

Everglades 335CC (2019-)

Brief Summary

The Everglades 335CC is a premium center console that comes equipped with all of the normal fishing amenities as well as comfort features that are designed to make the boat more “family-friendly.” She has a proven hull design that is a good compromise between a cushioned ride in sloppy conditions at speed and fuel economy and stability. She has a unique foam flotation that will keep the boat floating level, if swamped.

Price

Base Price\$371038.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Power windshield
- Removable bow seating
- Unique foam flotation
- Private head in console
- Available twin 425-hp Yamaha XTO Offshore outboards

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.9	3.3	2	1.9	1.7	530	461	65
1000	6	5.2	3.8	1.6	1.4	437	380	66
1500	8.4	7.3	5.4	1.5	1.3	426	370.3	70
2000	9.7	8.4	8.4	1.2	1	318	276.8	74
2500	14.1	12.3	12.8	1.1	1	305	264.8	80

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	20	17.4	16.5	1.2	1.1	335	291.2	84
3500	28.8	25	22.5	1.3	1.1	352	306	85
4000	34.9	30.3	29.3	1.2	1	328	285.2	86
4500	40.3	35	37.3	1.1	0.9	297	258.4	88
5000	45	39.1	45.8	1	0.9	271	235.6	88
5500	49.9	43.3	59.8	0.8	0.7	230	199.8	86
6100	54.7	47.6	75.7	0.7	0.6	199	173	90

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

Length Overall	32' 4" 9.85 m
BEAM	10' 8" 3.25 m
Dry Weight	9,500 lbs. 4,309 kg
Tested Weight	12,836 lbs. 5,822 kg
Draft	24" 0.61 m
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	25-deg.
Max Headroom	open
Bridge Clearance	8' 9" 2.67 m (max)
Weight Capacity	
Person Capacity	
Fuel Capacity	306 gal. 1,158 L
Water Capacity	38 gal. 144 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	12,836 lbs. 5,822 kg
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	3.7 sec.
0 to 20	
Ratio	
Props	19Y 16 3/4
Load	2 persons, 1/2 fuel, no water, 50 lbs. of gear
Climate	74 deg., 82 humid; wind: 15-20 mph; seas: 1

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Everglades 335CC running

At 32'4" long (9.86 m), the Everglades 335CC is one of the few boats in this size range available with a half tower.

Mission Statement

The mission of the Everglades' 335CC is to provide every fishing amenity practical in a boat that can safely handle offshore conditions when things get sloppy. A secondary mission is to provide a comfortable environment for family and friends when on a picnic or cruising outing.

Features Inspection

The Cockpit

The Helm. At the 335CC's main helm station, Everglades uses triple Pompanette Platinum Series seats with foldup bolsters and hinged armrests outboard on each end. Angled footrests are covered in anti-fatigue foam as is the deck. Hatches in the seat base open a tilt-out storage tray and access to the circuit breakers.

Everglades 335CC helm seats

The triple Pompanette Platinum Series seats have foldup bolsters and hinged armrests outboard. With the bolsters up, there's space to pass between them and the console.

Everglades 335CC helm storage

There are two hatches in the helm seat base. The top one, shown here tilts out for storage.

Everglades 335CC circuit breakers

The bottom one houses the circuit breakers.

The Lower Helm. In the dash panel, the compass is lined up with the tilt steering wheel and twin 16" (40.64 cm) Garmin GPSMap XSV screens flank the centrally positioned 7" (17.78 cm) Yamaha Helm Master display. Accessory switches are in a single row across the bottom of the panel and they illuminate when activated.

To starboard, there's a glovebox with charging outlets and below is additional storage in a drawer. All Everglades boats are equipped with Yamaha XTO Offshores and come with the engine manufacturer's Helm Master joystick. Alongside are the trim tab buttons with LED indicators just ahead of the digital engine controls. Our test boat had the optional autopilot and we like the convenient positioning of the battery switches.

Everglades 335CC grab rails

These grab rails on the console frame make it easier to step into the 335CC's helm area.

Everglades 335CC helm screens

By spreading out the twin 16" (40.64 cm) Garmin multifunction displays, Everglades has space for the 7" (17.78 cm) Yamaha Helm Master engine monitoring screen in the center.

Everglades 335CC steering wheel

The 335CC comes standard with Seastar Optimus Electronic power steering and the wheel has a spinner knob and a tilting base.

Everglades 335CC controls

Because there's more space at the lower helm, there is the appropriate distance between the digital controls and the trim tab buttons. With the levers advanced, it's a natural reach to the buttons. To the right of the trim tab switches is the Yamaha joystick.

Everglades 335CC glove box

Not only does the 335CC have a glovebox with storage and connectivity outlets, there's a drawer with additional capacity below.

