerable.

Serious fishing features include an unobstructed 82-square-foot cockpit, a tackle center with a sink and bait-prep area, undergunwale rod storage, two 55-gallon macerated in-deck fish boxes, and twin pressurized livewells with combined 70-gallon capacity.

An inward-opening side door can be a tuna door or, with a stowable ladder, provide cockpit entry from the dock or after a dive. Deluxe, independent helm seats face a panel with space for a pair of 16-inch displays and more.

Typical of Cobias, the topside of the 320 is both



elegant and comfortable. Split bow seats flank a retractable table that stores flush within the floor and raises electronically to become either a sun deck or bow table.

A walk-down, forward-entry head with 6-foot-2-inch ceiling houses an electric toilet, a sink with a shower faucet, a vanity, and storage cabinets.

To the optional fiberglass T-top, you might add kingfish rod holders or outriggers. Among other fishing options are four flush-mounted kite-fishing rod holders and upgraded electronics packages.

Power choices include twin Yamaha 300s or 425 XTOs—with digital electric steering—and, if optioned, the Helm Master Ex, an autopilot and joystick control.

 MORE INFO
cobiaboats.com

MANUFACTURER'S REMARK

Whether you're fishing or cruising, Cobia's thoughtfully designed decks make for a great day on the water.



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O

Contender Boats



44 CB SPECS

LOA: 43'10"

Beam: 12'

Fuel Capacity:
600 gal.

Dry Weight: 19,600 lb.
with power

Max HP: 2,000

Certifications:
NMMA

Contender builds semicustom sport-fishing boats, each matched to the individual needs and tastes of its owner.

Homestead, Florida-based Contender Boats says its employees' extensive experience in boats imparts a companywide respect for ever-changing offshore conditions. The boats are ready for adverse weather but, in the meantime, provide superb platforms for fishing and family boating. Contenders—25 to 44 feet—are built on both stepped and deep-V hulls, and come in the Tournament, Bay and Fisharound models.

Among Contender's nearly 40-year record of successful tournament fishing, Contender One was

the top center-console fishing boat in Bluewater Movements' 2017 Quest for the Crest. More tournaments, the company says proudly, have been won on Contender boats than any other brand.

Contender 44 CB

Contender's latest model is the 44 Canyon Berth, inspired by the fishing die-hards of the Northeast for whom far-off canyons seem ever-calling.

Sharing the proven hull used in Contender's 44 ST (a traditional center-console) and 44 FA (a Fisharound, with a more expansive cabin), the CB splits the difference. The modest console cabin, with a two-person padded berth, offers an escape



EDITOR SAYS

Contender's long standing reputation for hardcore fishability, power boat performance and durable construction is exemplified in their latest models.

Randy Vance
Editor-at-Large, Boating & Fishing Group

PERFORMANCE DATA

Test Power: Triple Yamaha 425 XTO

Test Load: 21,950 lb.

Max Range: 491 mi., 0.91 mpg @ 3,500 rpm

Test Props: XTO Offshore, 16 $\frac{1}{8}$ " x 23"

Test Speed: 66.6 mph @ 6,000 rpm

MANUFACTURER'S REMARK

Being a semi-custom builder allows us to craft boats that deliver the ultimate performance, strength, durability and comfort you expect from a Contender.

from the elements—or a place to rest up during overnight trips to the canyons or islands or. A slide-out marine toilet, plus a sink and freshwater faucet, make the break more pleasant.

On the spacious deck are two 55-gallon transom livewells; you can opt for another belowdecks. A pair of 110-gallon fish lockers are beneath the aft deck, another of 340 gallons is in the bow. Two rod lockers in the bow, by the way, welcome rods up to 10 feet long.

In the front of the cockpit, a console lounge seats two; additional seating options are available throughout the boat. Other options include air conditioning, a Seakeeper gyro stabilizer, and vertical rod holders in the cabin.

The 44 CB is powered by triple or quad Yamaha 425 hp XTO V-8 outboards.

Contender 35 ST

It gets to the fishing spot in a hurry, then swiftly back to the dock for weigh-in or ahead of a storm. In between and always, the Contender 35 ST is ready for fishing.

Credit the blistering performance—including top speeds of 70 mph—to the innovative dual-step hull design, which, in addition to boosting speed, aids fuel efficiency and handling.

A single-level, nonskid sole and deck facilitate efficient fishing. Within that deck and elsewhere are enormous fish and storage boxes. An integral dive platform—and full transom with transom door—makes dealing with a big catch a breeze.

Contenders are all semicustom builds: You select the fishing options—such as towers, a second station and more—that match your fishing style and tastes, add navigation and sonar to suit your budget and Contender assembles them.

Beyond stunning speed comes generous range. A 400-gallon fuel capacity provides for a range of more than 550 miles.

 [MORE INFO
contenderboats.com](https://www.contenderboats.com)



EDITOR SAYS

I've experienced Contender's step-hull design first-hand on the 35 ST while fishing for sails off Florida's east coast. The design offers strong lift and level trim for efficiency and speed, as well as a smooth ride and easy handling.

Jim Hendricks
Staff Editor
Fishing Group

35 ST SPECS

LOA: 34'5"

Beam: 9'10"

Fuel Capacity:
400 gal.

Dry Weight:
6,600 lb. plus power

Max HP: 1,200

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Triple Yamaha F300s

Test Load:
12,000 lb.

