

Pursuit S248 (2023-)

Brief Summary

The Pursuit S248 is an “entry-level” center console that’s quite hard to consider entry-level since it’s so loaded with features that belie that moniker. Probably the only thing that is entry-level about it is its trailerable size. Even in the standard version, it’s well-equipped to compete in this highly aggressive market segment.

Price

Base Price\$164675000.00

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.

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	3.5	3	0.7	4.9	4.3	532	462.9	58
1000	5.3	4.6	1.3	4.1	3.5	440	382.9	62
1500	7.3	6.3	2.3	3.2	2.8	350	304.7	70
2000	8.9	7.7	3.9	2.3	2	248	215.9	76
2500	9.7	8.4	5.4	1.8	1.6	194	168.7	79
3000	12.2	10.6	7.1	1.7	1.5	187	162.5	81
3500	20.7	18	8.8	2.4	2	254	220.9	85
4000	30.1	26.2	11.7	2.6	2.2	279	242.6	88
4500	35.5	30.8	15.2	2.3	2	253	219.8	88

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5000	40.3	35	19.6	2.1	1.8	223	193.6	89
5500	44.1	38.3	25.1	1.8	1.5	190	165.3	90
5800	46	40	27.1	1.7	1.5	183	159.5	93

[View the test results in metric units](#)
performance chart pursuit S248

Specifications

Length Overall	25' 8" 7.82 m
BEAM	8' 6" 2.59 m
Dry Weight	6,050 lbs. 2,744 kg
Tested Weight	6,830 lbs. 3,098 kg
Draft	
Draft Up	1' 10" 0.56 m
Draft Down	3' 0" 0.91 m
Air Draft	
Deadrise/Transom	21 deg
Max Headroom	
Bridge Clearance	8' 10" 2.69 m

Weight Capacity	2,545 lbs. 1,154 kg
Person Capacity	10
Fuel Capacity	120 U.S. gallons 545 L
Water Capacity	20 U.S. gallons 76 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	6,830 lbs. 3,098 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	4.0 seconds
0 to 20	
Ratio	
Props	15.5x 17 SWSII
Load	2 persons; 60 gal. fuel; 50 lb gear
Climate	65 deg., 59 humid; wind: 10-15 mph, seas: 0

First Impressions Mean Everything

Pursuit S248 type unknown

Anyone who might think that the S248 is just another center console would be sorely mistaken.

Now, this is an S-class boat... the S248. Pursuit used to have its center consoles known as C-class for obvious reasons. But as the type evolved and more features were added, it became evident that they were much more than just center console boats. They were true sport boats and as such they became S-class.

Storage is a big part of the S248. There's a lot more storage here that others in this size range simply do not have. Deck storage to both sides of the cockpit, in the center of the cockpit, in the side bulwarks at the bow, inside the console and at the back console bulkhead, under the two bow seats and between the two in the bow deck. There's even storage under the gunwales at the bow. Places we typically see on larger boats, but in a 25/26-foot range... not so much.

This boat replaces the popular C238 and many improvements have been made. Most notable would be that Pursuit lengthened the hull by 11" (27.94 cm). That may not seem like much, but it gave more room in

the cockpit, an area that either wins or loses the battle, and behind the helm, so heavier captains won't be sucking a steering wheel into their guts when driving.

Mission

As this is the smallest of the Pursuit lineup, the intention is to introduce entry-level boaters to the brand and cement the brand loyalty that Pursuit is so well known for.

Pursuit S248 type unknown

The Pursuit S248 is loaded with storage solutions and the layout is roomy and easy to get around in.

