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Photo courtesy of Tiara Sport

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# It's a Lifestyle!

Welcome to the second edition of  
America's only magazine devoted  
100% to the Center Console Lifestyle!

In this issue we are bringing you ten boats to fit the budget of under \$100K. Also some exciting and pulsating news from the outboard manufacturers that pushes these magnificent boats to the limit.

Center Console Life is a magazine concentrating on the most popular boats on the water today, the engines that power them to glory, and the accessories that make your days on the water the most enjoyable time of your life.

Center Console Life is designed to provide readers with all of the information they need to choose the ideal boat, and how to use it. Whether you are a Pro fisherman, a family fisherman, or just enjoy the exhilaration of big horsepower in a boat designed for family recreation, you will find a world of information in these pages, on our website at [www.centerconsolelifemag.com](http://www.centerconsolelifemag.com) and on our social media sites.

Our mission is to help you choose a center console boat, and to give you the insights you need to get the greatest enjoyment and satisfaction of fishing, cruising, watersports, and family fun on the water.

CCL's expert writers are passionate about this style of boat, and they live their lives on the cutting edge of technology, from hull design to engines, components, and accessories.



BILL TAYLOR



BARRY GIBSON

In each issue we will be providing readers with up-to-the-minute boat tests and engine reviews, as well as in-depth articles on maintenance and upgrading your boat, cruising and fishing, destinations, waterfront dining, fishing tournaments for pros and beginners, and much more.

We will be bringing you the latest scoops on center console boats from the compact 20' models to the super monster 65' hull with six engines hanging on the transom – from two-strokes to four-strokes, gas and diesel, and everything in-between.

But we don't stop there – with features from a team of top anglers and award-winning writers, if you need help setting up your center console we will be there to show you how the pros do it all...

Thinking about getting into a brand-new boat? Then read on, as CCL Magazine brings the excitement of boating right into your living room, with print and digital editions, our YouTube video channel, and so much more!

We sincerely hope you enjoy this edition, and we look forward to the next issue, which will be even bigger, bolder, and more expansive in its coverage of this fascinating lifestyle.

**Bill Taylor**  
**Barry Gibson**  
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# THE NEW 240 CENTER CONSOLE ***RAISING THE BAR AND EXPECTATIONS***



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# SOS for the Bahamas



GREGG MANSFIELD

Hurricane Dorian hammered the Bahamas, the country needs our help.

It's heartbreaking to see the images from the Bahamas after Hurricane Dorian decimated the islands. Residents went without food and water, and many of the buildings have been reduced to rubble from the strongest hurricane on record to hit the Bahamas.

The humanitarian effort is staggering and it will take years—if not decades—for the islands to fully recover from the natural disaster. As of mid-October, the official death count was 56 people dead with more than 600 people still missing. Relief organizations say 14,000 people, mostly children, were displaced by Hurricane Dorian.

The Bahamas is a popular tourist destination with Floridian boaters who go there to play in the crystal blue water and soak up the island vibes. Bimini is just 60 miles by boat from Miami and a perfect getaway spot.

That's why it's been heartening to see the

boating community delivering supplies and raising money to help the Bahamians. Since Hurricane Dorian hit in early September, there have been fundraisers from the Annapolis Boat Shows to Denison Yacht Sales establishing a GoFundMe page that's raised nearly \$56,000.

Countless other individuals are delivering much-needed goods by boat, despite the debris that remains in the water. Relief organizations, such as the Red Cross, have been overwhelmed with donations and are working with government officials on distributing aid to the hardest hit areas.

As an individual, it can be overwhelming on how to help. Donations to relief organizations are important but the Bahamas needs tourists spending money at hotels, local restaurants and shops. That's why executives with the Bahamas Ministry of Tourism have been traveling to the United States and Canada to encourage tourists to

visit the country that comprises nearly 700 islands.

Some reports have that tourism makes up 40 percent of the country's gross domestic production and tourism fees contribute 70 percent of the government tax revenue. A staggering amount of the revenue has disappeared since Hurricane Dorian.

Tourism officials are encouraging people to book trips to the Bahamas. There are 14 unaffected islands including Nassau Paradise Island and the Out Lands, which are open for business. The areas that took the brunt of the storm include the two Bahamian Islands, Grand Bahama Island and The Abacos.

"The Bahamas is still ready to welcome visitors and we are delivering the tropical getaway that your readers and clients are seeking," said Minister of Tourism Dionisio D'Aguilar in a press release. "The beautiful sun, sand and sea showcased by our fly away campaign are still just an airplane ride away."

Florida boatbuilders planning customer rendezvous or product launches for 2020 should consider holding an event in the Bahamas. Not only will it create a memorable experience, it will bring money to a country that needs our help.

If you haven't planned the family vacation for winter or spring, put the Bahamas on your list. Whether you arrive by boat, airplane or cruise ship, the Bahamas needs smiling Americans there spending money. That's how we can all help the Bahamas in its recovery.

**Gregg Mansfield**  
Editor



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# 3D-Printed Center-Console Earns Guinness World Record

**T**oday's center-console boats are built by hand but in a few more years it may be a 3D printer doing the work. University of Maine set a record for the largest 3D-printed boat, creating a 25-foot center-console boat named *3Dirigo* made from a blend of plastic and wood cellulose.

The Guinness World Records awarded the university's Advanced Structures and Composites Center three records including the world's largest prototype polymer 3D printer, largest solid 3D-printed object and the largest 3D-printed boat in October.

The 25-foot boat weighs 5,000 pounds and will be tested at Alford W2 Ocean Engineering Laboratory, an offshore model testing facility equipped with a high-performance wind machine over a multidirectional wave basin.

Students printed the patrol boat with a hull form developed by Navatek, a leader in ship design and a UMaine Composites Center

industrial partner. The boat was printed in 72 hours—from Thursday, September 19 to Sunday, September 22. The new 3D printer is designed to print objects as long as 100 feet by 22 feet wide by 10 feet high and can print at 500 pounds per hour. Previously, the largest 3D-printed boat was a 4-foot rowboat.

The University of Maine Composites Center received \$500,000 from the Maine Technology Institute (MTI) to form a technology cluster to help Maine boatbuilders explore how large-scale 3D printing using economical, wood-filled plastics can provide the industry with a competitive advantage.

The cluster brings together the expertise of UMaine researchers and marine industry leaders to further develop and commercialize 3D printing to benefit boatbuilders in the state. By 3D printing plastics with 50 percent wood, boat molds and parts can be produced much faster and are more economical than today's traditional methods.

"With this remarkable feat, the University of Maine continues to demonstrate that it's a worldwide leader in catalyzing innovation, advancing new technologies and driving economic growth for our state," said Maine Gov. Janet Mills in a press release.

Unlike a CNC machine which removes material to create a product, the university students used a process called "additive manufacturing" that creates three-dimensional objects adding layers of materials that harden as its cool.

The project is part of a \$20 million research collaboration with Oak Ridge National Laboratory, the U.S. Department of Energy's largest science and energy laboratory, to study large-scale, biobased additive manufacturing. Maine Senator Susan Collins helped obtain the research funding and smashed a champagne bottle across the bow during the October 10 ceremony attended by more than 250 state and federal officials.





# Two Grady-White Models Get Facelifts



**G**rady-White's designers have been busy this year redesigning the company's popular 285 and 336 center-console models.

Grady-White has remade its Canyon 336 with a new full height glass windshield, integrated fiberglass T-top and new styling elements on the offshore family fishing boat.

The all-glass windshield not only offers better visibility and the T-top creates a structure that eliminates the need for side curtains and provides protection for up to three people at the helm, Grady-White said. The redesigned console provides added walkaround space, making it easier to reel in the big fish.

"Our design team's numerous enhancements and upgrades go above and beyond what you would expect to find in

a boat of this size," said Joey Weller, Grady-White's vice president of sales. "We know it's going to excite the serious fishermen who want a high-performance boat that doesn't compromise the quality and comfort that's synonymous with the Grady-White brand."

Earlier in the summer, Grady-White's redesigned its dual console Freedom 285 with much of the focus on the helm including a new hardtop and an expanded windshield.

The Greenville, North Carolina, builder said the redesign was "from the bow to the transom" and the Freedom 285 incorporates many of the enhancements that Grady-White had made to its models over the years.

The 28-foot boat is popular with families because of its versatility for water sports, leisure activities and fishing. Introduced in

2012, this is the first major redesign for the twin-engine Freedom 285.

Designers focused on the helm, updating the station to offer large flush-mount electronics, switches closer to the driver, larger footrest and improved ergonomics. The 285 has a new windshield that is taller and wider to provide greater protection.

"We're really excited to show customers how our forward-thinking engineering team has taken this exceptional boat and made it even better with this redesign," said Shelley Tubaugh, Grady-White's vice president of marketing.

The redesigned Canyon 336 and Freedom 285 are available for the 2020 model year, which has already started for the builder. Grady-White builds 28 models from 18 to 45 feet.

## Add Space with Removable Cooler Mounting Kit

**I**nvariably there never seems to be enough cooler space on a boat. VersaChock has a clever solution to provide added storage when needed with its removable cooler mounting kit for center-console boats.

The easy do-it-yourself project can transform unused deck space to hold coolers, fuel tanks and pails. When the extra stowage isn't needed, the chocks are removed and there is no tripping hazard. VersaChock makes it easy to install with four low-profile base brackets that are attached to the boat's deck with stainless-steel screws.

The chock brackets slide into the base

brackets, creating a secure platform for the cooler or cargo. When the cooler isn't needed, the chock brackets easily remove and stow away. The base hardware remains but because of the low-profile there's no chance of tripping or stubbing a toe. The kit can be installed under leaning posts or wide-open deck spaces, depending on the size of the cooler. It fits virtually all sizes and makes of coolers.

VersaChock's cooler-cargo chocks are injected-molded using UV-resistant materials and available in white, black and cream. The Florida-based manufacturer says its product comes with a one-year warranty and is 1.4 to 2.2 times stronger than com-



petitor's versions.

The cooler/cargo chocks retails for \$39.95. Learn more about the product at [www.versachock.com](http://www.versachock.com).





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## NEWS

# Invincible Boat Sold to Equity Firm

A private equity firm has acquired a majority stake in high-performance saltwater fishing Invincible Boat Co. and installed former MasterCraft Boat Co. CEO John Dorton in the top spot.

EagleTree Capital, a New York-based private equity and investment firm, closed the deal over the summer. Terms of the deal were not disclosed.

Invincible Boat Co. founder, Alex Lipworth, will continue to guide product development and serve on the company's board of directors. Lipworth still retains a stake in the Opa-Locka, Florida, company.

"We are excited to partner with John Dorton and EagleTree. Their experience in the boating industry and the resources they provide will help Invincible achieve new heights," Lipworth said. "We look forward to accelerating our new product development, investing in the Invincible brand, growing our manufacturing capacity, and enhancing our customer experience and dealer support systems."

Lipworth founded the company in 2006, filling a niche for semi-custom saltwater fishing boats. The company has grown to more than 260 employees and offers eight models ranging from 33 to 42 feet.

Dorton, who recently led Bryant Boats, said that Invincible will focus heavily on catama-

ran models. The company currently has four catamaran models and three more ready for production.

The equity firm is expected to provide the company with new capital and resources to help Invincible grow. With changes in ownership, Invincible Boats is adding to its executive ranks. Dorton's son, Ben, will become Invincible's vice presidents and Scott Woods, formerly the head of product development at MasterCraft, is joining the new team.

EagleTree Capital reportedly takes a "hands-off" approach to the companies it acquires. The equity firm has ownership stakes in tech, travel and media companies. The private equity firm was previously in the marine industry with an investment in MasterCraft Boat Co. 15 years ago and exited the tow boat company three years later.

"I'm delighted to have the opportunity to join a company that builds such incredible boats," Dorton said in a press release. "It's an honor to partner with Alex, the rest of Invincible's talented management team, and the most dedicated craftsmen in the saltwater space. I'm a big believer in the premium saltwater fishing category as one of the most stable in the industry, with passionate customers that recognize quality and performance." ↴





# FILLING THE GAP

## SUZUKI MARINE RELEASES NEW DF300B TO EXPAND ITS ULTIMATE OUTBOARD MOTORS LINEUP.

**W**hen many outboard engine companies are in an arms race to see who can produce the biggest horsepower, Suzuki Marine has been working on bridging the gap in its Ultimate Outboard Motors lineup, which ranges from 225 to 350 horsepower.

The latest addition to the V6 lineup is the DF300B that made its debut in early October at the IBEX Show in Tampa, Florida. The four-stroke outboard is the missing piece between the 250 and 350 horsepower offerings from the Japanese engine manufacturer.

"The compact design, performance characteristics and fuel efficiency of the DF300B make it an ideal match for today's large center console sport fishers, offshore catamarans, performance pontoon and deck boats, and other popular vessels," said Gus Blakely, vice president of sales for Suzuki Motor of America, Inc. Marine Division.

The DF300B uses Suzuki's proven contra-rotating propeller system that provides better bite when boaters hit the throttle and stronger midrange acceleration. Suzuki says the other benefits are enhanced low-speed maneuvering for anglers and better top-end speed.

The outboard's power is distributed over six blades rather than the traditional three-blade propeller, which Suzuki says allowed engineers to use smaller gears to create a sleek lower unit that slices through the water with minimum drag. The added propeller blade surface eliminates steering torque and responsive reverse thrust, which is helpful for docking or maneuvering in close quarters. The front and rear prop are available in pitches from 19.5" to 31.5".

The 4.4-liter displacement engine has a 10.5:1 compression ratio and dual fuel injectors to optimize performance. The best part is the DF300B runs on 87-octane fuel, which is easy to get at any marina.

Suzuki uses two smaller fuel injectors to deliver the precise amount of fuel to

the center of the combustion chamber improving atomization and eliminating potential engine knock. The injection system delivers 100 percent of the fuel into the cylinder at once, which adds up to 3 percent additional power.

According to Suzuki, the dual-louver, direct air-intake system DF300B helps the engine breathe freely while separating out water, spray and moisture for improved reliability. The unique intake system provides the outboard with cooler, denser air for a more powerful combustion cycle. Suzuki's Lean Burn Control Technology helps to ensure optimum fuel efficiency across the entire rpm range.

Today's outboards are quieter than those built just a decade ago and the DF300B is no exception. The engine cover and improvements in sound management reduce decibel levels, even when running the outboard in the upper rpm range.

The DF300B features the same offset driveshaft engine layout used on Suzuki's other outboards, creating a compact design. With a 25-inch shaft, the new outboard weighs 727 pounds and integrates with Suzuki Precision Control drive-by-wire throttle and shift controls. Added features include Suzuki's Easy Start, troll mode and compatible multifunction display screens.

Suzuki said its 300-hp outboard is ideal for new installations or repowering older boats. Blakely said the DF300B is ideal for heavy hulls loaded with people, fuel and gear.

New Suzuki outboards come with a three-year warranty for recreational users and customers can purchase a three-year extended protection plan for a total of six years of warranty coverage. The company has not released a price for the DF300B. The engine is expected to be available to the public in January.



"We're pleased to be bringing the many advantages of our counter-rotating propeller system — first pioneered on Suzuki's 350hp 4-stroke — to a new and important segment of the overall boating market," Blakely said.

**Contact Information**  
Suzuki Marine, 714-572-1490,  
[suzukimarine.com](http://suzukimarine.com) ↴



# Is Ultralight Right in Salt?

Ultralight tackle may have a place in saltwater, but it's not for everyone and it doesn't work in all situations or for all species. Here's why.