Test Speed:
68 mph @ 6,000 rpm

Max Range:
576 mi. @ 32.7 mph,
3,000 rpm

OPTIONALLY POWERED





EDITOR SAYS

Everglades Ramcap construction runs all through its offshore line, and the 455CC is no exception, making it the largest unsinkable, level-flotation center-console on the water. The ride is smooth and the handling crisp. Adding Helm Master Ex makes the experience more exciting and easier to handle.

Randy Vance
Editor-at-Large
Boating and Fishing
Group

O Everglades Boats



NEW
2022

Everglades crafts offshore center-console and dual-console boats the company describes as “engineered from pure fishing DNA for hardcore deepwater fishing,” as well as a three-model line of bay boats.

On its offshore boats, quality outrigger hardware handles rough conditions and hardtop-mounted kingfish rod holders are fabricated in-house to handle heavy hauls. Rod holders drain overboard or to the deck, not the bilge, and are placed out of traffic lanes, offset for easy livewell and fish-box access.

Everglades 455CC

The biggest flagship in its 20-year history, Everglades calls its 455CC “first and foremost a hardcore, unapologetic offshore fishing machine.”

On its single-level deck are the company’s first-ever in-floor fish boxes, complementing transom-mounted boxes and livewells. Coaming pads wrap the entire boat. Gear drawers are strategically placed, and rod holders—40 in all—are conveniently arranged throughout.

Though the boat is fishing-focused, the luxurious cabin invites overnight and weekend stays with a king-size berth, galley facilities, and a separate head with an enclosed shower.

At the massive helm, three 22-inch Garmin touchscreens convey the status of control and informational systems through a proprietary



system on which the two companies collaborated.

The captain and front-row companions perch on Release Marine teak ladder-back helm seats, mounted on Shox Traxs bases. A second row of forward-facing Release seats has its own pair of Garmin monitors. Three mezzanine seats face aft, toward a three-section, 12-foot-wide transom foldout bench.

Air conditioning insures comfort at the helm, mezzanine seats and in the cabin. A Seakeeper 6 is standard.

Options include a full upper station, a two-position transom rigging station, a bow thruster, electronics upgrades and SeaDek flooring.

SPECS

LOA: 45'

Beam: 13'3"

Fuel Capacity:
683 gal.

Dry Weight: 28,000
lb. with power

Max HP: 1,800

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Quad Yamaha 425 hp
XTO

Test Props:
21Y 16³/₈" XTO OS

Test Load:
30,800 lb.

Test Speed:
59.2 mph @ 6,000 rpm
(WOT)

Max Range:
363 mi. @ 41.1 mph,
4,500 rpm

 **MORE INFO**
evergladesboats.com

MANUFACTURER'S REMARK

The 455 is another example of Everglades' commitment to making the most refined fishing boats in the world

OPTIONALLY POWERED





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O

Grady-White Boats



257 SPECS

LOA: 24'9"

Beam: 8'6"

Fuel Capacity:

135 gal.

Dry Weight: 4,300 lb.

plus power

Max HP: 400

Certifications:

NMMA

Unparalleled in customer satisfaction, Grady-White Boats has earned top honors in every third-party satisfaction study ever done in the marine industry, including 19 straight National Marine Manufacturers Association Customer Satisfaction awards.

Established in 1959, and privately owned for 50 years by Eddie Smith, Grady-White clearly puts customers first in its concept, design, and manufacturing to ensure they have the ultimate boating experience. Currently, Grady-White builds 25 unsinkable models from 18 to 45 feet, all on the award-winning SeaV² hull, these two boats are perfect examples of the detail put into every model.

Grady-White Fisherman 257

Grady-White knows what an offshore fisherman wants in a boat: great ride and handling, plenty of power, and built-in fishing features.

A fisherman's family desires a roomy layout, deluxe seating, a powerful stereo, an enclosed head, and storage and core fishing capabilities.

Grady-White has long met both wish lists, most recently with upgrades in its popular Fisherman 257. The 25-footer's hardtop has been reengineered with LED spreader lights and three tricolored recessed LED lights. A full-height scratch-resistant windshield is incorporated into its painted aluminum frame, and it is surrounded



EDITOR SAYS

Grady-White hit the sweet spot with the Fisherman 257. At 24 feet, 9 inches, with twin outboards and tons of fishing features, the 257 makes a solid offshore platform.

Chris Woodward
Executive Editor, Fishing Group

PERFORMANCE DATA

Test Power:

200 hp 2.8 L
Yamaha Four-Stroke

Test Props: 14¹/₄" x
18" Reliance SDS

Test Load:

6,646 lb. (incl.
people, fuel, water,
gear, engines and
accessories)

Test Speed:

52.5 mpg @
6,000 rpm

Max Range:

360 miles

MANUFACTURER'S REMARK

An innovative industry leader, Grady-White creates the most superbly-engineered, versatile, luxurious and enduring offshore family fishing boats.

by safety hand grips; stainless steel handrails are generously positioned throughout the boat.

The Fisherman 257 boasts three large overboard draining insulated fish boxes, a 32-gallon livewell with full-column distribution plenum, horizontal storage for six rods—plus eight vertical rod holders in the hardtop and at the leaning post—and four rod holders flush-mounted in the gunwales.

An optional downrigger kit features 18-foot outriggers on the hardtop. Other options include a bow casting platform insert, a bow table, Helm Master EX steering in one of two formats, an easy-up bow shade, and hardtop curtains.

Grady-White Canyon 376

Fishing amenities and lavish comfort abound in the Grady-White Canyon 376, the second-biggest in the company's Canyon line of center-consoles.