Major Features

Hull Features

- 5-Year Hull and Deck Structural Warranty — 5-Year Blister Free Warranty
- Integrated Transom Platform Extensions Outboard of Engine
- Stern Anchor Locker
- Anchor Scuff Plate

Cockpit Features

- Under-Gunwale Rod Storage, Port and Starboard (fits 9.5' / 2.9 m rods in lower holders)
- Folding Transom Seat with Patented Self-Adjusting Backrest
- Fiberglass Leaning Post with Tackle Storage Drawer and Integrated 45-Quart (42.59 L) Yeti Cooler with Slide-Out Tray
- Coaming Storage Boxes with Hinged Lids (Port and Starboard) — Fwd of Console
- Double-Wide Forward-Facing Bow Seating Forward of Console with Folding Armrests
- Bow Seating forward (Port & Starboard) with Fiberglass Hatches, Removable Cushions and Insulated Storage Below
- Bow Coaming Storage Boxes (Port & Starboard) with USB Charger (Port)

Fishing Features

- Rod Holders, Stainless Steel (8) — Gunwales (4) and Transom (4)
- Fishboxes, In-Floor (port & starboard, 11 gallons/41.64 L each) with Foam Insulation and Diaphragm Discharge Pump with Diverter Valve

- Livewell, Lighted 24 Gallon Recirculating (Oceana Blue) with Acrylic Lid

Hardtop & Windshield

- Molded Fiberglass Hardtop Windshield, Full-Height Tempered Glass with Side Wings
- Powder Coated Structural Hardtop Supports with Grab Rails
- Overhead Lights (2), Tri-Color LED
- Spreader Lights (2), LED - Fore and Aft Facing
- Dedicated Locations for Radar, Outriggers

Performance

The Pursuit S248 has an LOA of 25'8" (7.82 m), a beam of 8'6" (2.59 m) and a draft of 3' (.91 m). With an empty weight of 6,050 lbs. (2744.23 kg), half fuel and two people onboard, we had an estimated test weight of 6,830 lbs. (3098.04 kg).

With the single Yamaha F300 V6 turning a 15.5 x 17 Saltwater Series II prop and run up to 5800 RPM our speed topped out at 46 MPH. Best cruise was reached at 4000 RPM and 30.1 MPH. It was at that speed that the 11.7 GPH fuel burn translated into 2.6 MPG and a range of 279 SM. All while still holding back a 10% reserve of the boat's 120-gal (454.25L) total fuel capacity.

Handling

This was a fun boat to drive for several reasons. First, she doesn't grab into the turns so that you've got to hang on for dear life and brace yourself. Rather, she's got a nice slide that eases across the turn, so you really don't get thrown over to the side. There's also enough banking to that turn so that you're more planted down into the deck. It's quite comfortable.

The electric steering from Yamaha is excellent, so very easy boat to drive and she's very responsive to the helm. I did notice that I had to drop the trim all the way down when I got into the turns so that we didn't ventilate the props. Once on plane, bring the trim up to around half on the gauge and that's where she feels best and runs best.

Pursuit S248
Image courtesy of Pursuit Boats

The Pursuit S248 was an exciting boat to drive and very well handling.

Another interesting facet is in the 10-15 MPH winds of our test day she tends to lean a little bit into the wind when it's coming from the port side. I can correct that with the trim tabs and level it out easily enough.

Coming from starboard, the torque effect of the propeller seems to cancel that out without needing the trim.

Boat Inspection

Cockpit

Since the cockpit is the area that wins or loses the “battle of the center consoles,” that’s where we’ll start our inspection.

Eleven inches (27.94 cm) have been added to the length of the S248 over the previous C238 and part of that additional space was used in the cockpit. This space is opened up a bit more by not falling prey to the convention of adding rod holders to the back of the helm seats that always are in the way and causing shirts and elbows to get into a tussle with the reels. Here the rocket launcher style rod holders are just fine up at the trailing edge of the hardtop. Now we’re left with an open workspace measuring 35” (88.90 cm) x 76” (193.04 cm) with padded bolsters going all the way around.

At the leaning post there’s a tackle (or napkins and plasticware...) storage drawer with a 45-Quart (42.59 L) Yeti cooler on a slide-out tray underneath.

Pursuit S248 type unknown

The cockpit has plenty of room to work. Fishboxes are to the sides, a cooler and tackle drawer are at the leaning post. Rod holders are everywhere.

At the transom, there’s the usual flip transom bench seat and this one also includes an elevating bolster that rises when the bench is deployed. At 33” (83.82 cm) it’s double-wide. At the caprails behind there are rod holders and an optional retractable ski tow pylon (\$1260). Alongside and to port is a 24-gal (90.85L) livewell.