It happened a number of seasons back. Two freshwater ultralight aces from the Midwest wanted to "put the hurt" on some striped bass, and called me one evening to set up a trip for the following weekend. The guy on the phone seemed to have all the answers.

"Heck," he told me, "Me and Wally take loads of big smallmouths and walleyes on 2-pound line, and last spring I got a pike the size of my leg on 4-pound. We know what we're doing. You just put us into the bass



and we'll do the rest. We'll even bring our own gear."

I was a bit skeptical, but paying customers are paying customers. I had nothing to lose—or so I thought.

Wally and Dave arrived on the appointed morning, bristling with rods and loaded down with tackle boxes. They were certainly congenial enough, and after some quick pleasantries we pulled away from the dock and headed out.

Bingo! We suddenly came upon a half-acre of school-size stripers feeding on top. There were boils and splashes everywhere. Dave dug into one of his boxes and pulled out a tiny jointed swimming plug, about the right size for a 10-inch brook trout. He tied it on to his line with amazing speed, picked up his 5-foot spin rod, and fired the lure off into the gentle morning breeze.

The tiny balsa minnow disappeared into the air and then zinged back past his left ear and wrapped itself around the VHF antenna.

"Wind's a bit too much," he grunted. "Got anything heavier I can throw?"

I rummaged around and found a 3/4-ounce topwater popper, and handed it to him. He tied it on and cast mightily. The reel's bail clicked close as the plug ascended, followed by the sharp snap of the line. The lure sailed out of sight.

"Stupid reel," Dave muttered. "Got another plug?"

**There's tradeoffs to using ultralight tackle including break-offs and the fish suffering from exhaustion and oxygen deprivation.**



BY BARRY GIBSON

That's how the day started. By noon the deck was littered with empty lure cartons and blister packs, along with birds' nests of discarded premium line. Dave's and Wally's tackle boxes looked like tornados had gone through them, and I figured I had donated at least \$40 worth of lures to the cause. And we hadn't brought one striper to the boat.

Humbled, the two anglers headed up the ramp that afternoon with looks of sheer frustration. They said they'd be back, but so far I haven't heard from them.

## ULTRALIGHT ... NOT ALWAYS RIGHT

Ultralight tackle may have a place in the salt, but it's certainly not for everyone and it doesn't work in all situations or for all species. There's definitely a satisfying feeling when you whip a 10-pound striper, redfish, or snook on 6-pound spin gear, but there are some aspects that deserve a little consideration.

First off, there are fish that you're going to have a difficult time with if you use 2- through 8-pound line, and you'll likely break off more than you'll land. A deep-water bottom fish might be hooked on super-light line, but it's another job to winch it to the surface. You just can't exert much pressure with 8-pound line on a 20-pound grouper or 10-pound mutton snapper that's battling you 100 feet below the surface.

Midrange fish such as stripers, blues, reds, seatrout, and seabass can indeed be taken on ultralight tackle—my experience with Wally and Dave notwithstanding—but moderation is the key. If you have some experience



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## ON THE REEL

and are careful, you can land good-sized gamesters on 6-pound freshwater gear, no problem.

### QUICK FIGHT, HEALTHY RELEASE

There are trade-offs, though. A striper or red that's allowed to fight for 20 minutes at the end of a 4- or 6-pound tether isn't going to be in very good condition when it's released. Species such as bonito, yellowtail, false albacore, and Spanish mackerel need lots of oxygen, and the longer their movements are restricted when fighting against light tackle, the greater the chance they'll suffer from exhaustion and oxygen deprivation damage.

If you're into catch and release, use tackle that will subdue your quarry within a few minutes. Ten- to 17-pound gear is about right for the majority of inshore game fish, although I'll sometimes drop down to 8-pound line if most of the fish are running in the 3- to 10-pound range.

### PUT THE BRAKES ON BREAK-OFFS

Break-offs pose other problems when using ultralight tackle. Losing a \$10 plug is never fun, especially when compounded with the knowledge that there's a fish swimming around with a face full of treble hooks. And, contrary to popular opinion, fishhooks don't "dissolve" in a couple of days. That lure or hook can stay in the fish's mouth for months and impede its ability to feed.

One way to help prevent break-offs with light line is to use 3 or 4 feet of slightly heavier mono or fluorocarbon as a shock leader.

When I fish 8-pound line for schoolie stripers, I tie in a length of 20-pound fluoro, which I attach directly to the lure. The 20-pound takes far more abuse than does the 8-pound, and I rarely break off.

I'm going to stick my neck out and state that I don't think 2-pound line has much business in most saltwater situations. Yes, I fully realize that the International Game Fish Association (IGFA) sanctions 2-pound test as



a line class for records, and there have been some amazing catches such as a 126-pound blue shark, but is this really sport fishing? Or is it stunt fishing? You decide.

Don't get me wrong, I've been a proponent of light tackle for decades. But light tackle is one thing, and ultralight is another. If you can't land a fish in a timeframe short enough so that it's still lively and healthy when released, or you're breaking off more than 10 percent of the ones you hook, then you're likely using gear that just too light for the job.

So, unless you're seriously looking for a place in the record book, you might want to step up to slightly heavier tackle better suited to give you the maximum enjoyment. And, you'll likely give that fish a better chance to fight another day. ↴

# MYCO

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# Personal Locator Beacons: Pocket-Size Safety at Sea

A PLB will fit in the palm of your hand and can instantly send out a distress signal in an emergency to quickly alert responders to your position—anywhere in the world.

BY BARRY GIBSON

**A**n electronic safety device was introduced several years back, which has been increasing in popularity. It's called a Personal Locator Beacon, or PLB for short. These little units, about the size of a pack of cell phone, will fit in the palm of your hand but in an emergency can instantly send out a distress signal and summon help no matter where an angler or boater is located on a lake, river, or the ocean.

PLBs work by transmitting a signal on the 406 MHz frequency, which is a worldwide dedicated emergency frequency that's detected by a network of special satellites called the COSPAS-SARSAT system. When the beacon is activated, the distress message is sent to the satellites, and is then relayed down to search and rescue (SAR) personnel.

The message contains the beacon's unique ID number and the owner's contact information, and its built-in Global Positioning Service (GPS) give the beacon's exact location. At the same time, the PLB sends out a message on 121.5 MHz, which is also used by SAR folks to hone in on the beacon. Finally, most units have a strobe light to further help rescuers zero-in at night.

The unit I bought is called the ResQLink and is made by a company called ACR Electronics ([www.acrartex.com](http://www.acrartex.com)), which has a long history of producing high-quality safety equipment. I opted for the floating model (ResQLink +), and it's very easy to operate.

## ANTENNA UP, PRESS BUTTON

In an emergency, simply release the flexible plastic antenna with a flick of the finger, rotate it to the vertical position, and press the clearly-marked activation button for one second. Help is on the way no matter how far from shore the angler or boater may be.

A couple of caveats, though. First, the antenna needs to be out of the water and pointing towards the sky. Second, PLBs need a clear view of the sky to ensure that that



GPS positioning is downloaded. It won't work in a boat's cabin or under a T-top, and you must remember to keep fingers and hand off the GPS "eye" on the unit. A straight, unobstructed shot up to the satellites is mandatory, although clouds and rain won't interfere.

Most PLBs have a self-testing feature. The ResQLink has a simple test button. For a basic self-test (no GPS data), I just press the test button for one full second. For a GPS test in order to make sure the unit is acquiring the satellites, I press the button for 5 seconds. Easy enough.

Despite its small size, a PLB is no toy. A deliberate false alarm is a federal offense, and in the event of an accidental false alarm, the U.S. Air Force Rescue Coordination Center must be notified immediately.





The ResQLink is small enough (only 4.5" tall) and light enough (5.28 ounces) to be carried in a pocket or clipped to a life vest or armband, and comes with a six-year battery. The unit will operate for 24-plus hours.

## REGISTRATION MANDATORY

One thing you absolutely have to do right away is register the unit with the National Oceanic and Atmospheric Administration's (NOAA). It's easy and it's free, and the information provided is vitally important in helping rescue personnel find you quickly. Registration lasts for two years, and NOAA will notify PLB owners several months before the registration expires in order to provide time to renew.

The ACR ResQLink+ retails for around \$300, but there are no annual subscriptions to buy such as those required by some other types of emergency communicators. This may seem like a lot of money for a pocket-sized unit that you may never need to activate, but I can assure readers that the

money spent will not seem like much if they ever get in trouble out on the water—fire, sinking, or injury—and need help right away.

For the hunters, hikers, and back-country freshwater anglers out there, the ResQLink is also designed to be used on land, deep in the woods or on the side of a mountain. It can be clipped to a belt or backpack, and folks will be secure in the knowledge that help can be quickly summoned even if they're miles out of cell phone range.

One final caution to boaters who already carry an Emergency Position Indicating Radio Beacon, or EPIRB, on board: a PLB, although it operates on the same principal and frequency, is not designed to replace an EPIRB. Marine EPIRBs (\$450 to \$1,000)

have much larger batteries and are designed to transmit for longer periods, and some activate automatically when immersed in water. Those who currently have an EPIRB should keep the registration and battery up to date even if a PLB is purchased.

A PLB can serve as a valuable backup aboard, as well as a convenient portable unit for a small boat or when cruising or fishing on someone else's boat, or when on a trip, even out of the country.

I think it's \$300 well spent. Hey, what's your life worth? Think about it that way.

## CONTACT

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# Watered Down

A product might say it's waterproof but what does that mean.

BY DOUG THOMPSON

**W**hat does waterproof mean when it comes to marine applications? Water-repellent, water-resistant and watertight seem similar, but when it comes to protecting property it means a lot to understand the difference.

We all may have different

interpretations regarding these terms. That ambiguity can lead to improper purchases, or at least to incorrect usage, of products ranging from hand-held electronics to dry suits. The difference between waterproof and water-resistant is something important to learn; the knowledge will affect how you load a stowage locker, and exactly what

you're willing to put inside.

Consider the definitions. Take an unopened Coke can in an ice chest. Unless it's punctured, the can goes in at sunrise and comes out at dusk, and no water contaminates your cola. That's waterproof. However, a word like waterproof can get misused, especially by a marketing agency trying to design a catchy advertisement.

Let's rank the four terms this way:

**Waterproof:** Impervious to water, the ultimate. Electronics exposed to weather and boat hulls better be waterproof.

**Watertight:** Constructed so tightly as to be impervious to water. This applies to fittings in the transom, and hull and deck seams and joints. Leakage is possible, but not likely unless completely immersed in water (or sprayed by water) for an extended period.

**Water-repellent:** A finish that resists, but does not entirely prevent, the penetration of water. Umbrellas and ponchos fit in here.

**Garmin rigorously tests its products for varied weather conditions.**







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**Water-resistant:** Clothing treated with durable water-repellent coatings (Teflon or silicone based) can be considered water-resistant.

Unfortunately, confusion over these definitions leads to problems (i.e., things get wet, things get ruined), and that befuddlement is most certainly not on the manufacturing side of reputable companies. Electronics design engineers know the water tolerances of their products and label them accordingly.

## TESTED TOUGH

Garmin International rigorously tests all of its devices to make sure they'll survive the activities for which they were designed.

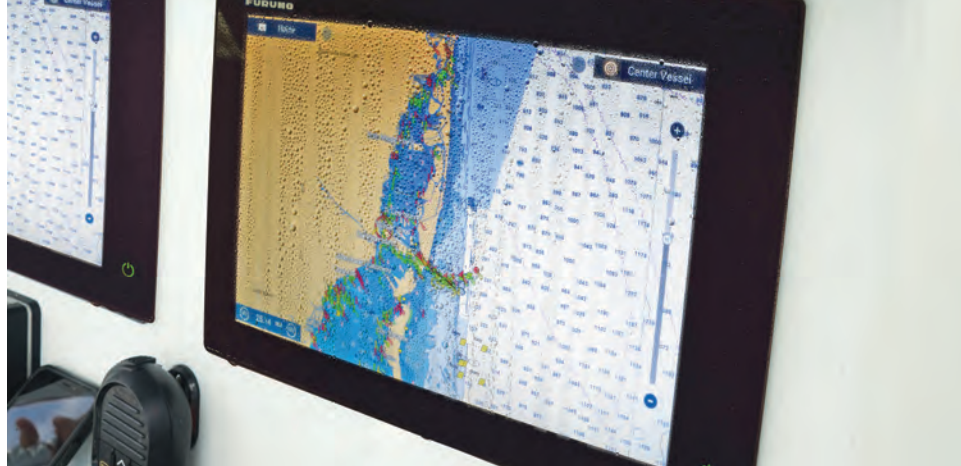
"All of our marine products are IPX7 rated and tested to pass other environmental hazards that a marine customer might encounter," said Carly Hysell, PR/Media Relations Manager for Garmin International. "Our products are also subjected to extensive temperature shock (hot to cold/cold to hot), UV, salt and fog testing, water projected by powerful jets (power washer) etc., to ensure they are designed to survive in the harsh marine environment."

Because electronics generate heat, sometimes the inside of a unit can fog up. That's an unavoidable occurrence.

"People often associate 'waterproof' with 'fog proof,'" said Jim McGowan, marketing manager for Raymarine Americas. "In fact, they are altogether different. Most marine displays do have some kind of ventilation in them that allows them to exchange air and equalize pressure with the outside world. This is often a very small pinhole vent that is covered (on the inside) with a piece of Gore-Tex fabric. The Gore-Tex allows air to flow in and out, while blocking drops of water."

As electronic units heat up, they will expel internal air. As they cool down, they will inhale external air. If that air is moist (like anywhere outside of the desert) the unit will naturally ingest some moisture.

"The key is that the Gore-Tex allows the water molecules to go back out again,



Manufacturers such as Furuno will label what the water tolerances are of their products.

either as vapor or as condensed water drops," McGowan said. "It's designed to allow only air to enter, and air and water to exit. Just like your rain gear or boots."

Depending on the construction of your devices, seeing a bit of fog on the inside of the LCD can be a normal occurrence on some products, and isn't necessarily a cause for concern. It should burn off quickly once the unit is energized and it warms up. If you see full-on droplets or running water in there, then it's time to be concerned.

"All of Raymarine's latest MFDs and instruments use optical bonding technology," McGowan said. "We fill the air space between the LCD panel and the unit's front glass with an optical-grade clear epoxy. This gives them better contrast and clarity, and also eliminates fogging on the inside of the display so you'll never experience fogging on one of our devices."

## WHAT'S THE PURPOSE?

Other electronics are simply not intended to be used outside, and therefore are not built to IPX6 or IPX7 standards.

"Some of our larger monitors are IPX6 when dash mounted, but only IPX2 when the back is exposed due to cooling vents," said Jeremy Schroeder, Navico's mechanical engineering manager. Navico brands include Lowrance and Simrad electronics. "These are often installed in the wheelhouse or flybridge. Our VHF radios are waterproof to JIS-7 (Japan Industrial Standards), which is very similar to the IPX7 standard. Some black box products that are commonly mounted below deck are IPX5."

Furuno has a very broad product line offering including certified Navigation Suites of products for the largest super-tankers and cruise vessels down to very small radar and navigation systems for 20-foot fishing boats.