The Windshield and Hardtop. Everglades has a pending patent on its hydraulic power windshield that raises and lowers with the push of a button at the dash. It also has a wiper and washdown system. The windshield is built into a custom-built aluminum frame that integrates cleanly into the console and supports the standard fiberglass hardtop. The top has LED lights on all sides, four spreader lights, seven rod holders and two kingfish rod holders.

Everglades 335CC windshield

The windshield can be opened part way to let in fresh air without having a full blast of it.

Everglades 335CC console

This is how a manufacturer integrates the hardtop frame into the console. It's so clean it's barely noticeable. The aluminum framework blends into the fiberglass, creating more space between the console and the gunwale.

Everglades 335CC

One of the options offered on the hardtop is a choice of colors on the underside.

The Work Station. The aft side of the helm seat console has what Everglades calls the Work Station. On top, it has a hatch that lifts on twin gas struts, a centrally positioned sink, and cutting boards with storage under both sides. For storage, there are slots for Plano tackleboxes outboard on each side. On the back, a tilt-out center compartment can be removed for access to the batteries.

Everglades 335CC work station

The work station has a centrally positioned sink and there's space beneath each cutting board to store tools and lures.

Everglades 335CC work station

It's a small detail, but we like that Everglades takes the time to design the workstation's storage hatches so they don't fall and hit the deck. It keeps from damaging both.

Everglades 335CC plano boxes

For anglers who like to keep their gear ready to go after multiple species, there are dedicated slots for Plano-style boxes on each side.

Everglades 335CC batteries

With the tilt-out compartment in the back of the work station removed, there's good access to the batteries and wiring.

The Working Cockpit. We measured it at 9' wide by 4 ½' fore to aft (40.5 sq. ft. / 2.7 m x 1.4 m). There are coaming pads on the gunwales and on the bottoms of the seats that fold into the stern, but the livewell isn't padded. The starboard and center seats fold into the cockpit on heavy-duty stainless-steel hinges and to port is the 37-gallon (140 L) livewell.

In the aft starboard quarter is a 30-amp power port up high and down low are two oversized cockpit drains. Raw and freshwater washdowns come standard. Toerails let anglers secure themselves during a fight with big game. After starting at 10" (25.4 cm) wide in the bow, the caprail narrows to 8 ½" (21.59cm) wide amidships and goes back to 10" (25.4 cm) wide in the cockpit.

The 82-gallon (310 L) aft fishbox opens on twin gas struts and inside are removable plastic dividers. On the portside, the 27" (68.58 cm) utility door opens on heavy-duty hinges and stays secured with a magnetized inboard latch. It makes it easy to board from a floating dock or climb up the removable dive ladder.

Everglades 335CC cockpit

The 335CC's cockpit is designed to have as much open space as possible.

Everglades 335CC rear seats

For added passenger capacity and comfort, twin seats fold out of the stern on heavy-duty stainless-steel hinges that work smoothly and easily.

Everglades 335CC corner details

In the aft starboard quarter, our test boat had a 30-amp power port up high and an extra-large drain down low.

Everglades 335CC livewell

The livewell has what anglers want, rounded corners, a blue finish, aeration and drainage systems.

Everglades 335CC gunwale

The 335CC's gunwale racks have bungee-cord retainers.

Everglades 335CC toe rail

When fighting big game, an angler can secure his feet under the toerail and lean into the coaming pad on the gunwale.

Everglades 335CC utility door

The utility door in the port hullside is 27" (68.58 cm) wide and the 335CC comes with a substantial boarding ladder that should accommodate a diver.

Systems Access. A large hatch in the center of the cockpit deck opens to provide access to mechanical gear including transducers, bilge pumps, and the controls for the Yamaha Helm Master. Outboard to port is a manifold that feeds raw-water systems and just ahead are the fuel-water separators for the outboard motors. All hoses are double-clamped, electrical terminals are torqued to spec and Everglades follows ABYC standards.

Everglades 335CC cockpit

With the cockpit deck hatch open, there's plenty of space for a crewmember to check on the mechanical accessories.

Everglades 335CC engine box

The brain boxes for the motors are up high and identified by the red and green tape. Down low are the bilge pump and float switch which won't get stuck.

Everglades 335CC sea chest

As we've seen on other boats from Everglades, the company uses a seachest for raw-water supplied accessories, reducing the number of through-hull fittings in the bottom. This is something most center console builders do not do.

Everglades 335CC bilge pump

Ahead of the bilge pump, the transducers are easy to get to for routine maintenance or replacement.

Everglades 335CC

Do-it-yourselfers and technicians might not love the location of the fuel-water separators when it comes to servicing them and the fuel primers are a bit unhandy.

