

# Everglades 253CC (2019-)

## Brief Summary

The Everglades 253CC is a 24'9" (7.54 m) deep-v center console with hybrid bay/offshore boat characteristics. Our test boat came with a Yamaha 300-hp four-stroke outboard, fishing amenities to please most anglers, and enough seating to entertain friends and family.

## Price

**Base Price**\$158846.00

## Key Features

- Deep v-hull
- Lifetime hull warranty and 3 year component warranty
- Yamaha 300-hp outboard
- Seastar Optimus power steering
- Patented tempered safety glass hydraulic drop-down windshield
- Hardtop
- 8-person (2,800 lbs.) capacity
- Lighted circulating livewell
- Head compartment

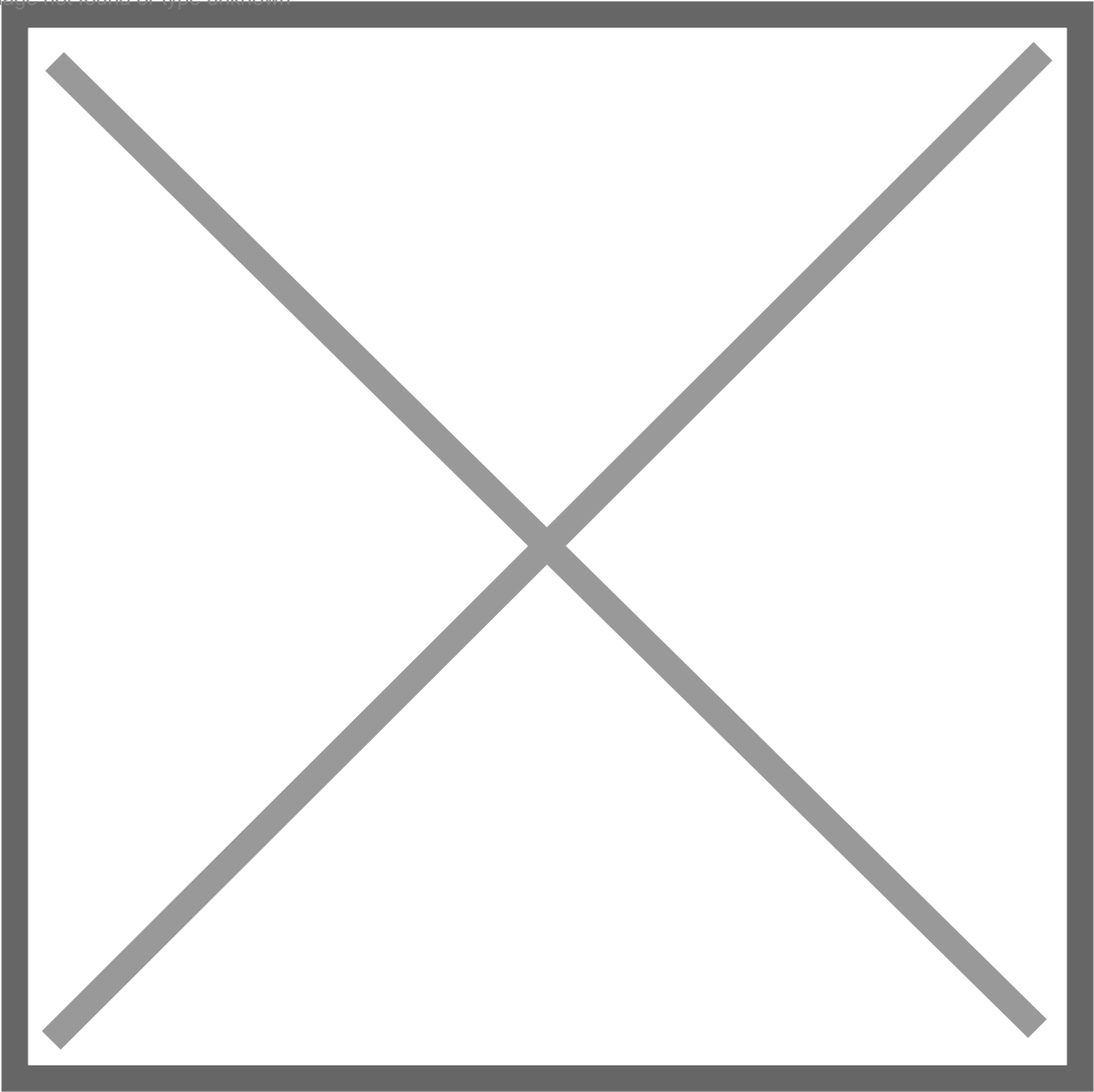
## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3	2.6	0.6	5	4.3	450	391.3	63
1000	4.7	4	1.2	3.9	3.4	349	303.3	66
1500	6.7	5.8	2	3.3	2.9	299	260.2	71
2000	8.2	7.1	3.4	2.4	2.1	220	191.6	75