"For this reason, our products offer varying degrees of water resistance depending on the intended application and installation location," said Eric Kunz, Furuno senior product manager. "Our light marine MFDs and display products that are meant for various installation locations are typically labeled as 'Waterproof and carry a tested IP56.' Typically, Furuno guarantees





that any product rated as ‘Waterproof’ is protected from water ingress for the full two-year warranty period.”

KEEPING IT CLEAN

Maintenance with IPX6- and IPX7- rated products is simple. Not only are these products waterproof, but the procedures for cleaning and care have been greatly improved.

“Cleaning and maintenance on Raymarine products is pretty easy,” McGowan said. “MFDs, instruments, radar scanners, cameras, and other topside-rated devices can be flushed with freshwater when you’re rinsing the boat. Just make sure the door covering the chart reader is closed prior to rinsing. While water won’t penetrate through the card reader to the inside, the moisture is not helpful to the metallic contacts that read the map card.”

Scratching the exterior can also be a problem if the wrong cleaning materials are used. For example, Furuno MFD “Waterproof” products utilize a toughened glass lens.

“This toughened glass has a very hard Anti-Reflective Coating (AR Coating) applied to it, which is very similar to mobile devices,” said Kunz, who noted that

Furuno’s TZT2 MFDs have an all-glass front and are completely sealed. “However, it is important to avoid repeatedly wiping salt crystals across the hardened glass lens to reduce the chance of scratching it. We recommend spraying fresh water on the glass lens first, to dissolve any possible dirt or salt crystals, and then buff the lens clean using a micro-fiber cloth.”

THERE ARE LIMITS

There are limits to waterproofness. Sea water pressure increases at a tremendous rate as the depth of the water increases, so any item that is rated as “submersible” generally comes with a depth rating (1 meter, 3 meters, etc.) If you exceed that depth, you’re very likely to have leakage into the device.

“Another consideration for electronics, especially non-waterproof electronics, is adhering to the manufacturer-recommend ‘drip loops’ on cables connected to the device,” McGowan said. “If water hits an exposed cable on-deck, the surface tension of the water can allow it to flow down the outside of the cable jacket to the lowest point in the cable, where gravity will make it drip off.”

RATING	PROTECTED AGAINST
IP0	No protection
IPX1	Vertically falling drops of water for minimum of 10 minutes
IPX2	Vertically falling drops of water up to 15 degrees from vertical for minimum of 10 minutes
IPX3	Direct spray of water up to 60 degrees from vertical for minimum of 10 minutes
IPX4	A splash of water from any direction for minimum of five minutes
IPX5	A 6.3 mm spray of water (12.5 liters per minute) in any direction for at least three minutes
IPX6	A 12.5 mm spray of water (100 liters per minute) in any direction for at least three minutes
IPX7	Complete submersion up to 1 meter deep for 30 minutes
IPX8	Continuous immersion in water under conditions specified by the manufacturer.

Most marine electronics manufacturers test products using standards set by the International Electrotechnical Commission, and assign an “IPX” rating.

A sign of a good installation is allowing a loop of cable to hang underneath non-waterproof devices so those drips fall clear of the device, and don’t wind up inside it.

“Also, it’s good practice to seal the electrical connections to your electronics with some di-electric grease,” McGowan said. “This protects all of the contacts inside your power cable, network cable, transducer cable and more from corrosion over the years.”

Raymarine’s MFDs and instruments are tested to both IPX6 and IPX7 standards. They are fully approved for both above and below decks installation and are waterproof from all directions.

“There are some products in our line that are not supposed to be out in the open,” McGowan said. “For example, some of our Autopilot systems have a device called an Actuator Control Unit. It’s essentially the power supply for the hydraulic pump or mechanical drive system. The ACU is splash-proof, but not intended to be exposed to the elements directly. Generally that type of device is mounted inside the helm, in a lazarette, engine room, or similar utility space that doesn’t see the elements directly.”

Raymarine’s radar scanners, thermal cameras and on-deck cameras are also tested to IPX6 and IPX7. These products are tested for wind-load as well to make sure they’ll keep working (rotating) in heavy winds, up to 100 knots.

Taking tests to extremes can ensure products don’t fail when needed most. Navico often implements water ingress tests that are done above and beyond the IEC IP standards.

“These are often related to the harsh environment that our products encounter,” Schroeder said. “An example is heating a product and submerging it in cool water to simulate solar heating and a sudden rain shower or taking on a wave. This thermal shock, along with submersion, ensures we have robust products that will hold up for our customers.”

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# Tournament Ready

Tips from a pro on entering your first fishing tournament.

BY GREGG MANSFIELD

**R**yan Woods laughs about the first time he entered a fishing tournament, just a few months after graduating from high school in Texas.

"I was young and cocky, and sure I would win the tournament," said Woods, now a 32-year-old with two young children. "I learned a valuable lesson that day. Make sure the boat has enough fuel before entering a fishing tournament."

Woods and his teammate ran out of gas on the way back to the dock, missing the weigh-in ceremony. "One of the fishermen joked all we caught was a Sea Tow," Woods said.

While Woods' experience is far from typical, it's a good reminder that no details should be overlooked entering your first fishing tournament. We talked to Betty Bauman, executive director of "Ladies, Let's Go Fishing," an organization that promotes and teaches women to fish women, for advice.

## PICKING THE RIGHT TOURNAMENT

An angler's first tournament shouldn't be an event with a big purse. With the big bucks

comes big pressure and most rookie anglers aren't ready for the challenge. That's why it's best to look for a small regional fishing tournament to learn the ropes.

Pick a tournament on home waters to reduce the stress of having to learn a new fishing ground. Once an angler has a few tournaments under their belt, they can decide whether it's worth spending as much as \$5,000 on entry fees.

"Just go out there and try it but understand in a tournament there's more at stake than just a regular fishing day," Bauman said. "Expect to feel more pressure to perform, however, try not to feel so bad when you make a mistake because even in tournaments mistakes happen."

## KNOW THE RULES

We've all checked the box and signed our name without reading the fine print. When it comes to fishing tournaments, that could be the difference between winning and disqualification. Each tournament has its own idiosyncrasies and it's important to know





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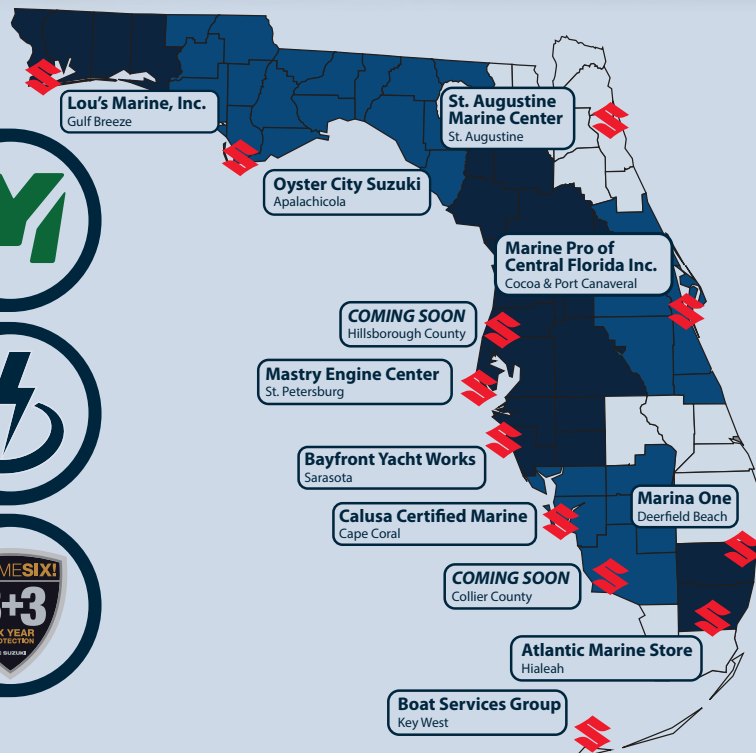
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# Tournament Ready



Entry fees for the White Marlin Open in Ocean City, Maryland, can run between \$1,000 and \$30,000, depending on the size of boat. This year's winner won \$1.5 million with the event paying out \$6.1 million in prize money.

before dropping the first line in the water.

Some tournaments have specific requirements for documenting catch and release. If the video or photos were taken on a cell phone, that could be a no-no as some events require a dedicated camera with a removable memory card.

Other tournaments have rules about what tackle, lures and bait can be used and often have areas that are off-limits during a competition. Big money tournaments, such as the White Marlin Open in Ocean City, Maryland, will even administer polygraph tests to anglers before releasing prize money.

Bauman said anglers should weigh all the fishes they haul in even if it's not likely to win. "If you don't think it's big enough, weigh it in anyway because there might be somebody ahead of you that you think you lost to that for some reason gets disqualified," Bauman said. "So many times I've seen people in tournaments, they have a 20-inch dolphin and they're like, 'Oh there is no way this is going to win.' They don't weigh it in and they found out they gave up five grand."

## GETTING THE BOAT READY

For anglers bringing their own boat to the fishing tournament, make sure the fishboat is ready to go. That means doing a walk-through to check fuel levels and engine fluids are topped off. Don't make the same mistake as Woods and run out of gas on the way to weigh-in.

Anglers should create a check list and look over the boat at least a few days before the

fishing tournament. Make sure the electronics are working properly, especially the fish finder and radar. Do a quick review of the live well to confirm the pump is still aerating and the fish boxes are empty and clean.

Just because the boat is in a fishing tournament, that won't stop the U.S. Coast Guard or the Department of Natural Resources officers from doing a surprise inspection. Having the proper safety equipment will speed up the inspection process without losing valuable fishing time.

The best anglers have contingency plans and are prepared if the electronics stop

working or they develop engine problems. But a thorough inspection should head off those problems.

## TEAM PLAY

Whether an angler brings their own boat or hop on a charter boat for a fishing tournament, working as a team will improve the odds of winning the tourney.

"Fishing in a tournament is a team sport and everybody has their job and their job is important even if it seems not important such as watching for birds, watching for debris," Bauman said. "The captain can't see all directions. Everybody is looking in all directions, they may see clues of fish and be able to share that with the captain."

Bauman said small clues such as a Frigatebird can be a tell for a mahi underneath. "You might be following big fish that are pushing the bait up to the surface," she said.

Good anglers should be aware of their surroundings such as a fisherman who is fighting a fish. If the fish is taking them around the boat, be prepared to put down the rod so the angler can get around and keep battling.

## GETTING READY

Prepping gear the night before the tournament is a good way assure poor results.



Halley Lazzo score a 9.7-pound mahi, good for first place at the Let's Go Fishing Screamin' Reels Tournament in Islamorada, Florida.



Anglers need to have a plan going into the tournament and have contingency plans in case things don't go to plan. Bauman recommends during the week leading up to the tournament to have fishing gear prepared and the right clothing if the weather changes.

"Make sure you have a variety of tackle that can be used in various conditions," Bauman said. "For instance, if you are bottom fishing and you have a strong current, you are going to need heavier sinkers. Overload on the tackle so if you have to change strategies in the middle of the day, you have everything you need."

Place the fishing gear and clothing in one spot so it's easy to load into the tow vehicle and boat. It's also a good time to put tournament officials' numbers in the cell phone in case you need to contact them.

## FISHING EVE

The night before the tournament should be talking strategy with teammates (if on a team) and finalizing food and refreshments. Bauman suggests prepacking lots of ready-made sandwiches, protein bars and non-



**Celebrating the catch after a tournament in the Florida Keys, this group of women entered their first fishing tournament. It's best to start with a smaller regional tournaments and progress to larger events.**

alcoholic drinks.

"I've had people that have bread and ham and they think they're going to make a sandwich on the boat," she said. "You don't have time for that. You need something you can grab quickly, hydrate yourself and move on because the second you put a sandwich in your mouth might be the second that the fish that wins the tournament hits, so you have to be prepared to throw down whatever is in your

hands and go fight the fish."

Don't drink too much and go to sleep early. Bauman's advice is go have fun.

"Try not to feel so bad when you make a mistake because even in tournaments mistakes happen, lines get tangled, fish get lost and you just have to pick yourself up and go on and look forward to the next fish that bites," she said. "You can't cry over it. There's no crying in baseball." 🎣



**Bringing back the haul is a group of women after a fishing tournament.**



# TARPON TIME!

Catch the thrill of hunting Florida's acrobatic silver king in the bays and along the beaches.

*BY BOB STEARNS*





**T**he tarpon is Florida's largest inshore game fish (unless you count sharks), reaching weights of 200 pounds or more. While the average specimen is typically 50 to 100 pounds, these fish are also available in smaller sizes ranging from five to 30 pounds. Regardless of weight, tarpon are by far the most aerial of all inshore game fish, and their sky-high antics are legendary. They're available along various parts of Florida's lengthy shoreline throughout almost the entire year, this highly sought-after species is most abundant during the summer months.

From the Georgia border to the southern tip of Florida, and then back up the Gulf coast all the way to Alabama, the Sunshine State has approximately 1,500 miles of inshore shoreline, and that doesn't even include the Florida Keys. All of this (including the Keys) is tarpon country, and at any given time of the year the silver king can usually be found somewhere along this extensive seashore. The southern tip of the state is the preferred winter habitat, except for periods of unseasonable

cold weather following a strong front which will send them to deep water until the weather warms again.

Water temperature is the key. Tarpon are rarely happy if it is below 75 degrees F. As spring and summer temperatures warm inshore waters, tarpon begin to follow the 75-degree isotherm northward along both coasts on their annual migration. By late summer they're frequently found as far up the Atlantic coast as northeastern North Carolina, and throughout all of the Gulf of Mexico.

I have at times encountered tarpon in water below 70 degrees and on a few rare occasions in the high 50s. But my experience has been that when the water is below 72, getting them to bite is another thing. Even in the 72- to 74-degree range they can at times be a bit flaky. So, if I'm planning to fish for tarpon along those beaches and in the inlets, I look for that all-important 75-degree water temperature.

The typical annual migration pattern for the majority of Florida's coastal tarpon starts



**Above: Regardless of weight, tarpon are by far the most aerial of all inshore game fish, and their sky-high antics are legendary.**

**Left: When it comes to using artificials, tarpon have a strong preference for swimming plugs worked just a few feet below the surface, moved very slowly. In deeper water, jigs or a jig-and-shrimp combination works best at mid-depth or near the bottom.**



when they show up in inshore water after spending most of the winter well offshore. They first appear around the southern part of the state, then follow their northward migration along both coasts from May through July. As winter approaches, typically in late September or early October, they once again head south, often following the large schools of mullet and other baitfish.

However, there's a large and very fishable tarpon population over the winter along the southeastern tip of the Florida coast from Miami to Ft. Lauderdale. I've enjoyed superb action in that area from November through May and as a rule, the best winter fishing occurs in or near the three major ocean inlets from Miami northward to Ft. Lauderdale. As long as the water is warm enough, they will almost always be there.

Sometime in May most begin a short southward migration from there towards the middle of the Florida Keys, where they apparently join up with other fish migrating northward from that region. By June there's usually a steady parade of schools of tarpon moving northward along the beaches of both coasts in 10 to 20 feet of water.



# Tarpon Time!

If you prefer to use artificials, you'll need an assortment of lures that range from slow to fast sinking, plus a few jigs (white and/or yellow are good). The lure and fly colors that have worked best for me over the years are those that imitate baitfish or crabs.

