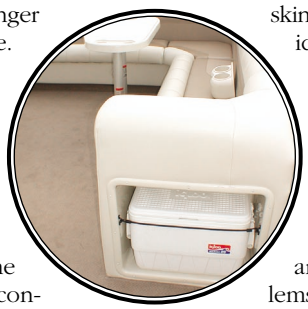
SWEETWATER 2423 UL



Extra pop out of the hole wouldn't rattle the 2423 — even the cooler is lashed in.

It could have happened to anyone who might be sitting upright with a clipboard in the portside seating area of the 2423 UL. Our driver shoved the throttle, thinking the 90-hp Yamaha would take its time getting us across the inlet. Nope. We were into 20 mph in five seconds, with a clipboard being fumbled and a surprised passenger trying to regain his posture.

We call that kick. Surprising kick, really, because the all-new 2423 UL is built for pleasure, durability and value, not necessarily for thrills. One of the highlights underlined in our notes, in fact, was the smooth Yamaha throttle control through the entire RPM range — including reverse. A good bite from 0 to 20 was just gravy on an overall buttery ride.



Our numbers actually confirmed what we suspected after first investigating this Sweetwater model from the water up. The tubes are extended four inches beyond the rear edge of the deck, raising the stern and reducing drag. For the same reason, the motor pan has been pulled farther forward. The result is advanced acceleration, a quiet ride and a balanced load.

Even with that pop there were no signs of rattling in our test boat. The skins are mounted to the outside of the rails, which have flanges that are rolled down the length of the frame. That process, plus the use of foam tape behind the skins, keeps all parts in one solid, shake-free piece. A couple of details that should result in longevity include GX-48 vinyl upholstery with a thick poly liner, and Deutsche electrical clips throughout the boat that resist liquid intrusion and reduce electrical problems years down the road.

Some conveniences are more obvious. The canvas sun top has a twin-zipper design on each side of the stern light, which can stay put when deploying the top. The cocktail table is 40 percent bigger than previous Sweetwater tables, and it has two legs for rigidity. There are four full-length lounges, two forward and two aft since there's no stern entry gate. It's an efficient floor plan ... and lying down at takeoff or at speed isn't such a bad idea anyway. — *R.S.*

DETAILS

LENGTH OVERALL:
24'

BEAM:
8'6"

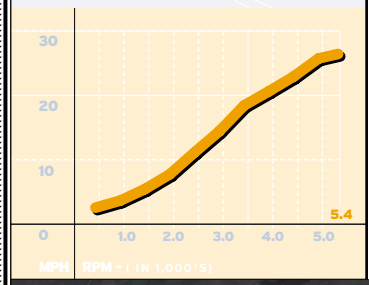
DRY WEIGHT:
2,020 LB.

SEATING/WEIGHT CAPACITY:
13/1,890 LB.

FUEL CAPACITY:
24 GAL.

MAX HP:
130

MSRP (TEST BOAT):
$21,870





BILL DOSTER

PERFORMANCE

TEST ENGINE:
YAMAHA F90 FOUR-STROKE

TEST PROP:
13.5 X 14, STAINLESS STEEL

TEST LOAD:
FUEL (20 GAL.); PEOPLE (380 LB.)

TOP SPEED:
26.3 @ 5,400 RPM

TIME TO 20 MPH:
5.9 SEC.

NOISE AT IDLE:
56 DB

NOISE AT 20 MPH:
78 DB

CRUISE STATS:
78 DB; 20 MPH @ 3,800 RPM

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WE ALSO LIKE ... 1. Helm seat slides, swivels and tilts. 2. Garbage receptacle is integrated under the helm console. 3. Stereo and depth finder are on separate rocker switches to lessen likelihood of battery failure. 4. Cooler stows under portside chaise. 5. Custom fiberglass helm station is loaded with functions without taking up much space. 6. Portable acrylic cup holders go where you want them.

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