The Canyon 376 offers top-of-the-line center-console fishing functionality and all-around access, but its roomy console interior has luxury accommodations one might expect in a cabin-style boat: a roomy stand-up shower, a VacuFlush head, a galley

with Corian countertops, a stainless-steel sink, and a refrigerator and microwave. A large berth welcomes two.

The hardtop enclosure has a large ventilation hatch, a radio box, outrigger plates, recessed tricolor LED lights, stereo speakers and wing curtains. Two air-conditioning vents serve the helm, and AC, like the diesel generator and cockpit Sunshade, is also standard.

Three Command Elite helm chairs feature deluxe cushioning and flip-up bolsters. Standard is Yamaha's Helm Master EX with full maneuverability.

Rod storage and holders accommodate a total of 38 rods. Within the leaning bar are a pair of 41-gallon livewells with clear lids and full-column water distribution, as well as a rigging station with a freshwater sink. A 291-quart cockpit fish box is cooled by a refrigerator/freezer, and two additional fish boxes, nearly as large, are located in the bow.

 MORE INFO
[Gradywhite.com](https://www.Gradywhite.com)



EDITOR SAYS

During a trip, seas in Islamorada, Florida, had built to menacing proportions. While trolling up-sea, we dropped into a trough and faced a steep, towering 10-footer. I braced for a flood of water over the bow, but the 376 refused to stuff and climbed handily over the capping monster. That's the kind of boat you want.

Jim Hendricks
Staff Editor
Fishing Group

376 SPECS

LOA: 36'7"

Beam: 13'2"

Fuel Capacity:
400 gal.

Dry Weight:
13,533 lb. plus power

Max HP: 1,275

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Triple 425 hp Yamaha
Four-Stroke (5.6 L)

Test Props:
16³/₈" x 21" XTO

Test Load:
19,185 lb. (incl.
people, fuel, water,
gear, engines and
accessories)

Test Speed:
60.1 mph @ 5,900 rpm

Max Range:
392 miles

OPTIONALLY POWERED



O

Invincible Boats



33 CAT SPECS

LOA: 33'11"

Beam: 10'3"

Fuel Capacity:
400 gal.

Dry Weight: 11,000 lb.
with power

Max HP: 900

Certifications:
NMMA

There are many ways to describe a boat, but Invincible has settled upon one word that embodies grace, strength, agility and more: athletic.

“The fact is,” the company says proudly, “no one today builds a more athletic fishing machine.”

Invincible introduced its now-classic center-console Invincible 36 in 2006, built on the patented Stepped-Vee Ventilated Tunnel design from naval architect Michael Peters. Invincible’s monohull boats still ride on that distinctive hull design.

Next, Invincible partnered with multihull specialist Morrelli & Melvin Design to create a center-console catamaran line whose patented

hybrid, semi-asymmetrical design leads the industry in ride, handling and speed. The boat’s fishability is enriched by its single-level deck and ability to gaff a fish from the bow.

Invincible 33 Catamaran

Invincible’s smallest cat—with siblings to 46 feet—takes the performance, versatility and amenities of those larger boats and packages them in a powerful, agile and nimble new one: what the company calls “a whole new size of serious.”

Atop the patented catamaran hull, a single-level deck offers 360-degree walk-around fishability. Within the deck is generous storage and insulated



EDITOR SAYS

Invincible’s exclusive catamaran hull design makes it one of the most stable, easy-handling and efficient offshore boats on the water. Each hull is built to order and designed for serious anglers.

Randy Vance
Editor-at-Large, Boating and Fishing Group

PERFORMANCE DATA

Test Power: Twin
400 Mercury Verado

Test Props:
Mercury Eco
Enertia, 19"

Test Load: 11,000
lb. boat and power,
plus 50 gal. fuel,
one passenger

Test Speed: 65.5
mph @ 6,800 rpm

Max Range:
525 mi., 41 mph @
4,500 rpm

MANUFACTURER'S REMARK

With the size making it easy to trailer, this was purpose-built for customers interested in big-cat performance to align with their size needs

fish boxes and livewells; another livewell is in the transom, among other options.

A high-speed pickup is ready to serve an optional sea chest. The deluxe console has ample space for battlewagon-style electronics, and is lined and lighted within to offer space for a full-size head. Match your fishing style with a custom top: a hardtop or folding tower with a dual station, plus a buggy-style hardtop and/or crow's-nest. Rupp or Gem outriggers are options, as are additional rod holders, electric-reel outlets, LED spreader lights, and seating additions and upgrades including custom Llebroc helm chairs.

For power, choose from twin Yamaha 300s or Mercury Verado or Racing outboards.

Invincible 39 Open Fisherman

Invincible calls its 39 Open Fisherman—its most popular monohull—"a serious boat for serious anglers." The semicustom boat's single-level deck enables Invincible's trademark 360-degree fishability. Its 550-gallon fuel capacity provides for a range of more than 500 nautical miles, the

company says.

Options include a hardtop—with a crow's-nest available—or a folding tower with dual station, Rupp or Gem outriggers, hardtop rod holders, and a polycarbonate enclosure or wings.

Rod holders are available at gunwales and in the console; you can add heavy-duty swivel rod holders and electric-reel outlets too. Besides four standard in-floor fish boxes, an optional livewell sea chest is available in several sizes.

Seating includes triple custom Llebroc helm chairs, a deluxe leaning post with a built-in seat/cooler, removable rear lounge seats, and forward U-shaped seating. Among convenience and comfort options are a bow thruster and a deluxe console electric head.