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2500	9.6	8.3	5.4	1.8	1.5	159	138.4	79
3000	13.8	12	7.2	1.9	1.7	172	149.5	84
3500	19.8	17.2	8.8	2.3	2	203	176.6	85
4000	27.1	23.6	12.2	2.2	1.9	201	174.6	86
4500	32.6	28.3	15.8	2.1	1.8	186	162	84
5000	36.6	31.8	19	1.9	1.7	174	150.9	82
5500	41.1	35.7	25.6	1.6	1.4	144	125.6	85
5650	42.6	37	26.4	1.6	1.4	146	126.5	85

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

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# Specifications

Length Overall	24' 9"   7.54 m
BEAM	8' 6"   2.59 m
Dry Weight	5,250 lbs.   2,381 kg
Tested Weight	6,550 lbs.   2,971 kg
Draft	28"   0.71 m

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	open
Bridge Clearance	8' 6"   2.59 m
Weight Capacity	2,800 lbs. (1,270 kg)
Person Capacity	8
Fuel Capacity	100 gal.   379 L
Water Capacity	20 gal.   76 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	6,550 lbs.   2,971 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

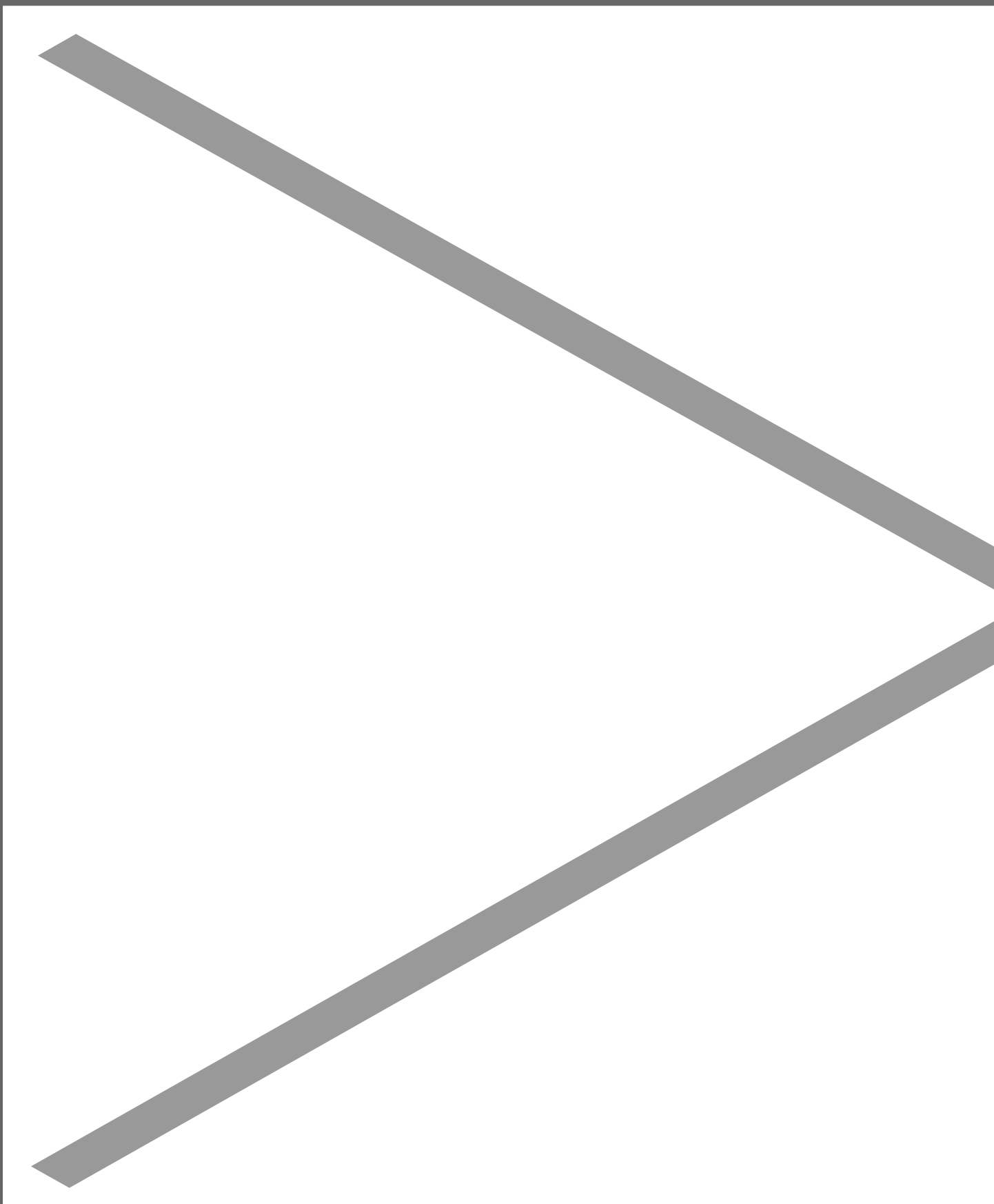
Time to Plane	3.8 sec.
0 to 20	
Ratio	N/A
Props	16T 15 1/2 SWS 2
Load	2 persons, 1/2 fuel, no water, 50 lbs. of gear
Climate	92 deg., 80 humid.; wind: 10-15 mph; seas: 1