In the deck, there are two 11-gallon (41.64L) fishboxes and both are not only insulated but emptied with a diaphragm pump with a diverter to direct draining to each one or both. This diverter is in a center mechanical compartment, and we’d like to see that in a more accessible location. This compartment also includes the bilge pumps, the 4 GPM (15.7 LPM) livewell pump, batteries... etc. Additionally, Pursuit measures those fishbox capacities by the size of the interior bin only, not from the bottom, all the way up to the lid, as we’ve seen some other builders squeak in.

pursuit s248 type unknown

To the sides of the deck, there are 11-gallon (41.64L) fishboxes. Notice the hatch is finished on both sides, gasketed and held open with a gas assist strut. Under the padded bolster we can see the freshwater shower.

Pursuit S248 type unknown

In the center of the deck, there's a mechanical compartment with all of the components well organized. We can see the resin-infused grid stringer system to the sides. Notice the hoses from the two side fishboxes leading to a single diaphragm pump.

To both sides, there's under gunwale rod storage holding 9.5' (2.9 m) rods in the lower holders and 7.5' (2.29 m) rods in the upper. There's dedicated storage for the carbon-fiber poles that support bow (\$2,155) and stern (\$2,140) Mediterranean-style sunshades. A freshwater washdown is to one side and raw water to the other. Rod holders are in the 10" (25.4 cm) caprails that top out at 26" (66.04 cm), exceeding ABYC (American Boat and Yacht Council) standards. The caprails mounted beverage holders can also hold the typical 30 oz (.89L) insulated cups.

Platforms

Access to the platforms is via a starboard side door that opens to an 18" (45.72 cm) wide walkthrough. The door is held open via a magnetic catch and most impressive is the "doggie-door" style opening at the bottom to help shed any shipped water in short order. This, in addition to the large deck, drains to both sides.

As for the platforms themselves, they're probably the largest in class. Pursuit measured the entire swing of the Yamaha F300 outboard and from that, they built the molded platforms just outside that swing range. The result is immediately noticeable as each platform is a full 30" (76.20 cm). They come out from the transom 45" (114.3 cm). The platform to the port side has an in-deck aft anchor storage locker that is self-draining. In addition to the compression latch, there's also a post and socket arrangement to hold the hatch and that seems a bit of an overkill and just makes the hatch harder to open. But high marks for the extra effort.

Pursuit S248 type unknown

Notice how the deck is guttered to channel water to the aft drains. A courtesy light is alongside the drain and at the bottom of the door to the aft platform there's a doggie door to further allow shipped water to make its way overboard.

In the center of the two platforms, there's a hatch that is usually used to accommodate tilting the engine out of the water, but this is just to cover the already orderly rigging. Flip it open to access the rigging and close

it to create a service platform or make for easy transitions from one side to the other.

Pursuit S248 type unknown

The swim platforms are ginormous. To port, there's an anchor locker. The grab rail eases reboarding from the concealed swim ladder. Notice the retractable ski-to-pylon.

Bow

Even with the large leaning post, there's still 16" (40.64 cm) to each side to accommodate the transition forward. Keeping with the theme of "storage everywhere", by bringing out the bulwarks just a bit Pursuit was able to create storage compartments under the bulwarks to both sides. As the sides jog back in it creates a recess for the swivel seatbacks for the bow seating. Even with the bulwarks jutting out, there's still 19" (48.26 cm) of walk space. More than we typically see in boats in this class. Cockpit depth is 30" (76.2 cm).

As for the forward social zone, it starts with 4' (1.22 m) lounges to both sides, again with optional swivel seatbacks (\$1,630) that lock into position thanks to the notched pedestal. They don't quite meet at the bow but instead remain 15" (38.1 cm) apart. While others may put an aft-facing seat across the two, Pursuit kept the forward area open allowing easier access to the foredeck and working the ground tackle at waist high.

Both lounge seats have insulated storage underneath and they're self-draining. There are padded bolsters to the sides with storage shelved underneath making an ideal location for those rolled-up beach towels. Order either the optional bow table (\$1,610) with its dedicated storage in the head compartment or the filler casting platform with filler cushions (\$855) that converts the whole area into a sunbed. Cavernous storage is in a deck compartment.

