

Manitou 23 Encore SHP (2019-)

Price

Base Price

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

- Ski tow bar
- Powder coated aluminum Bimini top and boot
- Soft side cooler
- Dinette table
- Extended starboard chaise

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
500	3.1	2.7	0.5	6.9	6	558	485.2	66
1000	5.3	4.6	1.1	4.8	4.2	390	339.4	68
1500	7.6	6.6	2.3	3.4	2.9	272	236.3	70
2000	11.1	9.6	4	2.8	2.4	224	194.6	83
2500	17.2	15	6.3	2.8	2.4	223	193.8	81
3000	23.6	20.5	8.6	2.7	2.4	222	193.3	82
3500	30.7	26.7	10.8	2.8	2.5	230	199.9	88
4000	36.6	31.8	14.4	2.5	2.2	206	178.8	87

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
4500	42.8	37.2	17.9	2.4	2.1	193	168.2	91
5000	47	40.8	21.4	2.2	1.9	178	154.9	97
5500	53	46.1	35.2	1.5	1.3	122	106.1	100

[View the test results in metric units](#)
[manitou_23encoreship_chart_19.jpg](#)

Specifications

Length Overall	24' 8" / 7.52 m
BEAM	N/A
Dry Weight	3,655 lbs. 1,658 kg
Tested Weight	4,288 lbs. 1,945 kg
Draft	N/A
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	open
Bridge Clearance	N/A

Weight Capacity	1,835 lbs. 832 kg
Person Capacity	13
Fuel Capacity	90 gal. 341 L
Water Capacity	N/A
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	4,288 lbs. 1,945 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	N/A
0 to 20	
Ratio	N/A
Props	N/A
Load	2 persons, 3/8 fuel, no water, 50 lbs. of gear
Climate	84 deg., 81 humid; wind: 5-12 mph; seas: chop

Contents of Report

- [Mission](#)
- [Major Features](#)
- [Performance](#)
- [Handling](#)
- [Docking](#)
- [Construction](#)
- [The Engines](#)
- [Boat Inspection](#)
- [The Stern](#)
- [The Cockpit](#)
- [Amidships](#)
- [The Helm](#)
- [The Bow](#)
- [Optional Equipment](#)

- [Colors](#)
- [Price](#)
- [Warranties](#)
- [Observations](#)

running image not found or type unknown

With twin 200-hp Evinrude outboards, the 23 Encore SHP 575 Dual Engine topped 50 mph.

Mission

The Manitou 23 Encore SHP 575 Dual Engine is designed to be a high-performance pontoon boat with handling and top end that are superior to competitive pontoon boats, and monohulls as well. She is also equipped with premium features such as reclining captain's chairs and an available multifunction display instead of analog-style gauges to appeal to a luxury-minded buyer.

Major Features

- Twin Evinrude E-TEC G2 200-hp outboards
- iDock joystick controls
- Heavy-duty stainless-steel ski tow
- Heavy-duty stainless-steel boarding ladder
- Movable bucket seat to fill in bow or stern
- 2 dinette tables
- Privacy station
- Bimini top
- Capacity: 13 people or 1,835 lbs. (832 kg).

layout image not found or type unknown

The dual captain's chairs give the boat a more open feel and will facilitate boarding a person in a wheelchair.

Performance

The Numbers. The Manitou 23 Encore SHP 575 Dual Engine measures 24'8" (7.52 m) long and has 25" (64 cm) diameter outboard pontoons with a 27" (69 cm) diameter center model. Empty weight is listed at 3,655 lbs. (1,658 kg). With two people, 35.5 gallons of fuel (134 L) and test equipment on board, we had an estimated test weight of 4,829 lbs. (2,190 kg).

Power. Our test boat was powered by twin Evinrude E-TEC G2 200-hp outboards.

Top Speed. We tested in warm conditions with light breezes and minimal chop. With the engines hitting a maximum of 5500 rpm, we hit a top speed of 53.0 mph.