## FIND 'EM FIRST

But before you can catch tarpon you must first find them. When they're schooled up in an inlet, you will very likely see them rolling actively on the surface in big schools. There may be many minutes between

such appearances, so it's important not to simply give the area a quick glance and then buzz off. And when they're on the open beach or in large coastal bays, they often do not show up in schools unless they are migrating. Locating them there becomes a matter of moving slowly and quietly along, searching for even one softly rolling fish – which often really indicates the presence of many others, since tarpon are rarely loners in such situations. By far the best time for this is from first light until the sun has been up for a few hours.

Catching them can be another matter, especially with artificials. If the water is very clear, they most often will not bite aggressively during bright daylight – many anglers choose to put in most of their time at night.

There are some exceptions, especially in inlets where the outgoing tide brings with it bay water that is somewhat turbid, or along the Gulf coast. Then, even daylight hours can be very productive. Using live bait such as mullet, large live shrimp, or crabs often helps when the fish show no interest in plastic. Circle hooks will increase your hookup rate with almost no risk of gut-hooking.

## BEST LURES AND FLIES

When it comes to using artificials, tarpon have a strong preference for swimming plugs worked just a few feet below the surface, moved very slowly. In deeper water, jigs or a jig-and-shrimp combination works best at mid-depth or near the bottom. Almost any color will work, but I like those that mimic baitfish best, especially the newer plugs with the holographic colors. Surface plugs at times are also productive if the fish are holding or moving in water that's less than ten feet. It may take some experimentation to find out what's the most effective on any given day.

One major benefit of night fishing is there's often a run of big shrimp exiting bays through nearby inlets with the falling tide. Whenever that happens all of the tarpon's natural caution immediately goes out the window. On a quiet night it is often possible to locate fish by the explosive feeding noises they make. As soon as you're within casting

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# Tarpon Time!

range, almost any lure or fly presented will be instantly eaten. There's rarely any such thing as selective feeding when a shrimp-popping party is going full blast.

Daytime fishing definitely calls for more finesse. The shallower the water, the more important a stealthy approach becomes. When they're ganged up en masse in the middle of a deep channel, even a passing ocean liner won't disturb them for more than a minute or two. But when they're surfacing quietly in ten feet of water or less on a reasonably calm day along a beach or in a coastal bay, even the slightest hull slap will send them scooting away. Running a two-stroke outboard anywhere near them in such situation also makes for very unhappy tarpon very quickly, and their usual reaction is to go elsewhere. But in recent years, I've found that a four-stroke outboard's softer underwater noise signature at low rpm is a lot more tolerable. And an electric motor is even better.

All in all, tarpon are truly one of Florida's great game fish. And right now is prime time for finding and hooking them, then enjoying a spectacular one-on-one aerial battle you won't soon forget.

**While known for delivering an awesome fight, it's recommended to not lift the fish out of water so its entire weight is suspended by the lower jaw as it can fatally injure the fish.**



## TARPON TACKLE & REGS

While the typical size of these beach tarpon ranges from 50 to 100-plus pounds, now and then you may even encounter a silver king in the 125- to 150-pound range, therefore ultra-light tackle is definitely not the sporting way to go. I prefer 16- to 20-pound test line for spinning and baitcasting, or the same 12- to 13-weight fly gear I would use on the flats. If you prefer artificials, you will also need an assortment of lures that range from slow to fast sinking, plus a few jigs (white and/or yellow are good). The lure and fly colors

that have worked best for me over the years are those that imitate baitfish or crabs. In all cases, whether using lure or bait, you'll need a short shock leader of 60 to 100-pound mono or fluorocarbon.

If you plan to fish fly, you will need lines with several different sink rates. Sometimes it's necessary to get the fly deep, and at other times you'll find the fish right on the surface, even in deeper water. One line combo that has worked very well for me in recent years is the Scientific Anglers fluorocarbon. Quad

Tip series, which has four inter-changeable 15-foot tip sections – floating, slow, medium, and fast sinking.

There is no closed season for tarpon in Florida, but a \$50 state-issued tag must be purchased beforehand if you wish to bring a fish back to the dock (one tag per fish). Otherwise this is entirely a catch-and-release fishery. It is also strongly recommended that anglers do not lift the fish out of water so that its entire weight is suspended by the lower jaw, which can fatally injure the fish. ⚓



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# Makos Front and Center!

Center console boats and stand-up tackle add up to heart-pounding action when these high-flying gamesters visit New Jersey's offshore waters.

**T**he heat of the sun was cooled to a tolerable level thanks to a breeze that also pushed our drift along at about a half-knot. Idle chit-chat between us was silenced momentarily by the click, click, click of the lever drag as line slowly began to exit the reel indicating something had found our offering appealing. As the speed of the line leaving the reel began to increase, Bob positioned the rod in the gimbal belt and gently thumbed the spool, as Jim and I cleared the other two lines to prevent a tangle. "I'm going to hit 'im," Bob exclaimed, acknowledging he'd given the fish a ten-count to eat the bait. As he pushed the lever drag forward, the line came tight and Bob struck the fish with three strong lifts of the rod. "There he is, mako!" Jim yelled as the

shark took to the air like a Polaris missile and the battle was on.

Often referred to as the poor man's game fish here in the Garden State, sharks in general and makos in particular provide excellent big game challenges for anglers who frequently fish from small boats, particularly center console models in the 23- to 35-foot range. Today's center console hull designs matched with reliable outboard powerplants and large fuel capacity along with userfriendly electronics and communication equipment have made offshore fishing possible for those who once just dreamed of the chance of battling big fish from their own boat. Changes in tackle, including the refinement of stand-up rods, have also benefited anglers who can exert more pressure on large fish thanks

BY JEFF MERRILL



# Makos - Front and Center!



**Sharks are seldom spooked by the sight of a boat and will often swim up to the chum bucket to investigate. Keep a pitch bait handy to add to your score for the day.**

to new rod building components and blank designs. Wind-on leaders have even become a more familiar tool offshore and are particularly effective when manpower is limited.

## UPWARD MOBILITY

Center console anglers have a distinct advantage when battling sharks thanks to the 360-degree mobility these boats provide, which limits the need to move the boat during the fight. Stand-up rods matched with a top-quality gimbal belt and kidney harness offer more sport than the traditional fighting chair method, while still allowing the angler to exert extra pressure on a big shark while limiting angler fatigue.

A wide range of rods will do, but rod tips of any model selected should be stiff enough to withstand the force exerted when setting the hook. Most shark anglers, including myself, prefer Penn's 2260ARA Tuna Stick, which was recently renumbered by Penn as the TS5010ARA60, a six-foot model rated for 50-100-pound test line that features AFTCO roller guides and an aluminum butt.

A Penn International 50VSW two-speed reel or other manufacturer's equivalent, which holds approximately 850 yards of 50-pound test or 600 yards of 80-pound mono, makes a good match to these rods and provide plenty of line capacity for any sharks you'll encounter. When filling reels with line, leave enough room on the spool to accommodate a wind-on leader, an essential part of rigging up which we'll discuss later. Two-speed reels

aren't necessarily required when fishing for sharks, but come in handy when a speedy mako turns and heads to the boat after picking up a bait. Lever drag models offer a distinct advantage thanks to the variable drag setting and large drag washer which dissipates heat faster than stardrag versions.

## TAKE ME TO YOUR LEADER

More and more crews are using wind-on leaders regularly because they offer an extra margin of safety for the crew and angler. With a wind-on leader system, a heavy section of monofilament, approximately 10-12 feet long, is cranked onto the spool of the reel and a short cable or wire shark rig is used. With this system, the mate does not need to take wraps around a 15-18-foot cable or wire leader to maneuver a shark in to gaffing/tagging range.



**Trim fillet baits neatly, match the hook size to the fillet to be rigged and change them frequently since they will wash out. Hook fillets skin to skin for maximum scent distribution.**

## SHARK PERMIT NEEDED

Anyone fishing for sharks is now required to first obtain a permit from the National Marine Fisheries Service's Highly Migratory Species Division. It should also be noted that the bag limit for sharks is one per day and any shark brought aboard a recreational vessel must be at least 54 inches from the tip of the jaw to the fork of the tail. For further information on prohibited species and to also obtain a permit visit [www.nmfspermits.com](http://www.nmfspermits.com).

Wind-on leaders are available from most tackle shops, tackle catalogs and come in a wide range of breaking strengths.

Over the years, we've found 300-pound test a good match to the rods and reels described above. A short three-foot Bimini Twist is used to form a double line and the Dacron loop of the wind-on leader is looped through twice to form a cushion in the monofilament. Adding a plastic bead before crimping a ball bearing snap swivel to the monofilament section of the wind-on leader prevents a crimp from getting jammed in the rod's tip-top. The short shark rig is now attached to the snap swivel. Be sure the bulky section of the wind-on leader fits smoothly through the roller guides of the rod to prevent a break-off at the boat.

## WIRE, CABLE, OR BOTH?

Single-strand wire, multi-strand cable or a combination of the two make up the bulk of





**The 360-degree mobility of a center console boat makes them an ideal platform for shark fishing. Stand-up rods with a top-quality gimbal belt and kidney harness also offer more sport than the traditional fighting chair method, while still allowing the angler to exert extra pressure on a big shark.**

shark rigs used today. Multi-strand cable gets the nod by most shark anglers since it won't kink when twisted by jumping sharks such as makos and threshers or when wrapped around pesky blue sharks as they roll up a leader at the boat.

With a wind-on leader, note that a shark rig of no more than six feet is required since the heavy monofilament of the wind-on leader offers additional protection from chafing and any rig longer than this also makes it impossible to reel a shark close enough to the boat without taking wraps on the wire or cable. On breezy days when extra weight is needed to keep baits in the feeding zone, add a bank sinker to the shark leader with a #64 rubber band which will break away on the runoff. Bring at least two dozen rigs since blue sharks can be plentiful early in the season.

## SIGHTS AND SOUNDS

Scientists tell us sharks cannot differentiate colors but they do see shades of gray. Add a skirt to a fillet, a lifeless bait to give it extra shark-attracting appeal. Any skirt is better than none though large Octopus-style skirts offer the most action. It is also believed that sharks can sense low pitch sounds so adding a large rattle to a shark rig can help attract strikes as well.

## LOCATION, LOCATION AND LOCATION

A good friend in the real estate business tells me these are the three most important words when buying or selling a house. The same can



be said when fishing for sharks, as good bottom contour that attracts bait will also yield sharks, but there are other factors to consider when picking a spot to set up your drift.

Depending on weather patterns, the spring mako season off New Jersey typically runs



**Regulate the flow of chum by raising or lowering the container in the water.**



# Makos - Front and Center!

from Memorial Day into July, and there's normally a return run of them in the fall. Water temperature can vary greatly from day to day during both these times of the year. Preferred surface temperature range for makos is 62 to 70 degrees though we've caught makos in water as cool as 57 degrees and as warm as 74 degrees.

Makos also prefer clean, blue water as opposed to off-color greenish inshore water and bait in the area will also help increase your odds of success since bluefish are the primary food source for makos. Put all the pieces of this puzzle together and after reviewing a sea surface temperature chart picking an area with water in the mid-60-degree range over irregular bottom contour that attracts small baitfish as well as bluefish is an ideal place to start a drift.

Upon arrival at that location, check for water clarity, verify the sea surface temperature and note the wind direction. Position the boat upwind of the structure so the drift will carry the boat over several structure edges. Wait a few minutes before putting lines in the water to determine if the drift will carry the boat over the intended structure and if not, move to a position where it will.

## CHOW TIME!

Once in position, the first order of business is to get the chum in the water and start a slick. Frozen chum works best when placed over the side in a storage crate or chum bag. The drawback with the chum bag is it offers little resistance to sharks that swim up to the boat and try to make a meal of it. Depending on the size of the boat and water temperature, the number of buckets of chum used will vary. On a center console one bucket placed in the water will do while larger vessels of over 40 feet may require a bucket in the stern and another amidships to produce a wide chum slick.

Raise or lower the chum in the water until it flows steady and creates a slick that can be seen on the surface. Once the chum is in the water it's wise to have other gear such as gloves, tail ropes, tag stick or flying gaff ready and the designated angler should be fitted in the gimbal belt as soon as a bait hits the water.

Center console boats provide the best spread when shark fishing since baits can be positioned in the bow, amidships and stern.

We normally fish a three-bait pattern in that fashion. While whole mackerel and bluefish catch their share of makos, fillets of either species not only add sent to the water but are less likely to be missed since they're both easier for a mako to swallow and offer less chance for the hook to get buried in the bait. The farthest bait is set in the bow about 150 feet from the boat and down about 90 feet. The second bait is positioned amidships and about 100 feet from the boat and set at roughly 60 feet deep. The third bait is positioned at the transom and is set down at about 35 feet. Depending on water depth and temperature, raise or lower baits accordingly. A fourth rod is kept handy in case a shark swims by the boat at close range where the bait can be tossed at it. Styrofoam floats are used to hold the two farthest baits in position while the bait closest to the boat has no float. Reels are in free spool with the clicker on to indicate the runoff and prevent a backlash.

## FISH ON!

Ideally, a mako will pick up the scent of the chum, swim up the slick and grab the bait. When a runoff occurs, grab the rod while applying light thumb pressure to the spool and give a ten count. Push the lever drag to strike and wind the line tight to

remove any slack. Strike the fish two or three times and hold on! Have other crewmembers clear remaining lines to prevent tangles while also getting gloves, gaffs and tail ropes in position.

With a center console it's rare to have to move the boat to chase the fish, so use the boat to your advantage and carefully walk from bow to stern and side to side as needed. Once the shark is at the boat the angler should back off on the lever drag slightly to prevent a broken line in case it makes a run when a gaff or tag is placed. A bang stick or slug to the head will stun a mako prior to sinking the flying gaff, preferably just forward of the dorsal fin. Affix the tail rope to hang the shark from the boat keeping in mind sharks do not die quickly and care should be used before boating any shark.

Sharks provide a warm-up for big game anglers every year off New Jersey and although numbers and size of makos caught are down from that of a decade ago, they're still worth pursuing. Blue sharks averaging 75 to 200 pounds are common, and thresher sharks which can range up to 500 pounds are frequently caught as well. Pick your day, watch the weather and get out on the water. Play your cards right and you just may find yourself standing toe-to-toe and locked in battle with the "guy in the blue suit!" ♪



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# Stable Genius

The ingenious Seakeeper uses a gyro stabilizer to reduce boat roll by up to 95 percent.

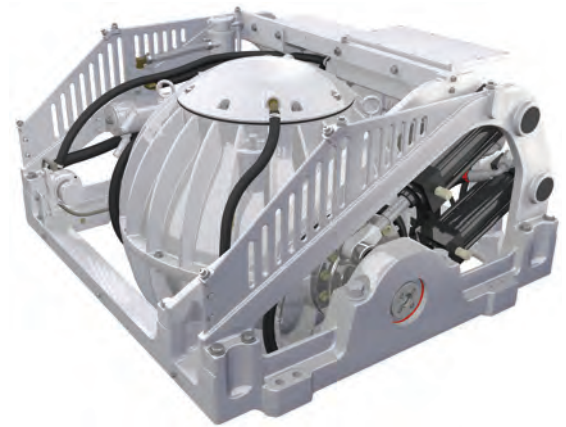
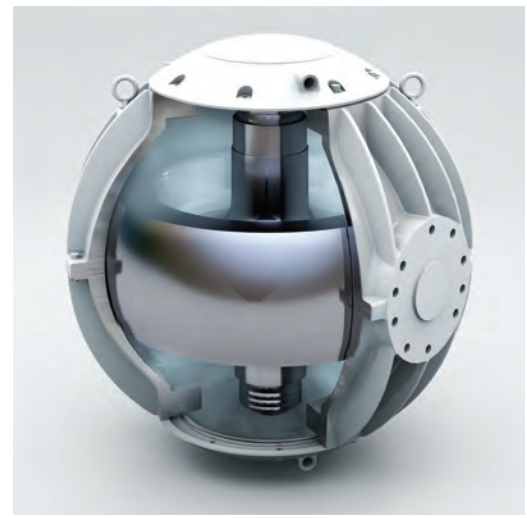
BY GREGG MANSFIELD

**C**ontrary to popular belief, not all boaters have cast-iron stomachs. For some of us, a few rogue waves and a day on the water can turn into misery.