The Optional Tower

Steps on each side of the cockpit prep station make it easy to climb up to and through the hatch that leads to the 335CC's half tower on our test boat. Raising the helm and height of the captain's eye to about 14'6" (4.42 m) above the water more than doubles the square miles he can see from 32 at the lower station, to 69 miles at the upper helm.

The result of this additional height is that birds, weed lines, even fish can be seen far more quickly. The functional helm has a tilt steering wheel, a Yamaha 7" (17.78 cm) Helm master screen and compass just ahead. The digital controls are on the centerline with the Lectrotab trim tab automatic leveling system just ahead.

The Garmin 8" (20.32 cm) multifunction display is forward as is the Yamaha joystick. To starboard is a locking glovebox and the seats have individual bolsters so the captain and a companion can choose their riding positions. The tower and hardtop are built on an aluminum frame that has been blasted and powder-coated and the structure can be lowered for towing or storing in a rack.

Everglades 335CC prep station

Rungs on each side of the cockpit prep station lead up to the nonskid hatch.

Everglades 335CC tower

The tower hatch closes with twin latches that twist inward for opening.

Everglades 335CC tower

The foot rail for the upper helm is a natural reach for crew members climbing up to the half tower.

Everglades 335CC upper helm

The upper helm has a tilt wheel with the Yamaha Helm Master gauge, compass, and Yamaha joystick just ahead.

Everglades 335CC tab switches

The tab switches are just ahead of the digital controls, but they're actually too close to be comfortable to use.

Everglades 335CC glove box

To starboard on the upper helm is a locking glovebox with a grabrail below.

Everglades 335CC bolster seat

The upper station's two seats have foldup bolsters and in between is a stainless-steel beverage holder.

Everglades 335CC upper tower

Our test captain was most comfortable standing in the half tower and we think most operators will run from this position.

Everglades 335CC foam

Here, the large foam blocks are in place in the hull and being sealed before the deck is lowered into place. These foam blocks were made in special steel molds so that they will perfectly fit spaces provided for them.

The Bow

Moving forward, in the 335CC's bow, we found a raised casting deck finished in nonskid. Powder-coated rails on each side are below deck level, and as we saw throughout the boat, the 10" (25.4 cm) cleats are pull-up style. When it's time to put away the rods, the boat comes standard with bow cushions including drop-in backrests.

The side lounges are 6'4" (1.93 cm) long and average width of the bow area is 3'5" (1.04 cm). The aft facing bow seats measure 2'2" (.66 m) fore to aft. Our test boat had a power table in the bow that raises on a substantial base. Two more people can sit on the lounge on the front of the console. It has raised cushions outboard on each side, where there are also integrated grab handles.

Everglades 335CC bow

Without the cushions in place, the 335CC's bow has a large raised casting area and the table that retracts into the deck can be raised to fill in the area.

Everglades 335CC bow cushions

Install the bow cushions and the lounges on each side are more than 6' (1.83 m) long with reclined backrests.

Everglades 335CC backrest

The bow backrests are easily removable and installed and there's no fastening required.

Everglades 335CC bowrail

The bowrail runs from adjacent to the console all the way forward, providing a handhold for crewmembers moving forward.

Everglades 335CC bow table

Raise the power cockpit table and the bow becomes a cozy place to spend time.

Everglades 335CC console seats

Side-by-side bucket seats on the front of the console are bolstered to add comfort and security for passengers. These seats are among the best constructed that we have seen in class.

Everglades 335CC beverage holders

Twin beverage holders fold down between the console seats.

Everglades 335CC seat handle

Everglades cleanly integrates grab handles into the console seat on each side so they are in reach, but don't protrude into the passageway.

Bow Storage. There's storage beneath all three hatches that open on gas struts, close on rubber gaskets, and secure with positive twisting latches. In the deck just ahead of the console seat is a 129-gallon (488 L) fishbox and there are tilt-in lockers in the gunwales for gear and mooring lines.

Ground Tackle. Forward, beneath the hatch in the foredeck is the anchor locker where there is a Lewmar windlass, a cleat to secure the rode, access to the chain locker, a raw water washdown, and the remote control for the windlass. The anchor, swivel, chain, and 300' (91.44 m) of line come standard.

Everglades 335CC lockers

Notice that the hatches are hinged and open on the outboard side. They stay where they are put, leaving two hands free for work.

Everglades 335CC fish box

The 129-gallon (188 L) bow fishbox is beneath the hatch to the right in this picture. Forward, the bow table is in the fully lowered position.

Everglades 335CC anchor locker

The anchor locker positions the windlass below deck level to keep fishing lines from snagging and there's easy access to the rode.