## Captain's Report by Capt. Peter d’Anjou

Everglades 253 maneuvering

The Everglades 253CC is a versatile center console with a tow pylon, fishing gear, and seating arrangements to please the whole family.







The white Yamaha is standard or can be matched to the color of the boat.

## Mission

The Everglades 253CC was designed to be a versatile day boat capable of cruising with the family, fishing, or skiing. Everglades describes this as a hybrid bay/offshore boat that is dry, smooth, and unsinkable. It is able to go in shallow water with its 16" (40.64 cm) engine up draft, and offshore with a variable deep-v hull form that measures deadrise at the transom of 20-degrees.

## Distinguishing Feature

- Patented closed molded RAMCAP® construction process

**Cruising**  
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The fit-and-finish of every Everglades boat is a reflection of the buyers desire to own a quality boat.

## Major Features

- Center console with hardtop
- Yamaha 300-hp outboard
- Seating
- Drop down hydraulic windshield
- Deep-v hull design
- Fishing amenities

## Design

**Layout**  
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The Everglades 253CC has many fishing features designed in, such as a livewell, fishbox, leaning post, tackle centers, casting deck, and rod holders without claiming to be a dedicated fishing boat. Everglades designed this boat to appeal to a broader all-around audience.

Everglades builds eight center console designs between 23' and 43' (7 m and 13 m). They also presently build a dual console 34-footer. The 253CC is the largest single engine boat in Everglade's center console lineup.

The design of this boat was influenced by two other successful models in Everglade's lineup, their 243CC which is considered a bay boat, and their 273CC which is more of an offshore fishing boat. So Everglades concept of creating a hybrid that could be a good all-around fishing, family, and tow sports boat for near

coastal areas was born.

Everglades builds enough boats that the design process includes assembly prototyping with jigs (spacing and alignment tools) to make sure all equipment is exactly placed to design specifications before production begins.

## Construction

**Factory**  
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The Everglades factory in Edgewater, FL employs 285 people and produces seven to nine boats per week. Everglades makes approximately 80% of all component in-house, including internal wiring and metal shops in a just-in-time manufacturing environment.

**Hull spraying**  
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Everglade's hulls are wetted out with resin and chopped glass and pre-formed high density foam is inserted. This in turn is wetted out and a liner is inserted.