For relief from seasickness, boaters often turn to over-the-counter medicines and acupressure bands. What if you could stop seasickness while out on a boat? The Seakeeper gyro stabilizer might be the solution for a pleasant day at sea.

"People who are new at boating, it kind of takes away a little bit of that anxiety and makes it a more comfortable ride for them and the seasickness, of course," said Kelsey Albina, communications manager for Seakeeper Inc. "The side-to-side roll is what most often causes seasickness, so giving people the ability who weren't able to boat before now have that opportunity."





**Seakeeper miniaturized the gyro stabilizer so it can be used for boats 27 feet and longer. The flywheel spins up to 9,000 rpm in a vacuum to keep a boat from rolling.**

Founded more than 15 years ago, Seakeeper has brought gyro stabilization technology to the recreational market that was once found only on large ships. Now boats as small as 27 feet can benefit from the stabilization technology. The Maryland-based company's mission has been to bring stabilization to the masses.

"The goal is to stabilize every boat and make it so that people look back and they don't remember what it was like when boats used to roll," Albina said.

Earlier this year we had an opportunity to test out a Seakeeper 2 on a 30-foot center-console model in Miami. Without the Seakeeper 2 doing its magic, the V-bottom was getting bounced around by wakes from boat traffic in the bay. After activating the Seakeeper, the boat stabilized within 25 minutes and was no longer upset by the wakes.

Two big guys on the boat tried to shift their weight around but the center-console model didn't budge, thanks to the gyroscope spinning 9,000 rpm behind the leaning post. Albina said the goal for every boat is at least 80 percent roll reduction and on the demo model in Miami it felt closer to 100 percent.

When the company was founded in 2003, the challenge was to miniaturize a gyroscope that was heavy and impractical for recreational purposes. Gyroscopes have been used on cargo and military ships for more than 100 years but designing one for smaller boats had its own challenges.

"If you look at an old photo, the person standing next to the gyroscope is like a little ant next to it, so it was really impractical for a lot of applications," Albina said.



# Seakeeper Review



Although this boat has the Seakeeper in the centerline behind the leaning post, the unit can be placed in the bow or transom and still provide stabilization.

After five years of research, engineers came up with a solution and launched the first Seakeeper in 2008, targeting vessels 50 feet and longer. Today the company offers seven recreational models and five HD models for boats from 27 feet and up. About 75 percent of Seakeepers are installed in new models but older boats can be retrofitted for the gyro stabilizer, Albina said.

"The coolest thing about our product is we spin the flywheel inside of a vacuum so you are able to cut the weight, halve the power requirements and it generates heat inside that vacuum so we've got a patented cooling technology that we use," she said. "We've been able to take that age-old idea of using gyroscopes for stabilization and make it practical for the everyday boater."

Because of the vacuum seal, Albina says the flywheel can spin three times faster than if there was air resistance and it protects critical components such as bearings and the motor from the harsh marine environment.

At the heart of the Seakeeper is the flywheel, which spins up to 557 mph to generate enough force to keep the boat from rolling. A cooling system pulls the heat from the flywheel and dissipates it through a glycol/seawater solution. The units are equipped with active control smart technology to gauge the sea and react.

The smallest unit—Seakeeper 2—weighs 414 pounds and is slightly larger than a cooler (24.8" length x 25.5" width by 20" height). For comparison, the Seakeeper 9 for boats 50 to 60 feet weighs 1,210 pounds and the dimensions are 33.5" length, 35.6" width and 28.3" height.

Seakeeper works with more than 200 boatbuilders where the boats have already been spec'd with the correct Seakeeper unit. For refits, a Seakeeper dealer determines whether a boat is a good candidate.

"The biggest challenge is space," she said. "A lot of people don't have giant holes waiting to accept more equipment on a boat that is already complete."

Refits generally require reinforcing the stringers and some glass work. The dealer will also determine if the boat needs an additional battery to run the Seakeeper 2 or Seakeeper 3, Albina said. The Seakeeper models for larger boats run on AC power or a generator.

The test model in Miami had a Seakeeper 2 on the centerline behind the leaning post. The units can be positioned belowdeck and it doesn't have to be on the centerline, Albina said.

Access is required for maintenance and the company recommends having the Seakeeper inspected every 1,000 hours. Technicians examine the brake bushings, hydraulic cylinders and flush the hydraulic oil lines, if necessary. On the larger Seakeeper units, Albina said the zincs need to be changed about every 150 hours.

The smallest Seakeeper for boats 27 to 32 feet retails for just under \$20,000, not including installation. Larger units such as the Seakeeper 16 costs \$109,900 before installation. While the system has a big sticker price, what's the price of comfort, especially those challenged by seasickness. ⚓

## CONTACT

Seakeeper, 410-326-1590,  
[www.seakeeper.com](http://www.seakeeper.com)

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# Mercury Racing Goes Big

The new 450R outboard delivers torque and top-end performance.

BY GREGG MANSFIELD







**The 450R is the largest outboard offering from Mercury Racing to date and is based off the architecture of its popular 350R. The 450R is available with two gearcase options including a surface-piercing Sport Master gearcase and a 5.44 HD gearcase for traditional submerged applications.**

**M**ercury Racing unleashed its new 450R outboard with much fanfare, a supercharged 4.6-liter V8 that produces 40 percent higher torque than its sister 400R outboard.

Center Console Life was present on the official unveiling of the outboard during a media event in late June in Nashville, Tennessee, to showcase the outboard that was more than three years in the making. The new 450R outboard will have instant appeal to center-console boat owners who are looking for a powerful but lightweight outboard engine package.

"This was established for our customers because they want bigger boats and they want a small lightweight package and that's what our team focused on," said

Stuart Halley, general manager for Mercury Racing. "It's just the great result that a company like Mercury Racing can provide and where you've got guys with that passion and dedication."

Mercury Racing showcased the new 450R with 10 boats powered with the new outboard during the company's media event on the Cumberland River in Nashville. From a twin-engine Wright Performance 420 Cat to Cigarette Racing's Tirranna 59 with six engines, the power package delivered strong acceleration and top-end performance.

The Fond du Lac, Wisconsin, company used the architecture from its 350R to design the new 450R. The proprietary 64-degree aluminum block is topped with aluminum cylinder heads with a Mercury Racing Quad Cam Four Valve (QC4) design and double overhead camshafts (DOHC). The valve train features a high-performance intake cam profile and race-spec Inconel exhaust valves. The camshafts are chain-driven and run in an oil bath so there is no timing belt to maintain.

A 2.4-liter belt-driven twin-screw supercharger delivers pressure charging with zero lag for instant throttle response. The best part for consumers is the 450R runs on 89-octane fuel.

"We don't just launch engines, we launch platforms," said David Foulkes, CEO of Brunswick Corp., which owns Mercury Racing. "Platforms have expansion capability

and this one always had expansion capability. We're pushing it and pushing it."

Engineers had to work within the restraints of the existing 350R cowling, said Jeff Broman, director of engineering for Mercury Racing. If the company were to design a new cowling, the project would have been delayed years and require millions more in investment.

"The biggest challenge for us was packaging," Broman said. "It was difficult getting it all to fit inside this really tight package. A lot of iterations in CAD and it was pinching millimeters."

Broman said they used the same block as the 300R and the cylinder plates are basically the same for the 450R. The latest outboard has a new high-capacity oil cooler, high fuel flow injectors and wire harness that are unique to the 450R. The peak cylinder pressures are similar to the 300R.

"As we were designing those other models, we had this in mind," Broman said about the 450R. "We knew this was the long-term goal. As we're designing the V8 plan for up to 300 hp, we knew this was coming."

Mercury Racing said the 450R is more than 300 pounds lighter than competitors and its power-to-weight ratio is unmatched. Broman said engineers looked at each part to shave weight and the result is a 450R outboard that weighs 689 pounds.

During demo rides in center-console boats and performance catamarans, the new



## Mercury Racing 450R



**The 64-degree aluminum block is topped with aluminum cylinder heads with a Mercury Racing Quad Cam Four Valve design and double overhead camshafts. The camshafts are chain-driven and run in an oil bath. The best part is the 450R runs on 89-octane fuel.**

outboard delivered as it was put through its paces. Instant throttle response and the power was smooth all the way up to the top rpm range of 6,400.

Trond Schou, owner of Nor-Tech High Performance Boats in Fort Meyers, Florida, calls the torque on the 450R "amazing" and accelerates like a small boat. Schou said the torque will appeal to buyers more than top-end speed.

"If you don't mind spending the money, this a fantastic package," said Schou after running the 450 Sport with four 450R outboards. "I see a lot of people going with the quad setup on the 39, they'll choose to go with three instead."

Marine Technology Inc. had its MTI V-42 with quad outboards available for demos. Tim Gallagher, director of sales and market-

ing for MTI, was impressed too with the acceleration the 450R outboards deliver.

"Does the back of your neck hurt from all that torque? It's a big step from the 400 going into the 450," Gallagher said. "You feel that additional torque, little bit more horsepower, but the torque is what you really notice. It just livens things up.

"This boat loves the 400s, it runs great but just taking it to the next level and I think the heavier you make the boat when you have all your friends on there, full load of fuel, you're taking your trip to the Bahamas, that extra torque is going to be a benefit for you."

Gallagher said he's looking forward to seeing the new outboards on the company's V-57 Center Console, which is available in triple or quad outboards. Fully loaded, the center-console model weighs nearly 30,000 pounds and the added torque will be ideal, he said.

The 450R accommodates 26-inch center-to-center mounting on multi-engine transoms, ideal for maximizing transom space on new boats or re-powers.

Another neat feature is owners can run the engines in a quiet mode or with the touch of a button can allow for a throaty high-performance sound.

The 450R is available with two gearcase options. The surface-piercing Sport Master

gearcase, which is for boats faster than 85 mph. The outboard is also available with a 5.44 HD gearcase for lower-speed and traditional submerged applications.

Mercury Racing showcased the powerplants on wide cross-section of boats including a Nor-Tech 450 Sport, MTI 340X Cat, Wright Performance 420 Cat, Mystic 3800 Cat, Cigarette Tirranna 59, as well as Formula 430 SSC, MTI V-42, Midnight Express 43, Sea Ray SLX-R 350 and Yellowfin 36 Offshore.

Mercury Racing has been building the outboard since March and started shipping the engines instantly to manufacturers. Steve Miller, director of marketing, sales and service for Mercury Racing, said the engines this year will go to select boatbuilders with a wider audience in 2020.

The product comes with a limited three-year warranty and consumers can purchase up to an additional five years of coverage. The outboard is available in Cold Fusion white and Mercury Phantom Black. Devil Red Eye, Graphite Grey and Carbon Fiber accent panel kits are available to custom-match to the boat. The MSRP for the 450R is \$53,000 to \$64,000, the company said.

Halley said the company has more products in the pipeline but doesn't want to tip its hand.

"We're not going to take a victory lap, in fact, arrogance is very dangerous in this industry," Halley said. "You look at companies that get arrogant and they're not around long." ⚓





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# Tiara Sport 43 LS

**B**oating is about being social and spending time on the water with family and friends. Few boats deliver the social aspect as well as the Tiara Sport 43 LS that is the third model in the Tiara Sport LS Series.

With a spacious bow and abundant seating in the transom, there is plenty of room to socialize whether at the docks or chilling at the favorite sandbar. Everything about the 43 LS screams luxury from build quality to the amenities.

The 43 LS made its debut over the summer and with a base price of nearly \$900,000 the boat is aimed at the buyer seeking performance and high-end accommodations. Power for the 43 LS are triple Yamaha XF 425 outboards that delivers a top speed of 54.6 mph at 6,067 rpm during a test on Lake Michigan, according to Tiara Sport.

The optimum cruising speed is 32.6 mph at 4,000 rpm and with a 400-gallon tank the boat has a range of 267 miles. In the lone acceleration test, the boat ran from 0 to 30 mph in 8.8 seconds. For a 43-foot boat with a 13-foot beam that weighs 21,800 pounds dry, the 43 LS delivers the goods.

Tiara Sport uses an infused fiberglass structural grid system and the transom is reinforced with a patented grid. The hull is hand laminated with balsa-cored hullsides and the walking surfaces are reinforced for added strength.

The 43 LS is loaded with standard features and the cockpit is a prime example. Designers provided seating for four people with a double width helm seat that can be electrically adjusted fore and aft and has flip-up bolsters. The outer companion seats have flip-up bolsters and fold-down footrests.

Electronics include two 16" Garmin GPSMAP displays, a Yamaha CL7 touchscreen, Garmin autopilot and a Garmin VHF radio. The cockpit also includes a Marine Air System 24,000 BTU air-conditioning system with reverse cycle heat.

Just behind the cockpit seating is a galley

with a Corian countertop that includes a hot/cold water faucet, two drawer unit refrigerators, a Kenyon electric grill, tilt-out removable waste receptacle and a spot for a 50-quart carry-on cooler.

Protecting the cockpit from the sun is a molded fiberglass hardtop with a skylight. A TV automatically flips down from the hardtop for entertainment and the electronics are protected from spray by a custom windshield system. The builder included red/white LED overhead lighting and multicolor LED "dramatic lighting" that can be controlled by a remote control.

Down below designers made great use of the space by including two two-person sleeping berths with one of the mattresses folding to provide additional stowage. Tiara Sport included air conditioning, microwave and an LED TV with a Blu-Ray DVD player. The fully enclosed head compartment has a VacuFlush toilet, vanity with a mirror and a fiberglass stall shower with a curtain.

Seating is more than abundant on the 43 LS whether in the bow or stern. On the bow there is a forward-facing chaise lounge with footrests and bow seating that converts into a sunpad. On the transom, designers incorporated an aft-facing bench seat just behind the leaning post and a U-lounger. Both the bow and transom seating come with teak tables for family and friends to share a meal.

Tiara Sports packed a lot into the new 43 LS and buyers won't be left wanting more.

## SPECIFICATIONS

LOA	43'6"
Beam	13'
Dry Weight	21,800 pounds
Max. Power	1,275 hp
Price w/triple Yamaha XF 425	\$892,890

For more information:  
[www.tiarasport.com](http://www.tiarasport.com)









# Solace 345

**L**aunching a new boat company can be challenging, especially in a market with so many established center-console boat manufacturers. SOLACE Boats knows the challenges but is confident its new 345 center console will stand out from the crowd.

Founded by Stephen Dougherty, who was an executive with Boston Whaler and co-founded Everglades Boats, SOLACE Boats' first model has broad appeal to day boaters and anglers alike. What sets the 34-foot boat apart from other center-console boats on the market is the transom that extends aft between the two Yamaha outboards. The unique transom design—dubbed a FishThru transom—allows the boat to run in shallow water.