Best cruise came at 3500 rpm where we recorded 30.7 mph and a fuel burn of 21.6 gph. That translated to 1.4 mpg and a range of 115 statute miles with 10 percent of the boat's 90-gallon (341 L) fuel capacity in reserve.

running2
Image found or type unknown

Notice how the water breaks off the lifting strakes on the pontoons, which helps provide a dryer ride.

Idle Speed. Because pontoon boats typically spend 60% of their engine operating hours at idle, we should also look at her fuel consumption there. At 500 rpm, the 23 Encore SHP traveled 3.2 mph, getting 3.4 mpg. At 1000 rpm, she went 5.3 mph and got 2.4 mpg. Both of these fuel consumption figures are about half of what one could expect in a 4-stroke engine.

Acceleration. While it is always tough to determine precisely when a pontoon boat get on plane, our best guess is that it was at 3.2 seconds. In any case, she hit 20 mph on 5.5 seconds and 30 mph in 8.6 seconds. These are good times for such a heavy toon, and the torque of the 2-stroke engines obviously was instrumental here.

Handling

The SHP package includes lifting strakes on the pontoons to improve turning, and the Barracuda nosecone design which cuts through waves and chop. Our test boat carved through hard turns, holding its line and leaning into the maneuver like a sports boat. This is somewhat unusual for a pontoon boat, and is considered desirable as the Gs keep people in their seats at the high speeds that this boat is capable of.

running3
Image found or type unknown

Here we see the 23 Encore SHP 575 Dual Engine leaning into a turn at high speed.

Docking

To make life easier for the captain when docking, simply pull the control levers to neutral and engage the iDock joystick. This allows the captain to spin the boat or slide sideways into a tight spot. This is an option, but one we recommend for people unfamiliar with docking a big toon. The list price for Evinrude's joystick upgrade is only \$5,999, roughly half of what it might cost with other brands.

outboards
Image not found or type unknown

When the boat is being operated with the joystick, the engines move independently of each other.

Construction

The Manitou 23 Encore SHP 575 Dual Engine is built solidly with heavy-duty transverse supports beneath the decking that are as close as every 7" (17.7 cm). Its pontoon chambers have fully sealed bulkheads in the pontoons so that in the unlikely event of a pontoon being penetrated, water would only remain in that section. Further, this costly construction method adds rigidity to the toons that others might not have.

One of the reasons for the 23 Encore SHP's excellent performance is her lifting strakes that few other pontoon boats have. (See the orange areas in the drawing below.) These give lift to the vessel – much like those on virtually every conventional fiberglass monohull – and help provide superior acceleration and fuel efficiency and higher top speed.

rails
Image not found or type unknown

The extra-strong welded keels and splash rails knock down spray and can withstand the occasional bump with the dock.

strakes
Image not found or type unknown

Details of the SHP system include the positive angle lifting strakes in orange and integrated splash guards in blue. The tubes are 25" (63.5 cm) in diameter.

supports
Image not found or type unknown

The numerous transverse supports beneath the deck ensure that it doesn't flex when the boat is running at high speeds in bumpy water. 1) The engine mounts are machined from a solid block aluminum billet to ensure strength with high-horsepower outboards. 2) Manitou places its crossmembers closer together than virtually any other builder for extra strength. 3) Manitou's cross members are hat sections, which are the strongest design. 4) The builder prides itself on the quality of its welds.

The Engines

One reason why the E-TEC G2 200 is a good match to power a pontoon is that it's a two-stroke engine. That means each stroke is a power stroke. Evinrude says the engine makes 30 percent more peak torque

than a comparable 4-stroke. Fuel delivery is handled by direct injection which features an injector in each cylinder.

At lower rpm, the fuel is injected into a fine mist and fed into the smaller top section of the combustion chamber. At idle, only a small amount of fuel is used – the size of Champagne bubbles, according to the folks at Evinrude. The result is that below 1000 rpm, the Evinrude E-TEC G2 200-hp engine gets twice the fuel economy of all competitive engines.