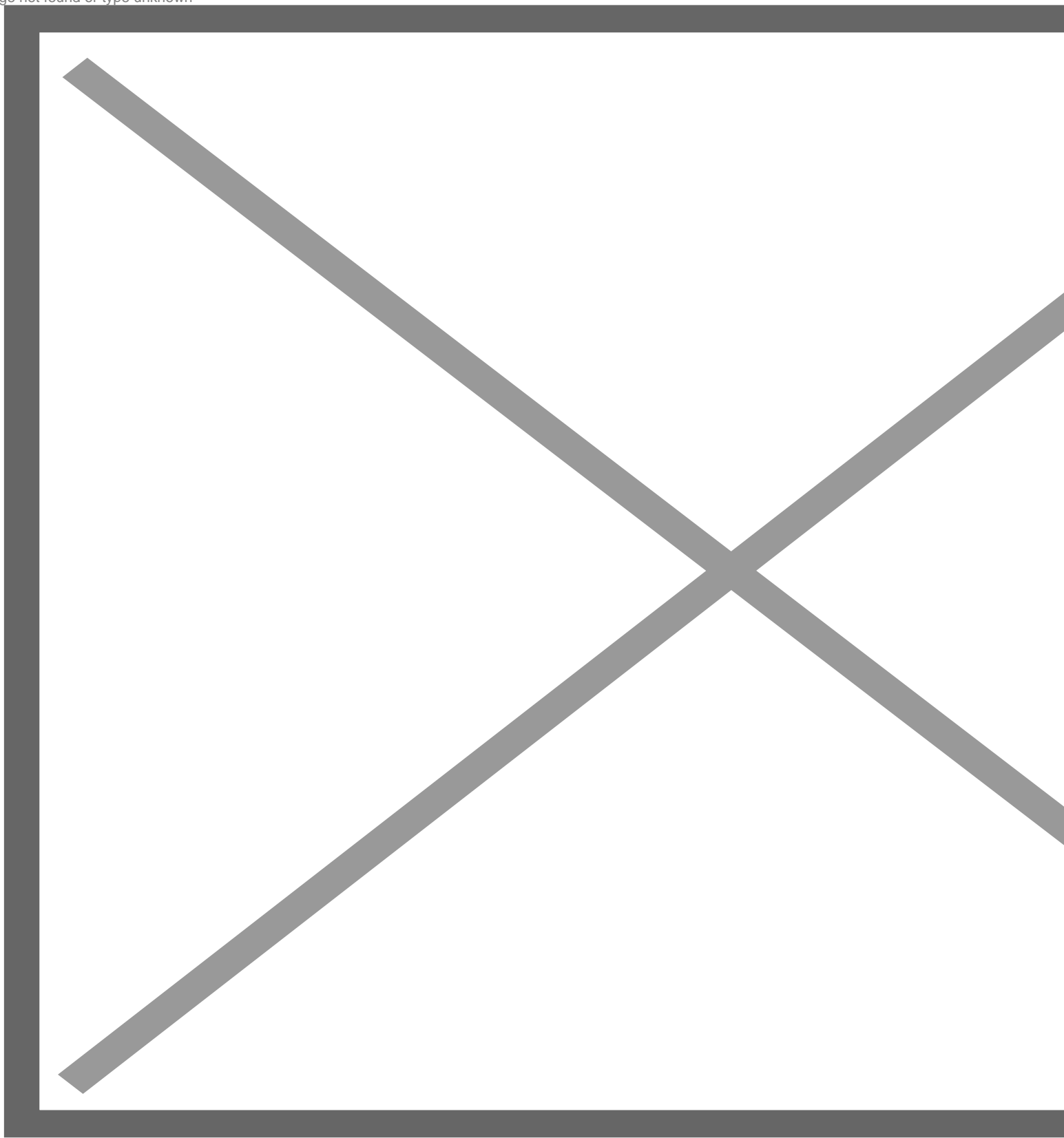
The construction method known as Rapid Molded Core Assembly or RAMCAP is a build process that won Everglades an NMMA innovation award in 1999. Most small boat builders follow Boston Whaler's original technique of injecting low-density 2 to 3 lb. foam into cavities to create flotation if a boat is swamped that meets USCG requirements. Everglades takes this a step further, molding high-density 6-pound foam and placing it in exact positions between the hull and liner and bonding them together with fiberglass and resin under vacuum.

This provides a strong, rigid hull with sound and vibration dampening qualities as well as the desired flotation – even though boats over 20-feet in length are not required to have it. The liner is made on a male mold, which is why Everglades liners have highly finished gel coat interiors and opening any hatch presents a finished look.

**Inner liner**  
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The gel-coated inner liner is set in over the wet resin and foam in the hull and a vacuum is pulled to bond the hull and liner together. The high density foam now acts to solidify the hull as well as providing flotation.