"We've taken and moved the motors outward and we've changed the dynamic of what the transom is on a boat," said John W. Moe, marketing director for SOLACE Boats. "Now we have a center console that has a swim platform and the ability to fish through the motors, not over them."

Dougherty designed the boat from scratch, drawing on his years of experience in the marine industry. He turned to his in-house engineering team to design and build the parts for the 345. The boat is being manufactured at the company's facility in Edgewater, Florida.

A unique feature that will appeal to con-

sumers is the workstation behind the leaning post that includes an aft-facing bench seat. The seating for three people retracts into the console when not in use, providing access to the Corian countertop with a dual basin sink that has a faucet and freshwater shower. Below the sink is dual refrigerator and freezer along with three drawers, all finished with stainless-steel faces.

Access to the cabin was easy thanks to a pantograph glass door, which slides open to create an access large enough to fit a surfboard. A window and door provide plenty of natural light to the cabin, which has headroom for a 6-foot-5 person to stand comfortably. Other high-end features include a head with macerator, an illuminated glass sink and air conditioning. The settee converts to a bed that sleeps two people.

For the helm, the builder integrated a hardtop with a windshield that opens hydraulically. The station includes three Billfish series flip-up bolsters and armrests. Electronics include an array of Garmin products consisting of radar, VHF radio and dual 8617 multifunction screens.

Buyers can also opt for a buggy top to operate the boat while fishing. The top station has a steering wheel, joystick piloting and stereo control. When the buggy top isn't in use, it folds away.

Anglers are in heaven on the 345 as it includes two 45-gallon pressurized live

wells and a seachest with dual oversized strainers. SOLACE also included fishboxes to port and starboard. Other fishing goodies are TACO GS 500 HD outriggers, 20-foot carbon-fiber telescoping poles and storage for up to 18 rods.

Moe said the boat's versatility is appealing for buyers, who are looking for it all in their next center-console boat. The boat starts at \$650,000 and the price includes a Seakeeper, which Moe said reduces roll by 90 percent.

"You have a boat that is so beautiful and capable at the same time," Moe said. "You can be fishing offshore on the reef at 6 in the morning, you can be at the sandbar with your family by 10 and you can be to the five-star restaurant in a sport coat in the evening all done on one boat, one trip and you never have to touch land if you don't want to."

## SPECIFICATIONS

LOA:	34'
Beam:	10'6"
Weight w/ engine:	NA
Max. Power:	850 hp
Price w/twin Yamaha 425 outboards:	Starting at \$650,000

For more information:  
[www.solaceboats.com](http://www.solaceboats.com)









A high-angle, close-up shot of the bow and side of a Grady-White Canyon 326 center console boat. The boat is white with a light green stripe along the gunwale. It is moving through deep blue water, creating a white wake. The boat's interior features tan vinyl seating and a dashboard with various controls. A stainless steel anchor is visible at the bow.

# Grady-White Canyon 326

Looking to fill a niche in its product line, Grady-White Boats has introduced the Canyon 326 that combines fishability and comforts for family cruising and entertaining.

The center-console boat has an expanded beam that features three contoured captain's chairs with flip-up bolsters and footrests. Standard built-in swim platforms on the port and starboard sides, along with a transom and a port-side door, make getting on and off at the dock or from the water quick and easy and helps land the big catch too.

"This boat fills a niche in our model line. It's perfect for the owner that wants more room than the 306 but isn't ready

to jump to the 336," said Joey Weller, vice president of sales for Grady-White, in a press release. "Its numerous built-in features, the latest in innovative design, style and comfort combined with a variety of options makes the 326 a great addition to our already extensive line up."

Protecting the electronics area is an integrated, scratch-resistant windshield. The console includes an electronics area, compass, hydraulic tilt with power-assist steering wheel and a windlass remote switch. The fiberglass T-top with painted aluminum frame includes a radio box, storage net, LED recessed lights, spreader lights, four rod holders, radar flat and

outrigger plates.

The Canyon 326 is available with twin Yamaha 300 or Yamaha 350 outboards. With a 327-gallon fuel capacity, the Canyon 326 has plenty of range to get to your favorite fishing grounds.

Anglers will love the 32-gallon full column, recirculating raw water live well that is lighted. Grady-White included three insulated fish boxes with two 180-quart boxes to port and starboard and one 318-quart box in the transom. Buyers can add an optional 38-gallon livewell for more baitfish capacity.

This boat is full of conveniences with fresh and raw water washdowns at the front and back, as well as clear access to





the anchor through a bow-walk-through and a standard anchor windlass. The deluxe leaning bar features a rigging station with freshwater sink and faucet, lockable storage drawers and tackle trays as well as built-in removable trash can storage. There is also an easy access engine flushing system to make maintenance a breeze.

Grady-White touts that the Canyon 326 can be quickly converted for excursions with family and friends. Seating includes a foldaway aft bench seat, port and starboard fish boxes in the bow are cushioned with foldaway backrests. Additional seating for two is available on

the forward console.

"When we set out to design this boat, innovation, high functionality and luxurious comfort were at the forefront," said Christian Carraway, Grady-White's design engineer. "The all-new Canyon 326 includes the abundant stand-out features found in every Grady-White, including our exclusive and unrivaled SeaV<sup>2</sup> hull.

"Even on weather-challenged days, the boat has a phenomenal ride and handles with smooth precision, giving the captain and crew more great days on the water."

Grady-White said the Canyon 326 will

be offered with options including a bow thruster, battery charger and dockside power, a grill, a refrigerator and retractable shade, outrigger kit, a casting platform with cushion and table option.

#### SPECIFICATIONS

LOA	33'1"
Beam	10'9"
Weight w/o engines	8,500 pounds
Max. Power	700 hp
Price w/twin Yamaha 300 outboards	NA

For more information:  
[www.gradywhite.com](http://www.gradywhite.com)



# Twin Vee 240 CC PowerCat



**S**ince taking ownership of Twin Vee PowerCats three years ago, owner and CEO Joseph C. Visconti has had an unrelenting drive to upgrade the quality of the company's boats. The 240 CC PowerCat, which was released in May, is a prime example of the drive for excellence.

The catamaran was released as the Fort Pierce, Florida, company is celebrating its 25th anniversary. It's been a popular model with Twin Vee reportedly selling 60 boats since its debut. It's easy to see why as the catamaran packs a lot into a 24-foot frame.

"(We) needed to have every attribute that is in a larger boat," said Preston

Yarborough, director of product development and vice president for Twin Vee. "It has dual live wells, insulated coolers. We packed a lot into that footprint."

The 240 CC PowerCat appeals to anglers because it offers far more deck space to fish than a V-bottom boat. Potential owners hesitant about driving a catamaran should get behind the wheel of a 240 CC, Yarborough said. The boat delivers a stable ride and excellent fuel economy, he said.

Base power for the 240 CC is a pair of 115-hp Suzuki outboard engines. In a factory test with 150-hp engines, the twin-hull boat had a range of more than 200 miles on run-

ning 34 mph on its 90-gallon tank. The 240 CC took 5.82 seconds from 0 to 30 mph.

The 240 CC is loaded with standard features that are must-haves for anglers including a 30-gallon fish boxes with macerators, a 10-gallon insulated cooler box, a 36-gallon live well and built-in rod holders. Additional stowage includes 110-quart bins in the bow and insulated built-in coolers in the bow and stern.

The helm offers the basics including tilt hydraulic steering, a lockable storage area, USB charging ports, a Ritchie Voyager compass and 13 toggle switches with blue back-lit lighting. The two-person helm seat





comes with footrests and can be operated standing up or sitting down. Twin Vee offers an aluminum Weblon Soft Top or fiberglass T-top as an option. The fiberglass T-top comes with an anchor light, spreader light, rocket launchers, electronics box and outrigger pads.

Seating is more than abundant on the 24-foot boat. There is a two-person seat in front of the console and a large wrap-around seating area in the bow. The cushions and backrests can be removed to provide more space for fighting fish. Buyers can either opt for a 65-inch folding stern beach seat or an 85" Engel cooler.

To access the transom, Twin Vee provided a walk-through with an entry door. A stainless-steel multistep ladder stows away when not in use.

The 240 CC PowerCat has an 8'8" beam that makes it easy to tow, an appealing attribute for buyers who have a long drive to get to their favorite launch ramp.

Since Visconti took ownership of the company, much of the hardware is built in-house to control quality. Twin Vee has five CNC machines and can thermoform hatches and other parts. The company uses premium stainless-steel cleats and Gemlux tension hinges throughout the catamaran.

The 240 CC PowerCat is a versatile offering and with a base price of \$84,680, it's priced right for the everyday boater.

#### SPECIFICATIONS

LOA	24'
Beam	8'8"
Weight	3,500 lbs.
Max. Power	300 hp
Price w/twin	
Suzuki 115-hp outboards	\$84,860

For more information:  
[www.twinvee.com](http://www.twinvee.com)



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# Worth the Money

Check out these 10 terrific center-console boats that cost less than \$100,000.

BY GREGG MANSFIELD AND BARRY GIBSON

**T**oo often boat buyers make their decision on the price tag because it fits within their budget. While commendable for staying on budget, they might have buyer's remorse later. Price is only one factor in whether a buyer will be happy with their new center-console.

For this roundup, our editors looked for models that delivered great value for the money. The criteria for our editors was to pick center-console boats that cost less than a \$100,000 and can be towed easily by the family SUV. The exercise turned up many boats that fit our criteria but as we drilled down the new models on the following pages stood out.

The center-console boats are filled with standard features such as T-tops and bountiful fishing features—items that were must-haves for our editors. The boats have power plants from Yamaha, Suzuki, Mercury and Evinrude, and offer excellent performance for the money.

Check out these boats that deliver value without busting the budget.







10  
GREAT BOATS UNDER  
\$100K





# Cobia 240 CC

**T**he new 240CC is the latest Cobia to seamlessly mesh tournament capability, family comfort, and style into a single package. Built on a proven hull with superior fuel efficiency and open water running performance, the contemporary deck layout maximizes form and function. A wide-open cockpit with level floor from bow to stern, twin 33-gallon fish boxes, a 28-gallon live well, and a standard aft tackle station are designed to meet even the most hard-core anglers' needs.

When the fishing is finished, the 240 CC is equally adept as a platform for hosting an elegant sunset cruise or spending a casual day sandbar hopping. Passengers and guests will appreciate all the bigger boat amenities such as the forward entry

walk-down head, hideaway rear bench seat with backrest, and the upgraded cushion package that includes double-bolstered helm seats and forward-facing backrest for the bow.

Additional 240 CC standard features include four stainless rod holders, under-gunwale rod storage, a recessed bow rail, hydraulic tilt steering, trim tabs, and freshwater washdown. Options are numerous, including 27 color and trim choices, T-top, a variety of Garmin and JL Audio electronics, outriggers, helm seat tackle station, battery charger, underwater lights, windlass, electric head, power-assist steering, powder-coating packages and a trailer.

Engine options include a single Yamaha F300, as well as twin 115 horse-

power or twin 150 horsepower Yamahas. The 240 CC from Cobia can also be ordered with no motor if another brand is desired.

S P E C I F I C A T I O N S	
LOA	23'7"
Beam	8'10"
Approx. Weight w/o Engine	3,500 lbs.
Max. Power	300 hp
Price w/Yamaha F300	\$81,060

**Stand-Out Features:**  
Forward entry walk-down head  
27 color and trim choices  
Underwater lights

[www.cobiaboats.com](http://www.cobiaboats.com)





# Key West 219FS

Since its introduction, the 219FS has been one of the company's most popular models and shows no sign of slowing down. It offers much to the on-the-water family—and a competent offshore fishing package mated to numerous creature comforts such as full-width bench seating in the rear, generous changing/portable toilet room under the console, standard seating in the bow complete with removable backrests, side, and bow cushions. Cupholders abound throughout, and the boat can be custom rigged with everything from a ski tow to outriggers.

At 21'9" and an 8' 6" beam, the 219FS is one of the largest in its class, with more floor space, rod storage, and dry storage than many comparable models. Screens up to 12" can be flush-mounted on the dash panel. All Key West boats are built to be unsinkable,

providing an extra margin of safety for family and friends.

Standard features include no-wood construction, a foam-injected stringer system, closed-cell positive foam flotation, and a bow casting deck, 20-gallon live well, SeaStar Solutions hydraulic steering, and a molded-in swim platform with telescoping ladder.

Other features include a swinging transom door, bench seat with snap-on cushion and backrest, molded-in front console seat with storage underneath, trim tabs with indicators and auto retract, and an engine builder-matched analog gauge package.

Options are many, and include a T-top with radio box, spreader lights, and rocket launchers, twin captain's chairs, casting seat, a live well in the console, windlass with remote control, power-assist steering, freshwater

shower, portable toilet, a removable ski pole, a stereo with MP3 port, upgraded premium stereo and speakers, hard top, bow cushion, aluminum or stainless Bimini top and boot, outriggers, a high bow rail, and a variety of Sunbrella covers.

## SPECIFICATIONS

LOA	21'9"
Beam	8'6"
Approx. Weight	2,250 lbs.
Max. Power	250 hp
Price w/200 hp Yamaha	\$60,850

### Stand-Out Features:

*One of the largest boats in class  
Unsinkable no-wood construction  
Anchor windlass with remote control*

[www.keywestboatsinc.com](http://www.keywestboatsinc.com)





# NauticStar

## 22 XS

One look at the NauticStar 22 XS and there is little doubt the model is designed for fishing. From the spacious lay out to the insulated fish boxes, the 22 XS is worth considering for the first-time boat buyer who loves fishing.

The V-bottom is loaded with amenities that anglers demand including 20-gallon insulated fish boxes to port and starboard under the U-shape bow seating. A 15-gallon cooler under the console seat can be converted to a live well. NauticStar includes a 30-gallon bait well as standard on the transom.

Additional features that add to the fishability are an in-floor cast net/bucket stowage in the sole in front of the console. Up to six rods can be safely stowed away in the port and starboard gunwales, a smart use of space on a 22-foot boat.

The 22 XS doesn't come with a T-top and buyers would be wise to add one for shade and to increase fishability. An aluminum frame T-top with black canvas runs about \$5,000 and a high-end fiberglass powder-coated T-top with LED map lights will set buyers back \$9,665.

NauticStar provided seating for two at the helm and no doubt buyers should spend the extra money for the flip-up bolsters. The helm includes a curved windshield and a basic gauge package but also has room for two large chart plotters.

Access to the head console is through a door on the port side and a small window lets in natural light. The space is large enough for a portable toilet or can be used for additional stowage.

Base power for the 22 XS is the Yamaha

F150XB and buyers can upgrade to the Yamaha F200XB or Yamaha F250XB. With the 200-hp outboard, the 22 XS was on plane in 3.89 seconds and had a top speed of 46.4 mph at 5,900 rpm.

### SPECIFICATIONS

LOA	22'3"
Beam	8'6"
Weight w/ engine	2,600 lbs.
Max. Power	250 hp
Price w/Yamaha F150XB	\$57,039

#### Stand-Out Features:

Dual insulated fish boxes

LED navigation and courtesy lights

Flip-up/down bench seat with backrest

[www.nauticstarboats.com](http://www.nauticstarboats.com)





# Pro-Line 23 Sport

**F**or anglers looking for a pure fishing machine, they would be smart to look at the Pro-Line 23 Sport. Large enough to handle offshore conditions but the boat is small enough to trailer without having to buy a new tow vehicle.