60% of the engine hours put on all pontoon boats, on average, is spent at idle. For that reason alone, Evinrude is well suited for this application.

combustion
Image not found or type unknown

The combination of direct injection in the combustion chamber, an injector that can meter fuel in minute quantities at differing psi, and the combustion chamber design, all makes the 2-stroke Evinrude E-TEC G2 engine the most fuel efficient outboard below 1000 rpm.

tilt
Image not found or type unknown

Having the ability to tilt the engine completely out of the water means less corrosion in a salt environment.

Boat Inspection

The Stern

Each engine is installed on an aluminum bracket that bolts to the aft end of the outer pontoons. Removable inspection panels provide access to the lower mounting bolts.

Between the engines is one of the sturdiest ski tows we've seen, and the four-step boarding ladder extends 31" (78.74 cm) below the waterline, which exceeds ABYC standards by 9" (22.8 cm). Between the ladder and the 22" (55.88 cm) wide stern gate, the swim platform is 35" (88.90 cm) in length.

steering
Image not found or type unknown

With the integrated hydraulic steering on the Evinrude engine, rigging is super clean with a single harness connecting to the powerhead.

skitow
Image not found or type unknown

The standard ski tow extends far aft and minimizes the possibility of getting a line tangled in the engines.

ladder
Image not found or type unknown

The four-rung reboarding ladder extends 31" (79 cm) into the water with stainless-steel grabrails. Note that the two-tube rungs are easy on bare feet.

aft deck not found or type unknown

The aft deck has enough space for crew members to tend to the towrope or dock lines. Notice the conventional fixed cleat in the aft port quarter. We would like to see pull-up cleats for all deck cleats to avoid toe stubbing. We like the swimming-pool type hand holds to make exiting the water easy.

The Cockpit

Passing through the aft gate we enter the cockpit area, where we find twin aft-facing lounges, and settees which have backrests set at a chaise-style incline. With the Bimini top up, we saw that our test boat had the optional LED lights integrated into the frame.

The 23 Encore SHP 575 Dual Engine comes standard with movable cupholders and a removable table. There are also two cupholders in the seat bases on either side. The hinged backrests tilt forward to reveal additional storage.

Under the starboard aft lounge, we found Manitou's smart battery switch; the two batteries being located underneath the aft cushion. To port, there's another battery plus open storage.

cockpit not found or type unknown

The cockpit has dual lounges designed for aft-facing travel with cupholders and speakers towards the base.

cupholders not found or type unknown

Manitou provides a plethora of cupholders, including those in the top of the starboard cockpit lounge, the aforementioned pair in the base aft and the moveable set shown in this picture.

table not found or type unknown

The standard table, one of two, installs easily and has more cupholders.

bow storage not found or type unknown

All of the cockpit and bow storage is accessed via hinged cushions so they'll always be attached to the boat.

battery switch not found or type unknown

The master battery switch is in the base of the port cockpit lounge.

battery not found or type unknown

Just aft of the switch are two batteries. A third battery is located in the same location to starboard.

bimini not found or type unknown

When up, the standard Bimini top provides protection over the cockpit and captain's chairs.

led not found or type unknown

Our test boat had the optional LED lights integrated into the Bimini top frame.

Amidships

Moving forward, twin captain's chairs swivel and adjust fore and aft. The armrests and bolsters fold up and in an added touch of luxury, the seats have foldout footrests and can recline. Outboard to port, the side gate is 28.5" (72.39 cm) wide and our test boat had the optional foldout table that replaces the privacy curtain.

captain's chair

Twin captain's chairs provide ultimate comfort and support and also don't sacrifice any of the internal entertainment space.

footrests

The footrests fold out for an added touch of comfort.

tray

Ahead of the port captain's chair, a tray folds out of the aft end of the port bow lounge.

The Helm

The helm console and seat are raised off the deck to give the captain a better view of their surroundings. Instead of conventional gauges, our test boat had the Simrad Go 7 Smart Screen - a 7" (17.78 cm) multifunction display that provides engine and course information.