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Physically bonding the hull and liner together under vacuum pressure results in a one piece composite structure. The deck is then chemically and mechanically (riveted) bonded to the hull. Quality assurance of assembled boats includes a 200-item master checklist, tank testing, and for boats over 30-feet. a sea trial to ensure everything works just so.

**Cables**  
Information found or type unknown

Captain Steve points to nuts that have been torqued to specification. It is a visual sign of builder quality that not only is the job complete but the torque seal color indicates the technician who performed the tightening.

# Boat Inspection

## Stern

**Built in cooler**  
Information found or type unknown

The built-in cooler between the jump seats is self-draining and the lid connects the casting deck space when the jump seat covers are closed.

Jump seats flank a cooler in the stern. When folded down the seats provide an aft casting deck that spans the beam of the boat in front of the engine.

**Jump seat cushion**  
Information found or type unknown

Compare the jump seat cushion position on each side, as you open the cover, the seat slides forward, or retracts as the cover is closed-a neat space saving idea.

**Casting platform**  
Information found or type unknown

The 41" x 76" ( 104 cm x 193 cm) wide aft casting platform has a diamond non-skid surface. The toe rails to each side are 3" (7.62 cm) high. The cap rail has 8" (20.32 cm) pull-up cleats, three to a side.

**Cooler drains**  
Information found or type unknown

The gasketed cooler drains overboard, like all other drains aboard.

**Seat latches**  
Information found or type unknown

The seats have latches that lock the seat back in the closed position so they don't fly up when underway.

**Grab handle**  
Information found or type unknown

Captain Steve grabs one of the handles to lift the cover and access the stern mechanical locker.

**Battery wires**  
Information found or type unknown

With the aft casting deck hinged up, there is access to the batteries, automatic bilge pumps, and tinned wiring within. The compartment is finished in gelcoat and neatly labeled, which is not something we see often in a boat of this size. Even the board holding the wiring folds down for access behind.

The stern has an optional power pole for fishing and tow rings to both sides of the transom. Freeboard at the transom is 16" (40.64 cm). The aft corners of the 91 sq. ft. (8.45 sq. m) cockpit have drains that provide for a self-bailing cockpit. Just above the drains, Everglades has provided a washdown bib and freshwater to the port side which is connected to the boats 20-gallon water tank and a raw water washdown to starboard.

### Steel hydraulics

Just below the optional power pole is a stainless steel hydraulic trim tab. These single piston tabs are standard equipment and include a position indicator.

### V-6 Outboard

On the port side of the Yamaha V-6 outboard is a swim step with a NMMA certified two-step, 24" (60.95 cm) deep, telescoping reboarding ladder below.

### Rod holders

The 9" wide cap rail holds three rod holders on each side. Below the grab handle is a JL Stereo speaker and a freshwater washdown bib. Under the bib is a cockpit drain.

### Knee pad

The cockpit depth aft is 21" (53 cm). Captain Steve checks his ability to brace his knees against the 5" (12.7 cm) padded bolster.

### Livewell

In the center of the 7'3" (2.21 m) wide aft deck is a leaning post with a 26 gallon (98 L) livewell. Note the powder coated grab rail just above the acrylic lid. All cup holders are plumbed with a drain.

### Hard top

### Speakers

This image gives a closer look at the beefy tow point and the four rod holders that flank it. The under-side of the hardtop has a canvas life jacket storage compartment, two more JL Audio speakers, and a spreader LED. Just forward of that is a three-color (red, white, or blue) courtesy light.

## Side Decks

### 30 amp Plug

Note the 30 amp plug by the bolster and the rod storage below. The side decks are 16" (40.64 cm) wide.

### Plano boxes

Both sides of the helm seat base have storage for plano boxes. Below that is space for a portable cooler or gear.

## Gunwales

On the gunwales on either side of the helm console are sealed storage lockers. The JL audio speakers are part of the standard Premier audio package that includes the Fusion 770 control head with Bluetooth and JL M-Series speakers as well as the JL amplifier and subwoofer. There is an option to add LED lights to the speakers if desired.

## Helm

### Two person helm

The two-person helm bench seat is 38” wide. Each cushion is 18” wide. The helm console sits under the overhang of the hardtop (with a bridge clearance of 8’6”) and behind the three tempered panels of the windshield surround. The steering wheel is offset to the left and the throttle and shift binnacle are mounted in the middle of the console.