While the 23 Sport has family-features such as removable bow cushions and integrated dive platform with ladder, make no mistake Pro-Line designed the model for anglers. The main cockpit area is spacious with wide catwalks and a nonskid sole to reel in the big catch.

Once the fish are onboard, the fish can go into the 60-gallon fish boxes (with overboard drains) in the bow. Bait fish can be stored in an 18-gallon illuminated well on the transom's port side. Especially appealing is the under-gunwale storage for the fishing rods.

The helm is functional on the 23 Sport and it includes hydraulic steering that tilts, AM/FM Bluetooth stereo, standard gauges and a pair of stainless-steel cupholders to the right of the controls. Pro-Line left ample space for electronics and buyers might be wise to add the Garmin GPS ecoMAP and Garmin VHF radio, an upgrade that costs \$2,470.

The 23 Sport comes standard with an aluminum leaning post with backrests and rod holders but we suspect most buyers will upgrade to a T-top canvas (\$4,845) or a fiberglass hard-top that includes a storage box, indirect lights, outrigger plates and rod holders. The hard-top upgrade runs \$10,000. If budget is an issue, Pro-Line sells a bimini top for \$1,340.

Pro-Line offers the 23 Sport with single

or twin outboards, giving buyers the option to choose from Mercury, Evinrude and Suzuki. According to the manufacturer, the V-bottom has a top speed of nearly 44 mph with a 200-hp engine on the transom and a range of 250 miles at wide-open throttle.

## SPECIFICATIONS

Beam	8'6"
Weight w/ engine	3,540 lbs.
Max. Power	300 hp
Price w/Suzuki 4-stroke	\$72,765

### Stand-Out Features:

10-year transferable hull structure warranty  
Head compartment with portable head  
Foam-filled fiberglass stringer system

[www.prolineboats.com](http://www.prolineboats.com)





# Robalo R242

**T**he Robalo R242 offers owners the best of both worlds—a serious sport fishing boat that doubles as a family boat. It’s easy to see why the R242 is one of the best sellers in the Robalo center console lineup, which spans 16 to 29 feet.

Anglers will love the fish boxes and live well capacity on the R242 including the two 30-gallon fish boxes on the bow and a 27-gallon fish box aft. The leaning post had dual flip-up bolsters with four rod holders and a 72-cooler. Additional tackle stowage is available on the port side in a removable box and there is room to stow up to 10 rods on the boat.

Day boaters will love the creature comforts including a private head in front of the console with a portable toilet. The bow comes standard with a removable cushion, great for the kids to lay out while at a favorite sandbar.

A transom door provides access to the water and a three-step ladder is a nice assist climbing back into the boat. The crew can then clean off using the freshwater shower.

Other standard features buyers will appreciate are a premium stereo system with a Sirius-capable tuner and four speakers, and LED navigation and cockpit lights. (Robalo offers blue LED underwater lights as an option.) Operators will also like the SeaStar tilt hydraulic helm and the digital gauges that come standard on the single-engine model.

Robalo doesn’t include the top as standard but buyers can opt for a canvas top (starting at \$1,380) or a hard top (starting at \$5,770). Buyers can choose from seven upholstery colors with no upcharge.

The running surface uses Robalo’s HydroLift hull design, which the builder says delivers stability and performance. Robalo

includes as standard trim tabs with an indicator, allowing the operator to smooth out the boat in rough water conditions. The R242 is offered with Yamaha outboards in single or twin engines with a maximum horsepower of 350.

## SPECIFICATIONS

LOA	24'
Beam	8'9"
Weight w/ engine	4,800 lbs.
Max. Power	350 hp
Price w/Yamaha F300UCA	\$73,995

**Stand-Out Features:**

LED cockpit lighting

Abundant fish boxes

5-year limited component warranty

[www.robalo.com](http://www.robalo.com)



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# Sea Fox 228 Commander

**T**he newly-redesigned 228 Commander from Sea Fox is intended to exceed the needs of the most demanding owner and to accommodate the family. All the necessities for serious fishing are provided, as are family-friendly amenities, which combine to offer a distinctive and versatile center console. Built with a composite, 18-degree deadrise hull and deck with an isothalic and vinylester gelcoat, the 228 has a self-bailing cockpit with stainless grates, and a long list of standard features. Those features include a T-top with spreader lights, anchor locker, automatic bilge pumps, compass, full instrumentation, SeaStar Solutions hydraulic steering, trim tabs, forward seats with backrests,

a portable toilet in the console, live well with aquarium window, bow storage/fish box, rod storage, raw-water washdown, full upholstery including coaming padding, and a limited lifetime warranty on the hull. Options are numerous, such as a through-hull anchor windlass system, a selection of hull, canvas, and boot stripe colors, a choice of factory-installed Garmin GPS/Fishfinders, a two-bank battery charger, LED lighting, tackle center underneath the leaning post, hard top, T-top electronics box, and an Infinity stereo system. Buyers can also add an electric toilet with a 12-gallon holding tank, freshwater wash down with a 12-gallon tank, bow

table, powder coating, Climate Cool system with two misters, and upgraded upholstery. The 228 holds 90 gallons of fuel and has an eight-person capacity.

SPECIFICATIONS	
LOA	22'4"
Beam	8'6"
Weight	2,700 lbs.
Max. Power	250 hp
Price w/ F200Yamaha	\$63,987

**Stand-Out Features:**  
Climate Cool misting system  
Electric head and holding tank  
Lifetime limited warranty

[www.seafoxboats.com](http://www.seafoxboats.com)





# Sportsman Boats Open 242 Center Console

**S**portsman Boats' Open 242 Center Console is loaded with standard features that are often options on models in the same price range. Take the fiberglass hard-top with LED lighting or the dual chair leaning-post with flip-up bolsters, which are standard on the Sportsman. Most competitors would charge thousands for the upgrades.

Other terrific standard features on the 242 Center Console include a Garmin VHF 110 radio with antenna, underwater lights and bow filler cushions. Even the stereo system rivals those found on higher-end boats. The boat comes with a JL Audio MediaMaster MM50 unit and eight JL Audio M3-650X speakers—double the speakers typically offered by builders.

Even the helm has offerings that aren't typical for a boat that starts at \$80,655. Sportsman includes a 12-inch Garmin

GPSMAP unit directly in front hydraulic helm with tilt steering. Other goodies has a compass, Garmin VHF radio, two USB plugs to charge phones and a lockable console storage. The dash panel cover and stainless-steel switches provide a clean look.

Anglers will appreciate the 25-gallon rear live well with a high-speed pick up to ensure consistent water supply even at higher speeds. There is an additional 12-gallon built-in console cooler. Sportsman also included a toe rail on the port and starboard side to help bring in the big fish. When the fish aren't biting, up to six full-length rods can be stored in the gunwale.

After a day on the water, guests can wash off thanks to a 13-gallon freshwater tank. Sportsman also offers a raw water washdown, perfect for boats who do most of their fishing on lakes.

The 24-foot model is only available with a single Yamaha outboard. Standard power is the reliable Yamaha F250XB but buyers can go up to 300 horsepower. The extra horsepower will add about \$3,400 to the price but delivers a top speed of 49 mph at 5,900 rpm.

## SPECIFICATIONS

LOA	23'8"
Beam	8'6"
Weight dry	3,400 lbs.
Max. Power	300 hp
Price w/ Yamaha F250XB	\$80,605

### Stand-Out Features:

*Fiberglass hard-top with LED lighting*

*Underwater lights*

*JL Audio stereo system with eight speakers*

[www.sportsmanboatsmfg.com](http://www.sportsmanboatsmfg.com)





# Tidewater Boats

## 232 CC Adventure

**W**hen Tidewater Boats was launched 13 years ago, the owners' mission was to build the best boats for the money. The 232 CC Adventure certainly fits with the South Carolina builder's mission statement.

The center-console model has standard features such as a fiberglass T-top and a recessed anchor with windlass that are often options on other models in the 20-foot range. With seating for up to 10 people, the 232 CC Adventure has abundant space for people and gear for a day on the water.

Basic power for the 232 CC Adventure is a Yamaha F250 outboard with a top speed of 48.7 mph, according to the manufacturer. Cruising at 35 mph with the Yamaha turning 4,500 rpm, the center-console has a range of more than 300 miles. Tidewater offers outboards up to 300 horsepower for

the model.

The 232 CC Adventure has features often found on higher-end models such as the backlit carbon-fiber dash panel for the digital gauges. Standard is the tilt BayStar Plus steering though buyers can upgrade to power-assist steering. A glass windshield will knock down the wind and spray. The integrated fiberglass T-top and leaning post with a backrest ties the cockpit together. In the front of the console is a two-person seat with a cooler under the seat.

For the anglers there are 33-gallon fiberglass boxes to port and starboard as well as a 19-gallon aerated live well on the stern. A raw water wash down helps to clean up the boat after a day of fishing or a stop at a favorite sandbar.

Tidewater provided a neat seating feature on the bow with a swingout backrest to

make the seating area more functional. The rear bench tucks up and away, providing more room to move around the boat. A door to port provides access to the transom with a fold-up swim ladder for easy access in and out of the water.

### SPECIFICATIONS

LOA	23'8"
Beam	8'10"
Weight dry	3,200 lbs.
Max. Power	300 hp
Price w/ Yamaha F250	\$66,700

#### Stand-Out Features:

Fiberglass hard-top  
Swingout backrest for bow seating  
Backlit carbon-fiber dash panel

[www.tidewaterboats.com](http://www.tidewaterboats.com)





# Wellcraft 242 Fisherman

The 242 is a 24-foot center console that “raises the bar” for offshore fishing performance, but it’s certainly not just a fishing boat. Yes, it has a self-bailing cockpit, high freeboard, fish box, two live wells, and abundant rod and tackle storage, but the 242 is equally at home on a family outing or pulling water skiers and kids on tubes.

For instance, instead of a raised forward casting deck, the boat features two raised platforms, one on each side, which provide storage underneath and cushions on top, which create loungers with backrests. There’s a removable pedestal-mount table between them with cupholders, making a fine area for an al fresco lunch, and a filler cushion turns the bow one big sun pad.

The console features an oversize storage compartment that can double as a changing

room, and a portable toilet can be added. The dash can easily accommodate the largest of multifunction displays. The double-wide leaning post seat has a dedicated space for a 72-quart cooler, as well as four rocket-launcher holders on the aft face.

A transom walk-through provides direct access to the rear swim platform where there’s a four-step stainless boarding ladder. A rear seat can be folded flush against the transom for extra fishing room or when not needed. Cleats are pop-up style to prevent snagging fishing lines or toes.

Notable options include custom hull colors and combinations, seating, graphics/color, premium sound packages and a premium T-top.

The 242 is available with a choice of single or twin engines from Evinrude, Yamaha

and Mercury. It’s rated for twin 200s, but reaches speeds of 50 mph with a single 300. All in all, it’s a well-thought-out blend of serious fishing features and family-friendly amenities.

S P E C I F I C A T I O N S	
LOA	24’4”
Beam	8”6”
Approx. Weight w/Engine(s)	4,400–4,900 lbs.
Max. Power	400 hp
Base Price w/Mercury 250XXL	\$68,900

**Stand-Out Features:**

- Removable pedestal-mount bow table
- Variety of color combinations
- Two live wells

[www.wellcraft.com](http://www.wellcraft.com)





# Yamaha 210 FSH Sport

It might come as a surprise that Yamaha is one of the largest sellers of center-console boats in the 19- to 21-foot segment in the United States. Consumers love a good value and Yamaha delivers it with the six center-console models the company builds.

Our favorite from Yamaha is the 210 FSH Sport, which comes well-equipped with a starting price of \$47,500. Don't look for a Yamaha outboard hanging off the transom, instead the builder uses proven twin TR-1 High Output engines found in the company's personal watercraft. The 1,049 cc, three-cylinder, TR-1 gave designers options for the transom, which has water-facing seating, wet storage and a boarding ladder that tucks away.

The 210 FSH Sport appeals to both anglers and water sports enthusiasts. Anglers will appreciate the 26-gallon aerated live well, abundant rod holders, insulated fish box, a

trolling-motor mount and the 5-gallon bucket storage in the bow.

Kids will love the 210 FSH Sport because they can be towed behind on a tube or board without snagging the outboard. The twin engines provide plenty of power to get riders going and because of the jet-drive system there's no chance of cuts or bruises because of a prop.

The 210 FSH Sport comes standard with a hardtop with four rod holders that can be easily removed so the boat to be stored in the garage. Even though the 210 FSH Sport is a production boat, buyers can customize the helm. Yamaha includes as standard a 4.3" Connex touchscreens display, compass, Jensen marine stereo, three-position no-wake mode and rack-and-pinion steering.

Yamaha included a small head compartment that can be fitted with a portable head.

A gray curtain, which matches the teak-style marine mat flooring, provides excellent privacy. The bow was designed with young children in mind. The facing lounges have backrests and grab handles built into the padded gunwale if the water gets a little rough.

## SPECIFICATIONS

LOA	21'3"
Beam	8'6"
Weight dry	3,003 lbs.
Max. Power	NA
Price w/Twin TR-1 High Output	\$47,499

### Stand-Out Features:

*Transom space to hang out*

*Well-appointed helm*

*Privacy curtain for head compartment*

[www.yamahaboats.com](http://www.yamahaboats.com)



# EVINRUDE

## Three New G2 E-Tec Outboards



Evinrude is taking aim at the heart of the recreational boating industry with three brand new outboards.

BY BILL TAYLOR



For decades, Evinrude has been one of the big-time players in the outboard world. Along with sister company Johnson, Evinrude developed some of the most memorable motors in history including the first V8s. For the 2020 model year, Evinrude decided to take things in a different direction with three new outboards rated at 115, 140 and 150 hp, all built on a 1.9-liter inline 3-cylinder aluminum block.

Evinrude introduced the motors to members of the press from around the world at an event, at the Charleston Harbor Resort & Marina in Charleston, South Carolina. After a welcome cocktail reception, Tracy Crocker, the president of BRP Marine and other key team members presented the new motors to the assembled crowd before letting us experience the outboards ourselves later that afternoon.