To port of the helm is the JL Audio stereo with connectivity and power plugs located above. Accessory switches are separated on each side of the steering wheel. Digital controls are to starboard with the iDock joystick just seaward and aft of the driver's seat.

helm

Our test boat's helm looks like something out of a sportboat instead of a pontoon boat.

simrad

The Simrad multifunction display provides crucial engine data.

simrad2

The Simrad display can be configured a multitude of ways. Our test boat showed the boat's course heading while still providing speed and other data on the starboard side of the screen.

accessory switches

Push-button-style accessory switches are set in a faux-carbon panel and add to the boat's high-end design.

controls

Evinrude's digital controls include individual trim buttons plus many other functions. There are manual iTrim and tilt buttons for each of the engines along with a synchronized function. A toggle switch in the middle

allows for the RPMs to be increased or decreased in 50-rpm increments for precise speed adjustments.

joystick not found or type unknown

Just below the controls, the iDock joystick is in comfortable reaching distance from the driver's seat.

In the port side of the console up top is a glovebox and below, a hatch opens to provide access to the helm rigging and open storage. Our test boat had the optional locker in the center pontoon. The deck was also finished in optional Luna vinyl covering.

glovebox not found or type unknown

The in-helm glovebox console adds functionality.

dash not found or type unknown

Just below, a large hatch opens to provide access to the dash rigging with additional storage space.

storage locker not found or type unknown

The storage locker in the center pontoon and the Luna deck covering are both options.

The Bow

Our test boat had the optional gate filler seat which can also be used in the stern. Forward of the seat, the gate is 23" (58.42 cm) wide and the full-beam foredeck measures 24" (60.96 cm) fore to aft.

The Manitou 23 Encore SHP 575 Dual Engine is one of the few pontoon boats in this size range that has a proper bow. The full-forward beam measures 24" (60.95 cm) fore and aft. This allows the crew to easily man mooring lines without fear of falling overboard, as on all too many pontoon boats.

cleats not found or type unknown

Note the cleats on each side of the foredeck. We'd like to see pull-up cleats here in the trip zone. On each side of the bow are LED navigation and docking lights.

The bow has angled backrests like the chaise lounges in the stern. And note the different textures and colors in the upholstery which help give the boat an upscale feel. Below are JL Audio speakers and storage is in the seat bases on each side. The bow corner cushions are on hinges for ease of access.

gatefiller not found or type unknown

The bow gate-filler seat is an option which can also be used to fill in the stern.

storage not found or type unknown

Additional storage is located under the corner bow seats. This would be a good place to store the anchor and rode, something that all pontoon boats must carry, but few builders make provision for.

Optional Equipment

- Rail-mounted grill
- Battery charging system
- PWR-ARM Bimini top
- Orion 45 super cooler or soft-sided cooler
- Double Bimini top
- Full enclosure
- Portable head
- Stern remote for stereo
- Saltwater package

Colors

colors not found or type unknown

Powder-coated rails are available in antique silver, black, and champagne.

furniture colors not found or type unknown

There are 12 furniture color combinations.

decking not found or type unknown

Decking comes in 13 different options.

Price

The MSRP of the boat with iDock and iTrim, minus power, is \$69,500.

Warranties

- Limited lifetime on decking (transferable)
- Limited lifetime on structural components (pontoons, motor mounts, understructures, fence assemblies, Bimini top frame)

- 5 years on vinyl upholstery
- 5 years on Bimini fabric
- 5 years on carpet
- 5 years on mooring cover

Observations

While many people think all pontoon boats are the same, the Manitou 23 Encore SHP 575 Dual Engine proves them wrong. From her billet aluminum engine mounts astern, to her numerous transverse hat section supports, to the bulkheads in her pontoons with lifting strakes, this is one of the very best built pontoon boats on the market.

Manitou has long had a reputation for building sporty pontoon boats that were strong, durable, and able to hold their own with the fasts monohull sportboats on the lake when necessary. But as a tow and entertaining platform, few conventional monohulls can match her.

By matching the Manitou 23 Encore SHP 575 Dual Engine with the twin 200-hp Evinrude E-TEC G2s, it has the prodigious 2-stroke torque necessary to pull wake boarders at a time, and the fuel-efficiency at low rpm to be economical to operate.