The Head. Moving aft from the bow, in the port side of the console, a hatch provides entry to the private head. Inside, the console has 6' (1.83 m) of standing headroom with 4'6" (1.37 m) of seated space on the china bowl commode that has a hinged teak cover over it. The sink has a pull-up shower with storage in the cabinet. The boarding ladder stores in this area and a mirrored hatch opens to provide access to the helm rigging that looks clean and is easy to follow.

Everglades 335CC head door

The edge of the head door is beveled and it closes into a rubber gasket so it's flush and doesn't rattle.

Everglades 335CC head

Up high, the head has two opening screened portals and a skylight.

Everglades 335CC dive ladder

The dive ladder stores in the head, which also has a sink and the porcelain toilet below a folding teak seat.

Everglades 335CC helm rigging

A mirrored hatch in the head opens to access the helm rigging, which is clean and easy to follow. Notice the evenly spaced tie wraps that support the harness.

Performance

The Numbers. Everglades lists the 335CC's empty weight at 9,500 lbs. (4,309 kg). With two people, 140 gallons (530 L) of fuel and test gear on board, we had an estimated test weight of 12,836 lbs. (5,822 kg).

With the twin 425-hp outboards spinning 16 3/4" x 19" (42.55 cm x 48.3 cm) stainless-steel propellers, we hit a top speed of 54.7 mph, or 47.6 knots, at 6100 rpm.

Best cruise came at 3500 rpm, where the boat ran 28.8 mph, 25 knots, and burned 22.5 gph. That works out to a range of 352 statute miles, or 306 nautical miles. At 600 rpm, the boat ran 3.9 mph and at 1000 rpm, we recorded 6.0 mph, or 5.2 knots. All ranges are given with a 10% fuel reserve. The 335 CC's fuel capacity is 306 gallons (1,158 L).

In acceleration tests, the 335CC planed in 3.7 seconds and ran through 20 mph in 5.3 seconds and through 30 mph in 7.4 seconds even.

Everglades 335CC running

With her sharp bow entry and 25-degrees of transom deadrise, the 335CC cut through a foot of chop with ease.

Handling

The 335CC rides on a deep-V design that has a sharp bow entry, an average deadrise of 41-degrees and 25-degrees at the transom. The design worked, cutting through the wind-blown foot of bay chop and crossing our photo boat's wakes with ease. Around the docks, the Yamaha joystick system made slow-speed maneuvering easy.

Everglades 335CC running tower

Even in aggressive turns, the added weight of the tower doesn't make the boat lean over uncomfortably.

Everglades 335CC running

With 20-knot winds trying to blow around the 335CC, our test captain felt comfortable running from the upper station.

RamCap Construction

Everglades' RamCap construction process molds large pieces of 6-lb. (2.72 kg) density foam into a prepared hull and covers them top and bottom with resin and glass. Then they're covered with the cockpit liner and deck and then bonded together under a vacuum. Because of this unitized process, the hull and deck are virtually one unit, not several large parts.

“Level Floatation.” The amount of high-density foam and its positioning allows the boat to float level if swamped, according to the builder. All but a couple of other builders have what is known as “Basic Flotation,” which simply means if swamped, some part of the boat will protrude above the water. In our estimation, this is the single most important aspect of the boat setting her aboard from most others on the market. It is expensive and that is why most builders don't do it.

Warranty

- Lifetime Hull warranty
- 5-year component warranty

Options to Consider

- 8' (5.49 m) or 20' (6.10 m) Lee Outrigger Packages
- Full upper station with a suntop, four drinkholders, folding helm bolsters, stainless steel grabrail, glove box, and space for electronics and gas-assisted raising and lowering ability.
- Yamaha Helm Master controls
- Optimus 360 electric power steering

Observations

A boat in this size range could be the perfect match for a pair of the 425-hp Yamaha XTO offshore outboards. They offer plenty of power and a better power-to-weight ratio than hanging three 300-hp motors on the transom. Being able to stick with two motors facilitates rigging and makes for a cleaner stern.

But given the price difference, we think that most owners would go with twin Yamaha F350s. According to Everglades' test numbers (which are apples-to-apples), the twin 425-hp engines push the 335CC to a top speed of 55 mph compared to 50.5 with twin F350s – so, the 350s are 4.5 mph slower.

Comparing the efficiency at 3500 rpm, the 425s give the boat a range of 335 statute miles while the F350s can go seven miles farther to 342 miles – not a significant difference in fuel consumption at best cruise.

Then there's the price, \$44,250 for a single XTO Offshore with a 25" shaft compared to \$31,770 for an F350 of the same length. That translates to a difference of just under \$25,000 for two motors, or \$5,546.67 per mph for the extra 4.5 mph gained with the larger engines.