### Bolster up

The helm seat, shown here with bolsters up, has powder-coated aluminum arm rests. Optionally, the arm rails can be powder coated black. Note, the contours built into the bolsters.

### Foot stool

Captain Steve flips the bolster down and tries the seated position with the angled footrest on for size. The anti-fatigue mat between the helm chair and console is standard equipment.

### Garmin premium package

Our test boat came with the optional Garmin Premium Package on the helm: VHF 210 AIS, Dual 16” Displays GPSMAP® 8612xsv Chart plotter, GT51M-TH Transducer, Chirp Transducers, Radar Fantom 24. Across the top of the helm console are accessory switches. In the middle of the accessory panel is a raised Yamaha Command Link® Plus engine display. Below are two 16” multi-function displays. The right-hand guest side has a grabrail below two stainless steel drink holders. These are a good spot for stashing a cell phone since there is a USB charging port just above. Under the grab rail is a hinged storage bin.

The helmsman side of the console has the fly-by-wire throttle and shift to the right of the tilt wheel. Just forward of the throttle is the trim tab control. Between the wheel and throttle is an autopilot control. Below the wheel is the ignition alongside the battery switches and VHF radio mike.

### Bocatech

The Bocatech accessory switches include buttons for the standard anchor windlass and patented hydraulic sliding windshield with intelligent washer/wiper.

### Handbar

Captain Steve admires the ergonomics and finish of the hardtop frame. The underside of the hardtop is gelcoat-color matched standard and includes the electronics bar with Fusion 770 stereo head, Seastar Optimus Electronic Power Steering, and VHF. LED spreader lights and courtesy lighting are standard. The black circle on the right is for optional outrigger controls.

**LED lights**  
Image not found or type unknown

The hardtop frame is 2 ½” diameter powder-coated aluminum with 1 ¼” grabrails. The hardtop is standard and includes LED lights, spreader lights, electronics box, four rod holders, ski pylon, and canvas life jacket storage.

**Lowered windshield**  
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Captain Steve lowers the patented windshield. The glass on this front panel has a slight curve, top to bottom.

**Handholds**  
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Handholds are strategically placed for moving forward. Note how the hardtop frame sits atop the console rather than bolted to the side of the console, providing maximum side deck space.

## Head

**Head compartment**  
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The head compartment door with angled ventilation slots is on the port side of the console. A head compartment with a Porta Potti is standard. Headroom is 5’ (1.52 m) from deck to overhead and the seated headroom above the potty is 3’7” (1.09 m). There’s an opening port with a screen on the starboard side.

**Inside head compartment**  
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Inside the head compartment are access panels to the helm electronics (right). Also, there's an overhead light and opening ventilation port.

**Step down**  
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There is a step down into the head compartment (bottom), a drain in the deck and storage net and cubbies.

## Bow

The cockpit depth forward is 30” (76.2 cm) and the freeboard forward is 31” (78.74 cm).

**Powder-coated handrails**  
Image not found or type unknown

The powder-coated handrails on the bow’s cap rail are standard.

**Bow console**  
Image not found or type unknown

The bow console seat is 36" (91.44 cm) wide and sits atop a large cooler.

**Built-in cooler**  
Image not found or type unknown

There is an 86-quart built-in cooler below the seat. It has a gas strut so one can rummage without having to hold the top open.

**In-deck storage**  
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There is an in-deck storage locker with a gas strut between the forward seats. The locker is insulated and doubles as a 69-gallon (261 L) fish locker.

**Lounge set**  
Image not found or type unknown

The lounge seats measure 4'9" (1.45 m) long.

**Lounge seat backs**  
Image not found or type unknown

And the lounge's seatbacks are removable.

**more storage**  
Image not found or type unknown

More storage is below the bow seats and the lockers are lit automatically when actuators on the open lids are triggered. A courtesy light is below the forward seat.

**USB**  
Image not found or type unknown

USB charge ports grace both sides of the bow below the coaming bolster, which is also standard, and there are eight cup holders forward.

**Bow**  
Image not found or type unknown

The foredeck is all non-skid. As a matter of fact, if the cushions are removed, the top of the seats are non-skid as is the filler board that drops in between the seats to create a fishing platform forward.

Eight combo rod/cup holders grace the caprail right around the boat.