### PRESENTATION NOTES

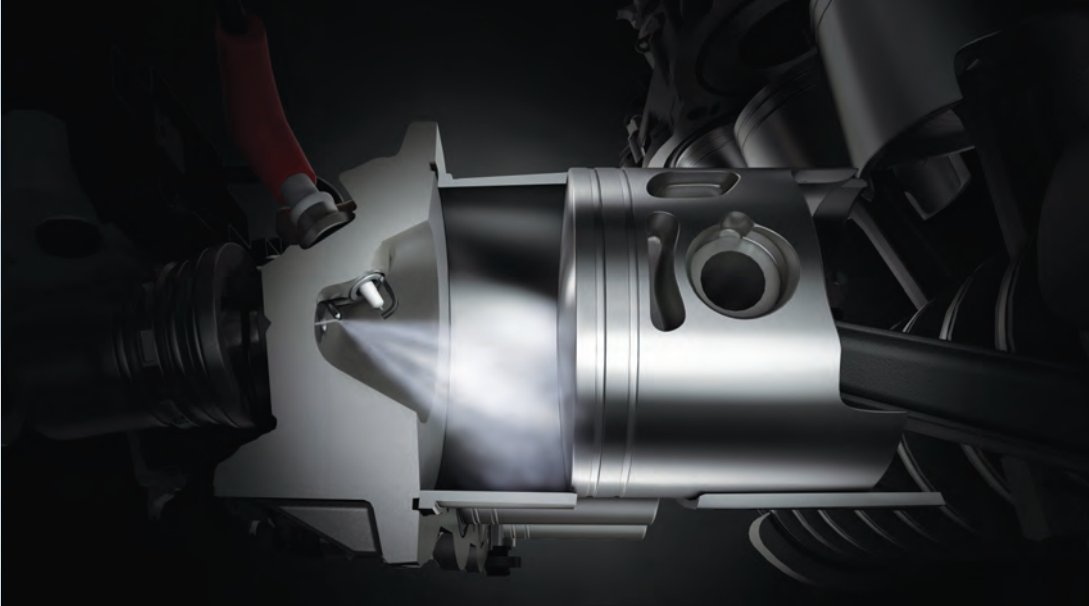
Evinrude designed the new motors to be easier to rig and easier to drive with electronic shift and throttle, automatic trim, digital instrumentation and custom cowling

colors. “We’re bringing that bigger boat user experience down to smaller boats,” says Karl Sandstrom, owner of Sandstrom Marine Consulting and a former product manager for BRP.

The new in-line three-cylinder all-aluminium Evinrude engine block has a bore and stroke of 3.854” by 3.25”. With a 20” shaft, the 115 HO has an estimated weight of 390 pounds while the 25” shaft 150-hp engine weighs just 430 pounds.

What’s truly unique about these engines, is that Evinrude is the only outboard manufacturer using direct fuel injection in a motor of this size range. In this system, each cylinder has its own high-pressure injector and the fuel is broken down into a finer mist in a process called stratification. Evinrude says this results in 30 percent more torque than previous models and between 15 and 50 percent better fuel economy. Emissions with the new motors are 75 percent lower than their predecessors, according to Evinrude and the company said that if emissions regulations become more restrictive, they can meet those numbers





Each cylinder features its own high-pressure injector that breaks the fuel down into a very fine mist.

without needing a catalytic converter.

Historically, it can be a challenge to get an in-line engine with an odd number of cylinders to run smoothly, so Evinrude installed balance gears on the top and bottom of the new motors' crankshafts. Think of it like a harmonic balancer on the crankshaft of an inboard or stern drive engine. The lower motor mounts are also set at a 25- to 30-degree angle to dampen vibration.

For gauges, Evinrude offers the Nautilus, a 3.5-inch diameter instrument plus 7.0-inch and 4.3-inch digital iCommand screens. The company has recently made the motors compatible with Simrad and Lowrance. They already have been working with Garmin and in the future, engine information will be displayed on Humminbird and Raymarine/FLIR products.



Evinrude's all-new RX3 and RX4 (pictured above) stainless-steel props provide more traction in the turns and better reverse thrust.

As far as joystick compatibility, Sandstrom would only say, "Stay tuned."

In the past year, BRP has acquired Alumacraft, Manitou and Telwater boats from Australia, all manufacturers of aluminum boats. Crocker said that the aluminum segment is a good place to start for Evinrude to build its market share.

## ON WATER TEST

We drove the boats with the now retired *USS Yorktown* aircraft carrier looming in the background on the Charleston waterfront. I was impressed with the power of these compact motors on a variety of boats that included Zodiac rigid-hulled inflatables, a Stingray 212 deckboat, a Key West and a Blazer single-engine center consoles, and even an Alumacraft with a 115 HO outboard with a tiller handle.



The all-new Evinrude G2 E-TEC 115 H.O.

**Below: These new outboards can be ordered in the widest variety of paint combinations ever offered, including primer making customization to match your boat so easy.**





# Evinrude Outboards



The USS Yorktown aircraft carrier was the backdrop for our on-water test down at the Charleston waterfront.

One of the running characteristics of their current generation of E-TECs two-stroke outboards that Evinrude has been challenged by customers to improve on is running noise. Those concerns have been addressed with the new motors. On every boat I drove, the motors were as quiet as any four-stroke I've operated. Additionally, the holeshot and mid-range punch were strong, which should make the motors good for towing watersports and for getting fishing boats on plane quickly.

The new outboards' 1.9-gallon two-stroke oil tank should last for about 50 hours, which is a typical season of use for most people. The midsection is new and no longer has a setback. It can be set up for cable, external hydraulic or available power steering that has to be ordered from the factory. Power steering adds about 25

pounds to the engine weight.

With the more compact design, the new motors can be installed on 26" centers, which makes them a good candidate for twins on a narrow-beam boat. This could make them popular for re-powers on a boat like an older center console for an owner who wants the redundancy of two engines when he heads offshore to do some fishing. Evinrude has also made a sensor plate to convert mechanical controls to digital shifting and it can be retrofitted.

Down low, the gearcase features a new shape and different water pickups. Evinrude has come out with RX3 and RX4 stainless-steel propellers. The RX3 provides more traction in turns and better reverse thrust, while the RX4 is designed for more overall bite for a variety of applications.

Instead of the removable side panels

THESE THREE NEW  
G2 E-TEC  
OUTBOARDS  
HAVE **75% LOWER**  
**EMISSIONS** THAN  
BEFORE

found on the current generation of E-TEC outboards, the new motors have a two-piece cowling that latches at the front. Owners can get the motor in white or graphite and colored side panels are available as an option. Additionally, customers can get the panels in primer and finish them on their own.

## SUMMARY

It looks like these new outboard motors – placed right in the heart of the mid-range power segment – could just be the start. Over the next five years, Evinrude plans to make product introductions every six months. Some will be motors and some will be boat specific. Just don't expect them to follow trends set by anyone else. We'll test them all. ∩



Whether in a triple-engine installation or single-engine installation the new E-TEC outboards look great and performed perfectly all day long.





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# *HOT SHOTS*



## *BACK SOON*

A Tiara Sport 38 LS with a pair  
of Seven Marine 627 engines  
is making some waves.

*Photo courtesy Tiara Sport*







# HOT SHOTS



## *FLYAWAY*

Catching some air during an event in Maryland this summer was a Sunsation 32 CCX with twin Mercury Racing engines.

*Photo courtesy Randy Nuzzo and Poker Runs America*



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# CENTER CONSOLE DINING

# Waterfront

# Eats

**6** restaurants  
across the U.S.  
to visit by boat

BY GREGG MANSFIELD

**R**ather than driving to lunch or dinner next time, jump in the center-console boat and visit a restaurant where you can dock and dine. It's a great way to spice up a meal out and see the city from the water.

We checked in with fellow boaters across the country to give us some recommendations with a few caveats. The restaurants needed to have a good vibe, excellent food and docks nearby. Our fellow boaters provided us suggestions from California, Maryland, Massachusetts, Ohio, North Carolina and Florida. (Additional restaurants will be highlighted in upcoming Center Console Life issues.)

With fall quickly turning into winter, it's not practical to visit some of the restaurants until spring. But that can't stop boaters from dreaming.

The six restaurants featured are fun destinations that often feature patio dining and live entertainment. Let us know what you think. Bon appetite.





## Waterfront Eats



## YARD HOUSE

The tunes are loud and the beer flows freely at the Yard House, a favorite stop for boaters in Southern California. With a large patio overlooking the Shoreline Marina in downtown Long Beach, the spot is perfect for enjoying a warm evening.

The restaurant chain, founded in Long Beach, offers more than 150 beers on tap, many from local brewers. The Yard House offers a diverse menu including fish, pizza, steaks and hamburgers. Local favorites are the chicken enchilada stack, mac + cheese, and braised short rib ravioli.

The Yard House has a popular happy hour from 3 to 6 p.m., a perfect time to catch the sunset. Deals include half-priced appetizers such as ahi sashimi, poke nachos and pizzas. Beers are \$2 off and the half-yard beers are discounted by \$4.

There are a few courtesy docks near the Yard House but it can be tough to get a slip during the summer and on week-ends. The Shoreline Village features other restaurants and tourist-related stores and is worth a visit by boat or on land. The Queen Mary is nearby and Long Beach's revitalized downtown is a short walk.

**Yard House, 401 Shoreline Village Drive,  
Long Beach (562) 628-0455**

## NUEVO MODERN MEXICAN & TEQUILA BAR

For our money, one of the coolest spots to visit is Nuevo Modern Mexican & Tequila Bar on Lake Erie in downtown Cleveland. Nearby is the Rock & Roll Hall of Fame, Cleveland Browns stadium and just down the road is the Cleveland Indians stadium.

The restaurant offers 360-degree views of the Cleveland Skyline and thanks to the Rock & Dock at North Coast Harbor Marina, you won't get much closer to the action. Built three years ago, Nuevo Cleveland has a cool bar area with a "chandelier" of premium tequilas as the centerpiece. The menu features Mexican favorites including tamales, tacos and yummy chimichurri marinated flank steak.

Thanks to its prime location, the restaurant is popular with locals and tourists alike. During special events, reservations are a must to get a slip at the Rock & Dock Marina. Even during the week or weekend, it's recommended to book a spot. A slip rental costs \$30 for a 30-foot space for four hours or less and to overnight is \$60 a day. (Prices are higher for longer boats.)

**Nuevo Modern Mexican & Tequila Bar, 1000 East 9th Street,  
Cleveland (216) 737-1000**







## SUNSET GRILLE AND TEASERS DOCKSIDE BAR

When the White Marlin Open is done for the day, fans and participants head to Sunset Grille and Teasers Bar. The tournament, which is billed as the world's largest billfish tournament, takes place each August out of Ocean City, Maryland.

The restaurant and bar offers incredible views of the bay while sitting on the patio under an umbrella. With four bars, two dining rooms and plentiful seating, there are plenty of options to have a drink or enjoy dinner. During the summer, be prepared to wait as the popular waterfront restaurant can get busy.

Don't even think of ordering a burger or sandwich at Sunset Grille. The spot is known for its crab cakes—no surprise for a Maryland restaurant. Locals also rave about the crab, scallops and the sesame seed crusted tuna. Walk next door to Teasers Dockside Bar and enjoy live entertainment.

The restaurant and bar are located in the Sunset Marina, which is loaded with gorgeous fishing vessels. A few courtesy slips are available in the area but it might require an Uber to get to and from the restaurant.

**Sunset Grille and Teasers Dockside Bar, 12933 Sunset Avenue, West Ocean City, Maryland (410) 213-8110**

## THE BARKING CRAB

A trip to Boston isn't complete without a stop to the Barking Crab, a colorful seafood shack that is a waterfront institution. The restaurant is boisterous and that just adds to the charm of the eatery overlooking the harbor.

If you aren't a fan of seafood, you'll be out of luck at the Barking Crab. The menu is loaded with seafood items including mouth-watering crab cakes, lobster, fried scallops and crab rolls. The restaurant offers three versions of its lobster roll. A simple lobster roll with drawn butter, a traditional roll that includes mayo, celery and lemon preparation and a seasonal version. Locals recommend the hot crab dip (don't forget the melted butter) that comes with homemade chips.

Located in Boston's Seaport District, the Barking Crab celebrated 25 years. The seaport is one of Boston's most desirable locations and why multiple restaurants have popped in the neighborhood.

The Seaport District is a great spot to visit by boat but there are limited slips for boaters, especially at lunchtime on a busy weekend. If you are into making long-range plans, the Barking Crab is the perfect spot to watch the Fourth of July fireworks in the Seaport District.

**The Barking Crab, 88 Sleeper Street, Boston  
617-426-2722**





## Waterfront Eats



## PROVISION COMPANY

It's hard to imagine walking into a restaurant, grabbing a beer from the fridge, ordering food and self-reporting when it comes time to pay. The Provision Company is a throwback to a different era, where the honor system is still practiced.

The Southport, North Carolina, restaurant has Southern hospitality and some of the best seafood in the state. Expect to find long lines at the Provision Company, which looks more like a beach house than a restaurant, charter business and supply store. But that's the charm of place.

Open for lunch and dinner, the restaurant's limited menu appeals to seafood fans and picky eaters. The owners use family recipes to create such delights as crab cakes, grouper salad and conch fritters. The grilled yellow fin tuna sandwich gets high marks from locals as well as the steam shrimp. For those who are seafood-adverse, Provision Company has chicken, hamburgers and traditional salads. Make sure to study up on the secret menu before visiting.

There is plenty of dockage at the restaurant with Instagram-worthy photos of the sunset at Southport Yacht Basin. The restaurant generally closes in late November and reopens around St. Patrick's Day weekend in March.

**Provision Company, 130 Yacht Basin Drive, Southport, North Carolina (910) 457-0654**

## CONCH REPUBLIC SEAFOOD COMPANY

The Conch Republic Seafood Company offers it all for the first-time visitor to Florida's Key West. Dynamite seafood, live music and amazing views of the harbor. If you enjoy rum, the bar has 80 varieties of rum to sample.

The menu has a variety of award-winning seafood including starters of cracked Conch, coconut shrimp and jumbo crab cakes. Entrees include mahi mahi, lobster tail and blackened jumbo scallops. The favorite on the menu is shrimp stuffed with lump crab, wrapped in Applewood smoked bacon topped with a Korean BBQ glaze and pineapple salsa.

It's hard to resist a refreshing mojitos made with Flor de Cana silver rum or the nearly two dozen frozen and specialty drinks. The restaurant and bar has live entertainment every day of the week and on weekends there is music starting at 1 pm.

The harbor has plenty of slips but it's best to call ahead. Key West frequently has special events such as fishing tournaments and poker runs that can take up the docks. For those who plan to stay a few days at the southernmost point in the United States, a golf cart is a great away to get around the town.

**Conch Republic Seafood Company, 631 Green Street, Key West, Florida (305) 294-4403**





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From the all-new  
"The Little Alaskan  
Crab Cookbook"  
which will be out  
mid-May or early  
June 2019.

By LaDonna  
Gundersen

# Spicy Crab Veggie Soup

This potato-based crab and vegetable soup is the perfect late-winter or early spring dish for lunch or appetizer for dinner that's sure to warm you and your crew up.

## INGREDIENTS *Serves 4*

- 4 slices quality-thick cut bacon, chopped
- 1 cup onion, diced
- 1½ cups Yukon gold potatoes, peeled, diced
- 1 tablespoon jalapeño, seeded, diced
- 1 tablespoon garlic, minced
- 2 cups tomatoes, chopped
- ½ teaspoon sea salt
- ¼ teaspoon ground black pepper
- ¼ teaspoon red pepper flakes
- 1 teaspoon dried thyme
- 4 cups organic chicken broth
- 4 cups fresh baby spinach, chopped
- 1 (14-ounce) can coconut milk
- 2 cups lump crabmeat (if using king or snow, cut into bite-size pieces)
- 2 tablespoons lime juice, plus more to taste
- ½ cup green onions, chopped

## DIRECTIONS

In a soup pot; fry the bacon until crisp. Using a slotted spoon, transfer to paper towels to drain. Pour off all but 1 tablespoon drippings.

Stir in the onion, potatoes, jalapeño and garlic. Add the tomatoes and seasonings and cook over medium heat, stirring often, until the onions are soft.

Stir in the chicken broth and bring to a slow boil. Cover and simmer 10 minutes or until the potatoes are nearly tender. Gently stir in the spinach, coconut milk, crabmeat, lime juice and reserved bacon. Ladle into warmed soup bowls and garnish with the green onions. 🍴



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*Color/part order codes apply to both models*







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