For power, select from triple 300 Yamahas, 350 or 400 Mercury Verados, or 450R Mercury Racing outboards. Or take it up a notch with quad 300, 350 or 400 Verados or 450R Racing outboards.

 [MORE INFO
invincibleboats.com](https://www.invincibleboats.com)



EDITOR SAYS

The running attitude of Invincible's 39 Open Fisherman remains virtually flat all the way from hole shot to full throttle, thanks to the lifting qualities of the Invincible step hull. This optimizes both visibility and efficiency.

Jim Hendricks
Staff Editor
Fishing Group

39 SPECS

LOA: 39'2"

Beam: 11'

Fuel Capacity:
540 gal.

Dry Weight: 12,000
lb. plus power

Max HP: 1,800

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Triple Yamaha 300s

Test Props:
Mercury Rev. 4

Test Load:
12,000 lb. boat plus
power, 120 gal. fuel,
40 gal. water, two
people

Test Speed:
65.3 mph @ 6,800 rpm

Max Range:
41 mph @ 4,500 rpm

OPTIONALLY POWERED



O

NorthCoast Boats

NorthCoast boats—five cabin models and six center-consoles (some of those made in modified-V and deep-V versions)—have reverse chines for stability and aggressive longitudinal strakes for better performance.

NorthCoast, based in Rhode Island, is a division of C&C Marine, which has made hulls, decks and small parts for several boat brands.

NorthCoast 230CC Deep V

NorthCoast's 230CC Deep V, with 21-degree deadrise, specializes in faster travel in bigger seas. Its wide reverse chines boost stability, and NorthCoast describes it as having "one of the most pleasing sheers on the water." The bracket mounted Engine provides room for a live well and larger cockpit.

There's storage within the forward casting platform and in-deck, forward of the console, above which is a molded T-top with spreader light. The two-beanbag cockpit invites movable seating.

MANUFACTURER'S REMARK

A versatile design, configured for hardcore fishing or family day trips.

Standard are two illuminated, clear-topped livewells, totaling 35 gallons. The standard 11 rod holders include four gunwale-mounted, and you can add more, including swivel-butt rod holders.

The family might lobby for the forward cushions, an aft folding cockpit seat, a console head and a stereo. Additional fishing options include outriggers.



MORE INFO

northcoastboats.com

SPECS

LOA: 27'6"

Beam: 8'6"

Fuel Capacity:
124 gal.

Dry Weight:
4,331 lb. plus power

Max HP: 250

OPTIONALLY POWERED



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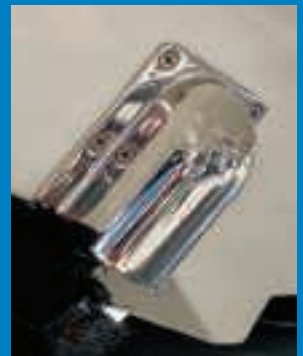
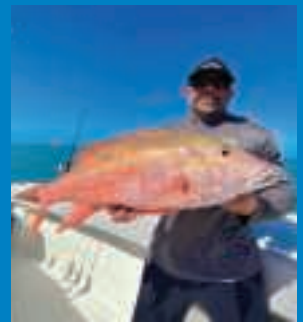
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O Pursuit Fishing Boats



S 358 SPECS

LOA: 37'4"

Beam: 11'4"

Fuel Capacity:

343 gal.

Dry Weight: 16,600 lb.
with power

Max HP: 850

Certifications:

NMMA

Yacht quality: Too many boatbuilders cavalierly make the claim. Not Pursuit. Not in a single one of the 15 models it builds in four lines, all of them as well-appointed to fish as to pamper their fishermen—or families and friends in a leisurely cruise or sandbar excursion.

The Center Console series features a fiberglass hardtop, ample seating, and a bow sun pad that can be removed to reveal a no-skid casting platform.

The Dual Console-series boats have large tempered-glass, beam-to-beam windshields with opening center glass and a wind dam door. In larger models, a head and resting areas are beneath the consoles for longer excursions.

The Offshore series combines seaworthiness and fishability in express and walkaround offerings, with cruiser-style luxury interior appointments.

The Sport Boat series boasts extra-wide cockpits and oversize hardtops, ready for fishing, cruising and entertaining. Larger models have cooking amenities as well as additional seating, cabins, heads and berths belowdecks.

Pursuit fishing boats are now produced at two large facilities in Fort Pierce, Florida.

Pursuit S 358

Pursuit calls the new S 358—its first 35-foot center-console—one of the few center-consoles its size



EDITOR SAYS

From extensive rod and tackle storage to generous livewell and fish-box capacities, anglers will find all they need for a successful day on the water aboard the Pursuit S 358.

Alex Suescun
Executive Editor, Salt Water Sportsman

PERFORMANCE DATA

Test Power:

Yamaha twin
425 hp

Test Props:

16⁵/₈" x 19"XT0

Test Load:

19,662 lb.

Test Speed:

51.5 mph @
5900 rpm

Max Range:

327 mi. @ 31.8
mph, 4,000 rpm

MANUFACTURER'S REMARK

Pursuit's desire to deliver the best experience on the water: Unrelenting performance that is built with integrity and a refinement beyond compare.

with an enclosed head, as well as the only boat in its class with a split foldaway mezzanine seat, with its starboard side folding down to reveal a fully equipped entertainment center.