## Anchor

**Anchor windlass**  
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A Lewmar anchor windlass is standard equipment for the anchor. An 8" (20.32 cm) cleat for snubbing off the rode is included. Windlass controls are inside the locker on the lower right with a remote control at the helm.

**Anchor**  
Image not found or type unknown

The stainless plow anchor goes through the hull on a roller. A stainless rubrail and navigation lights are above.

Two hundred feet of ½" (1.27 cm) rode is attached to 10' of 3/8" chain with swivel and anchor on a bow roller through the hull.



## Dock lighting

These lights in the hull are optional LED docking lights.

# Performance

## Yamaha 300

The Yamaha 300 is the largest engine recommended for the boat. Wide open throttle took the Everglades 253CC to 42.6 mph.

The Everglades 253 center console has a LOA of 24'9" (7.54 m), a beam of 8'6" (2.59 m), and a draft of 28" (71.12 cm) with the engine down. With an empty weight of 5,250 lbs. (2,381 kg), 50 percent fuel and two people onboard we had an estimated test weight of 6,550 lbs. (2,971 kg).

## White engine

The white engine is standard equipment or it can be custom painted.

With the single Yamaha 300-hp outboard turning a 16 x 15.5 prop, and run up to 5650 rpm, we reached a top speed of 42.6 mph. Best economic cruise came in at 3500 rpm and 19.8 mph. At that speed the 8.8 gph fuel burn translated into 2.3 mpg and a range of 203 miles. All while still holding back a 10 percent reserve of the boat's 100-gallon (379 L) total fuel capacity.

Test conditions were 10 to 15 mph wind and 1-foot seas. The noise level at the helm was a modest 63 dBa at idle (600 rpm) and went up to 85 dBa at WOT.

# Acceleration

Time to plane: 3.8 seconds

Zero to 20 mph: 5.8 seconds

Zero to 30 mph: 10.2 seconds

# Handling

The Everglades 253CC is a solid boat. There was no rattling, it cut through waves nicely and was responsive to the helm. It also cornered without ventilation and provided a dry ride.

## Performing

Watching the boat perform in the ocean showed us she cast spray aside easily and provided a dry ride.

# Equipment Discussion

No mention of a trailer on the company's option list, however the local Everglades dealer says that Ameritrail trailers are often paired with Everglades boats and run approximately 7K for this size boat.

**Hull colors** Hull colors or type unknown

Hulls can be gelcoat colored entirely or just the topsides can be colored. Upholstery color options are white, almond, or flagstone. Optional AwlGrip painted hull is available and engines can be custom colored as well.

## Price

Base MSRP with white engine (\$158,846)

White gelcoat (NC)

Full hull color (NC)

Colored gelcoat – (ice blue, sand, sky blue, sea foam) (\$1,490)

AwlGrip (non-metallic) (\$9,884)

AwlGrip (metallic) (\$11,352)

Custom paint single engine (\$5,278)

## Optional Equipment to Consider

- 4 rod/cup holder combos, 2 forward and 2 in bow (\$1,403)
- Docking lights (\$1,011)
- Rigid light bar 30" (\$1,914)
- JL LED Speakers (\$1,197)
- SeaBlaze Quattro LED underwater lights (\$1,574)
- Outrigger quick-cam cleats (\$729)
- Lee® Outrigger Package - 16' poles (\$3,734)
- Taco® Outrigger Package - 15' poles (\$2,969)
- T&H Atlas™ jack plate (\$2,241)
- Minn Kota® Ulterra trolling motor (\$6,779)
- 8' Power Pole Blade® black or white (\$3,838)
- Additional swim platform with ladder (\$2,687)

- Heavy-duty tow eye (\$2,837)
- Black powder coating (\$426)
- Premium Electronics package (\$23,985)

# Observations

Captain Steve Instagram post type unknown

The fit-and-finish of the Everglades 235CC is excellent. An example is that all of the storage compartments, including the bilge, have finished gel-coated interiors.

What's the difference between this boat and every other 25' (7.62 m) center console on the planet? The answer is that there are many more standard features included on this boat. Few others even consider providing this equipment or level of detail as part of the base price. Plus these details are often taken to the next level. Every hatch has a gas strut, the windshield drops down, seats don't just fold up, they flip up and forward and lock down, the struts are stainless, and the drink holders all drain. From what we could see, nothing is done halfway, there are no half-measures on this boat and we like that. Well thought out and well-executed.