Novel too is the S 358's fiberglass bow table with synthetic-teak inlay, which can be raised or lowered by an electric actuator to become a table, a sun pad, a footrest or flush to the deck.

Like its Sport-series siblings, the Pursuit S 358 features an oversize integrated fiberglass hardtop with a tempered safety-glass windshield, a through-stem anchor system and integrated transom extensions.

Angling-minded, the S 358's open cockpit features a 32-gallon livewell, 12 rod holders, a tackle center, and in-floor insulated fish boxes with pump-outs.

Pursuit DC 246

Pursuit's popular Dual Console series introduces the new and nimble DC 246.

Family-friendly and weather-worthy, the DC 246 has the line's integrated hardtop and

tempered-glass windshield with a center opening and security latch, allowing easy coming and going through the boat's cockpit, helm-area and bow social zones.

The newest—and smallest—member of Pursuit's Dual Console line features folding transom seating and portside seating with an extendable lounger. Other options include a folding transom seat port side, which combined with the standard seating, creates a spacious L-style lounge.

At the portside console, a large fiberglass inboard door accesses a head area featuring an easy latch-lock system and wood shelving.

Cockpit seating folds away to reveal the DC 246's family fishability, with gunwale-mounted rod holders, a 15-gallon recirculating livewell and a 31-gallon insulated transom fish box.

Standard is the new Yamaha F300 with integrated digital electric steering (DES) and HelmMaster EX digital electric throttle and shift control (DTS).

 [MORE INFO
pursuitboats.com](https://pursuitboats.com)



EDITOR SAYS

Pursuit takes great pride in solid construction and premium hardware. Their windshield and hardtop design are unique, integrating glass and support beams in a sleek structure that's as elegant as durable.

Randy Vance
Editor-at-Large
Boating and Fishing
Group

DC 246 SPECS

LOA: 25'8"

Beam: 8'6"

Fuel Capacity:
118 gal.

Dry Weight:
6,138 lb. with power

Max HP: 300

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Yamaha F300

Test Props:
15.5" x 17" SWS II

Test Load:
7,535 lb.

Test Speed:
45.0 mph

Max Range:
223 mi. @ 33.6 mph,
4,500 rpm



OPTIONALLY POWERED





EDITOR SAYS

Regulator lists its boat model based on the usable space, which does not include the transom bracket and outboard power. The hull proper of the 34 is 33 feet, 10 inches, but the boat stretches to 39 feet, 4 inches with bracket and motors. Keep this in mind when comparing the 34 with other models.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 33'10"

Beam: 10'11"

Fuel Capacity:
350 gal.

Dry Weight: 13,250 lb. with power

Max HP: 900 hp

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Triple Yamaha F300s

Test Props:
Yamaha Saltwater Series 15" x 21" stainless steel

Test Load:
15,590 lb.

Test Speed:
61 mph @ 5,900 rpm

Max Range:
406 mi. @ 35.3 mph, 3,500 rpm

EXCLUSIVELY POWERED



O Regulator Marine



Since the first Regulator—a 26-foot center-console—was launched in 1990 from its North Carolina factory and tested in harsh conditions in the Outer Banks, Regulator Marine has become famous for its “Legendary Ride.”

Across more than 30 years of innovation and evolution, each Regulator is still hand-built with consistency that the company says had led to customer-satisfaction scores consistently over 95 percent, as well as customer warranty claims on far less than 1 percent of boats sold.

Regulator 34

The Regulator 34 pledges ultimate performance in a true center-console design that produces space maximized to rival its 39-foot competitors.

Anglers endorse the boat’s massive forward deck, 42-gallon transom livewell and 220-quart transom fish box. (Another 400-quart cockpit in-deck fish box stands ready.) The 3X Deluxe tackle center bears a rocket-launcher rod holder. Fishing-minded options include transom rod holders, Taco Grand Slam 390 outrigger bases with 20-foot carbon-fiber telescoping poles, and additional fish boxes, livewells and rod holders.

An optional 3X Deluxe Mezzanine tackle center/rigging station combines additional seating, storage and optional dual-flanking rocket launchers.

Belowdecks, the berth sleeps two and features



rod rack storage, a stand-up head with a solid-surface countertop, and other comfort amenities.

Up top, the captain and crew ride in comfort behind an integrated wraparound windshield beneath a standard fiberglass T-top with navigation, dock, spreader and interior lighting. Other comfort and fun features include Fusion entertainment, starboard boarding door with a dive ladder.

The Regulator 34 comes standard with triple Yamaha F300s (twin F425s optional) directed through Yamaha’s next-generation digital boat control that comprises electric steering, digital electronic control, an autopilot and a touchscreen display. Also standard is a factory-installed Garmin Offshore electronics package.

 MORE INFO
regulatormarine.com

MANUFACTURER’S REMARK

The ultimate combination of deck space, power, comfort and range deliver outsized performance at every turn

GUATEMALA LADIES ONLY

Casa Vieja Lodge



APRIL 10-15 2022



Get ready for a Marlin University for Ladies only!

This MU pairs female anglers with the top female professionals for the ultimate learning experience! Whether you're looking to take your first-ever swing at a billfish or fine-tune your angling technique, these ladies are ready to help.

Another Central American jewel, Guatemala enjoys the reputation of being the Sailfish Capital of the World. Guatemala's almost nonstop action makes it the perfect place to get comfortable and confident with your angling skills.

We stay at the Casa Vieja Lodge and fish on their fleet of top notch fishing vessels. Limited to 16 anglers. This all-inclusive package includes all meals, charter boats, professional instruction, accommodations, and airport transfers. *Airfare is not included.

PHOTO CREDIT: HANNES RIBBNER

YOUR INSTRUCTORS

Capt. Jen Copeland
North Key Largo, Florida
Senior Editor, *Marlin* and
tournament angler

Debbi David
Miami, Florida
Tournament-winning angler and charter
company owner

Chessy Ricca
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Accomplished angler and
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EDITOR SAYS

The seaworthiness of the Sea Cat's multihull design—with its enclosed racing transom—takes the worry out of offshore jaunts, while its 14-inch draft opens the door to backcountry forays. The boat's stability makes it a terrific platform for fishing at any depth, not to mention cruising or enjoying a picnic at your favorite sandbar.

Alex Suescun
Executive Editor
Salt Water Sportsman

SPECS

LOA: 26'

Beam: 8'6"

Fuel Capacity:
120 gal.

Dry Weight:
4,900 lb. plus power

Max HP: 600

PERFORMANCE DATA

Test Power:
Twin Suzuki DF-300AP

Test Props:
Stainless, 15.25 x 26,
four-blade

Test Load:
4,900 lb., plus 80
gal. fuel, two people,
safety gear

Test Speed:
67.3 mph @ 6,100 rpm

Max Range:
259 mi. @ 32.3 mph,
3,500 rpm

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Sea Cat Boats



Sea Cat Boats says that within an ever-changing industry, it has proudly maintained its attention to detail, the quality of its products, and its care for those who use its boats—all while taking advantage of the modern advancements.

Gulfport, Mississippi-based Sea Cat says it stays ahead of the curve in the competitive field by continuously investing in research and technology, while benefiting from its build team's more than 100 years' worth of experience in crafting high-performance offshore racing boats. An industry-leading naval-engineering firm formulated the company's lamination schedule.

Sea Cat 260 Hybrid

The Sea Cat 260 Hybrid boasts the best attributes of the bay boat and catamaran, ready to fish inshore shallows one day and offshore blue water the next.

Good things come in twos here: hulls, motors, fuel tanks, even 25-gallon clear-topped livewells within the fiberglass-enclosed racing transom.

Or maybe threes, with triple large lockers that form a massive bow casting platform, a step up to it housing an insulated and drain-equipped box perfect for gear or refreshments. Two raised boxes along the bow section double as rod lockers.

Flanking the console are two in-deck boxes, each 7 feet long and served by a Gulper Grouper pump.



One can be equipped with a rod rack; the other can be divided into two smaller ice-saving fish boxes if that fits your day's adventure.

Two separate cranking batteries with a shared house battery can be switched to allow current from any or all to be combined or sent where needed.

Angler-pleasing options include a fiberglass T-top, T-top rocket launchers, other additional rod holders (beyond the standard six in the gunwale), custom helm seating with tackle station, a Minn Kota trolling motor, an additional livewell forward, rod-locker seating with removable backrests, and forward seat cushions and bolsters.

 **MORE INFO**
theseatboat.com

MANUFACTURER'S REMARK

Sea Cat boats are built for inshore and offshore. They're designed to last and are warranted for life.

AVOID THIS



BY ALWAYS WEARING ONE OF THESE



Where cause of death was known, among fatal boating accident victims, **75%** drowned.
Of those drowning victims, **86%** were not wearing a life jacket.†



† Source: 2020 U.S. Coast Guard Report. If not for yourself, wear your life jacket for the ones that love you!



EDITOR SAYS

Purpose, performance, comfort and elegance are expertly merged on every Solace model, and the 41CS is a glaring example. On this tournament-caliber ride, the builder's design team managed to incorporate just about everything a serious offshore angler could want.

Alex Suescun
Executive Editor
Salt Water Sportsman

SPECS

LOA: 41'

Beam: 12'3"

Fuel Capacity:
525 gal.

Dry Weight: 20,000 lb. with power

Max HP: 1,800

PERFORMANCE DATA

Test Power:
Triple Yamaha 425 XTO

Test Props:
Yamaha 16³/₈" x 21" XTO
Offshore 3 blades

Test Load:
20,000 plus 525 gal. fuel, 60 gal. water, five adults

Test Speed:
67 mph @ 6,000 rpm

Max Range:
390 mi. @ 38 mph, 4,000 rpm

OPTIONALLY POWERED



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Solace Boats



NEW
2022

Solace Boats is a relative newcomer—with four decades of roots to the earliest days of its specialty, the center-console boat.

Former Boston Whaler designer and then owner Bob Dougherty and his son Stephen launched EdgeWater Boats and Everglades Boats. Stephen and his wife, Sarah, began component manufacturer Dougherty Manufacturing before launching Solace, which debuted its first boat in 2019.

Solace builds its boats and many of their components—and all plugs and tooling—on a 200,000-square-foot campus on 16 acres in Edgewater, Florida.

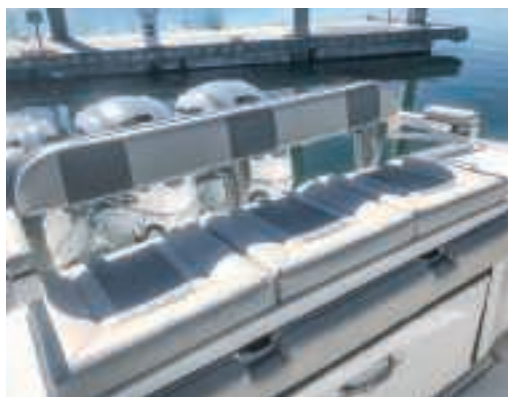
Solace 41CS

The new Solace 41CS' twin-stepped hull is primed for three—or even four—Yamaha or Mercury outboards, hitting speeds into the high 60s ahead of triples and well into the 70s with quads.

Handling is deft, thanks to reversed, dynamic tracking chines and hydrodynamic release; lightweight strength and rigidity come courtesy of vacuum-infusion with carbon fiber, Innegra and epoxy.

Cushion-topped Frigid Rigid fiberglass coolers provide seating for four in the bow; a lounge at console front adds three more.

Triple helm seats ride on shock-absorbing pedestals. An electrically actuated platform rises



5 inches to increase visibility.

A 16,000 Btu air conditioner serves the helm and well-equipped console cabin. A Quick gyrostabilizer is standard; optional is a Seakeeper 3.

Aft of the helm seats, mezzanine seating contains a tackle center/rigging station that doubles as a summer kitchen.

In the port and starboard decks, there are 70-gallon fish boxes. Twin 50-gallon livewells are in transom corners, and there are generous additional fish- and gear-storage spaces. Optional, elevated rear seating adds six rod holders to the 29 on the gunwale and transom, plus two on swivels and more on rocket launchers, 30-amp downrigger/kite/deep-drop outlets, and outriggers.

MORE INFO
solaceboats.com

MANUFACTURER'S REMARK

Today you must design boats like Swiss Army knives. A useful tool capable of doing it all.



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O World Cat Boats



World Cat builds center-console, dual-console and sun-deck boats, all sharing the advantages of the double hull.

Those catamaran pluses include a wider footprint to reduce rolling; reduced resistance for quicker planing and faster headway; the beam carried forward to create a rectangular, space-efficient deck; and reduced tenderness for passengers boarding, moving about or fishing.

World Cat has become the largest maker of power catamarans in the world, recently expanding its production capabilities with the addition of a 265,000-square foot building in Greenville, NC. In combination with the production facility in Tarboro, NC, World Cat now has a total of 405,000-square feet of production space. It offers models with planing and semidisplacement hulls, all featuring the company's VectorFlo hull design.

World Cat 400CC-X

Everything about the World Cat 400CC-X is big.

Including features such as the single-level deck, the 400CC-X boasts more than 200 square feet of deck room, thanks to spaciousness carried forward on its twin hulls and 12-foot-8-inch beam.

Its twin-tank fuel capacity, totaling 604 gallons, team up for a range of more than 600 miles—even with optional quad F300 engines

The large helm offers three-sided



tempered-glass wind and weather protection, as well as space on the panel for two huge screens.

Standard is a fiberglass T-top. The console head compartment has a full fiberglass liner, a portlight, a vanity with Corian countertop, and an electric marine head. Insulated fish boxes within bow and aft decks total 269 gallons.

Power is big on the 400CC-X too: standard twin Yamaha XF425s and integrated electric steering—or quad F300s, if you please.

Highly customizable, options include air conditioning, dual Seakeeper gyro stabilizers, a lithium-ion-battery upgrade, additional fuel tanks, a summer kitchen, additional storage and fish boxes, and several seating-upgrade packages.



EDITOR SAYS

I love the expansive deck space on a multihull boat, and this nearly 40-footer delivers 200 square feet of fishable room. Now, add in a super-stable ride—even in heavy seas—and you have a formula for rain-or-shine offshore fishing. Available options provide cavernous livewells and oversize fish boxes.

Chris Woodward
Executive Editor
Fishing Group

SPECS

LOA: 39'8"

Beam: 12'8"

Fuel Capacity:
604 gal.

Dry Weight: 14,500
lb. plus power

Max HP: 1,200

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
Twin Yamaha XF425

Test Props:
XTO Offshore, 16 $\frac{5}{8}$ "
x 19"

Test Load:
17,827 lb. incl. 340 gal.
fuel, 6 batteries, safety
and test equipment,
plus three people

Test Speed:
50.0 mph @ 6,000 rpm

Max Range:
657 mi. @ 20.6 mph,
3,000 rpm

 MORE INFO
worldcat.com

MANUFACTURER'S REMARK

The 400CC-X is our largest catamaran built to date and the second 40-foot model of a new series in our Custom Yacht Division.

OPTIONALLY POWERED





NATIVE WATERCRAFT™



PERFORMANCE SERIES

propel
pedal drive

HANDS-FREE FORWARD + REVERSE = FISHING SUCCESS

701 SERIES



GATOR GREEN **HIDDEN OAK** **GREY GOOSE**

COMPATIBLE WITH **SIDEKICK**
ONBOARD WHEEL SYSTEM



SPECIFICATIONS	LENGTH	WIDTH	DEPTH	FITTED HULL	FULLY RIGGED	CAPACITY	OUTFITTING
SLAYER MAX 12.5	12'6"	34"	13"	95 LBS.	125 LBS.	500 LBS.	1ST CLASS SEAT
SLAYER MAX 10	10'	34.15"	14.65"	75 LBS.	97 LBS.	400 LBS.	1ST CLASS SEAT

SLAYER MAX

FISHING IS GOOD HERE

TAMPA FLORIDA

TREVOR SOETY

GOING FOR A RIDE: Native Watercraft team member Trevor Soety snaps a quick picture with his GoPro after reeling in a massive snook from his **Slayer Propel 10 Max**. Trevor simply walks out his back door to access this incredible saltwater fishery.

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MADE IN THE
USA

O

Yellowfin Yachts



SPECS

LOA: 54'

Beam: 15'

Fuel Capacity:
900 gal.

Dry Weight: 27,000 lb.
plus power

Max HP: 3,000

Certifications:
NMMA

Yellowfin is now part of Warbird Marine Holdings, but Wylie Nagler is still at the helm as its president, and that means his pledge of personal responsibility for the quality of each boat stands—from a 17-foot Yellowfin skiff to the new 54-foot center-console.

Founded by Nagler in 1998, Yellowfin pioneered the premium center-console category and has become the most recognized brand in its segment. Its customers have long praised its boats' fishability, comfortable rides, speed and fuel efficiency.

Built in Florida, Yellowfins display classic North Carolina Outer Banks design influences in

wide flares and high bows and pop onto plane on stepped hulls.

Yellowfin 54 Offshore

Available with quad or quint outboard power, Yellowfin Yachts' new 54 will provide the exemplary level of stepped-hull performance that has made Yellowfin an industry leader with previous center-console models—but taken to a new level.

Double-row seating provides plenty of space and comfort for the passengers and crew, while a massive helm area affords excellent visibility, with generous space for three 24-inch displays. V-lounge seating in the bow has backrests; the

EDITOR SAYS

I love the Yellowfin 54's high-capacity 100-gallon transom livewell. With two lids, it can be configured as a single well or divided into two separate types of bait.

Jim Hendricks
Staff Editor, Fishing Group

PERFORMANCE DATA

Test Power:

Quad 600 hp Mercury V-12 four-strokes

Test Load:

Two persons, full fuel.

Test Speed:

67 mph @ 6,400 rpm

Max Range:

470 mi., 0.58 mpg @ 40 mph, 4,000 rpm

MANUFACTURER'S REMARK

Whether you choose one of the smaller Yellowfins, or the largest boat in the fleet, you'll get the same quality, efficiency and performance

console-front lounge seats two or three. In all, there's seating for at least 14.

Beneath the console, a spacious cabin area with stand-up headroom houses a queen berth, a fully equipped kitchenette, wraparound seating and a head.

Up top, hardcore fishing features include 150 gallons of livewell capacity that can be configured as one massive well or split into two 75-gallon sections. A huge, transverse fish box in the cockpit sole contains more than 800 quarts of space.

A diesel generator comes standard, and major options include a bow thruster, a quick dynamic stabilizer, and numerous hardtop and tower possibilities.

Yellowfin 21 Bay

Do you like the incredible acceleration, fuel economy and stunning speed of Yellowfin's 21 Hybrid but wish it stood a bit taller? Like the Yellowfin 24 CE bay boat but wish it was powered by a single, smaller outboard?

Then you're sure to love Yellowfin's 21 Bay, a

conventional bay-boat layout—compared with its hybrid flats-boat sibling—and a 70-plus mph speedster ahead of a single Mercury Verado 350.

The 21 Bay has a higher-profile console than the 21 Hybrid, moved slightly forward. That console is served by rocket-launcher seating, or the captain can stand. Like the 24 CE, the 21 Bay has a recessed step with a large fish box located beneath it, leading up to the spacious bow casting platform.

The ride and performance will feel familiar to those who know the 24 Bay and its speedy stepped-hull design. The 21 Bay carries plenty of live bait, there's dry storage for loose gear, and the large livewell and release well welcome your catch.

The 21 Bay comes standard with a single Power-Pole and an AmeraTrail aluminum trailer. Among options are a trolling motor, second Power-Pole and range of electronics.

 MORE INFO
yellowfin.com



EDITOR SAYS

In my test of the Yellowfin 21 Bay, it blasted out of the hole and streaked to speeds in the low-50 mph range, while riding on a cushion of aerated water thanks to its stepped hull.

Jim Hendricks
Staff Editor
Fishing Group

SPECS

LOA: 21'9"

Beam: 7'9"

Fuel Capacity:
50 gal.

Dry Weight:
2,525 lb. plus power

Max HP: 350

Certifications:
NMMA

PERFORMANCE DATA

Test Power:
200 hp, 3.4 L Mercury four-stroke

Test Props:
Mercury Enertia Eco 21P

Test Load:
1 person, full fuel

Test Speed:
57 mph @ 5,600 rpm

OPTIONALLY POWERED



MAKING BAIT

IT'S THE HARBINGER OF THE DAY TO COME

When the ballyhoo or pilchards come to the chum, the net sails out like a great pizza pie and settles over the school, half of your day's success is already in the livewell. Beautiful!



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With all this power, you'll find, pinpoint & catch fish like never before.



TZT9F 9" Hybrid Touch IPS Display

TZT12F 12" Hybrid Touch IPS Display

TZT16F 16" Multi Touch IPS Display

TZT19F 19" Multi Touch IPS Display

Unleash the power to see fish clearer, deeper & on both sides of your boat, with unprecedented clarity.

Built-in Dual Channel¹
1kW TruEcho CHIRP™

2kW/3kW TruEcho CHIRP™
"Deep Impact" Power Booster²

DFF3D Multi Beam Sonar
See 120° Port-Starboard

Hi-Power Radar³ With
Bird Detection Mode

Premium Fishing &
CMOR Charts

¹TZT9F is a Single-Channel 1kW TruECHO CHIRP™

²Compatible with TZT12F/16F/19F only

³Requires external sensor



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