Pursuit S248 type unknown

The bow is a comfortable social zone that can be shaded under the optional Mediterranean sunshade.

The seat ahead of the console is a full 39" (99.06 cm) wide so it extends fully to the outer limits of the console. There are flip armrests to both sides and the upholstery is diamond stitched. The seating is part of a forward door that opens to access the compartment inside. Here, there's a standard Porta-Potti that is, by definition, easily removable for those who choose to utilize the compartment more as another storage space. For those that want to upgrade the head functionality, choose the electric marine toilet with a 6-gallon (22.71 L) holding tank and macerator (\$3,105). There's also an option to add a stainless-steel framed opening portlight with a removable screen (\$675).

At the aft bulkhead, there's the main electrical panel with the battery switch. Alongside that, there are two storage compartments. Notice the dedicated storage for the bow table.

At the foredeck, there's a hatch over the ground tackle. Our test boat had the optional anchor windlass (\$1,475) and polished stainless-steel anchor (\$595). Most times we see the installation of the mounted anchor and windlass or a beach reboarding ladder, not both. Pursuit managed to get them both together by offsetting the optional bow reboarding ladder (\$1,200) to the starboard side. Again, something unheard of in this class.

Having the reboarding ladder, an anchor windlass and a mounted anchor is unheard of in a boat in this class. Even larger ones can't seem to always pull this off.

Helm

The helm starts with tempered glass to three sides of the powder-coated frames. The compass is correctly mounted in line with the helm and there's a small cubby alongside a padded base that we'd like to see fitted with an inductive charger.

Below, there is room for dual 12" (30.48 cm) Garmin displays (\$12,795 + \$8,535). It's interesting to note that Garmin representatives that work in-house at Pursuit are the ones doing the electronics installations. This practice allows for certain benefits from Garmin to Pursuit customers. For example, Garmin techs audit each application, present system certification of approval and sign Quality Control reports. A Garmin representative also provides a two-hour onboard orientation for every customer who purchases factory-installed Garmin Electronics.

These displays are mounted high on the panel, and then the electrical switches are mounted below. This gives visual priority to the displays and as such, they're not blocked by the wheel. As for the switches, even they are grouped accordingly with the more often used ones in the higher row.

There are three tempered glass panels on the console. The wiper is optional. Notice the bulwark storage to the side. We can also see the forward backrest swiveled into the stowed position.

The helm seat is 46" (116.84 cm) wide and includes flip bolsters and armrests to the outsides. An upgraded helm seat (\$3,510) includes four armrests, articulating flip-up bolsters and fore and aft adjustment. It also

includes the Premium Edson wheel with a stainless-steel knob.

The hardtop is standard on this “entry-level” boat and includes powder-coated frames and grab handles. There are also speakers, courtesy lights, spreader lights and an overhead E-Box.

Pursuit S248

The helm can accommodate dual 12” (30.48 cm) displays.

Construction

- Hand Laminated Hull with Vinyl Ester Resin and Engineered Fabrics
- Infused Fiberglass Structural Grid System with Molded Finish and Integrated Bilge Water Management System
- Foam Filled Structural Grid
- 3 Ply Resin Infused Composite Transom System
- Molded One Piece Deck and Cockpit Liner with Non-Skid Pattern Area and Overboard Drains
- Hull and Deck Joint Mechanically Fastened

Optional Equipment

- Hull Color: Carbon, Neptune Gray, Gulf Stream Blue, Flag Blue, Arctic Blue — \$3,901
- Upholstery Color: White/Gray — \$1,370
- Bow Beach Boarding Ladder — \$1,200
- Electric Marine Head with 6-gallon (22.71L) Holding Tank, Macerator Discharge Pump, 316L Stainless Steel Deck Pump-out Fitting and Bronze Thru Hull Fitting with Seacock \$3,105
- Portlight, 316L Stainless Steel Framed with Removable Screen — \$675
- Underwater Lights (2) All Color Sea Blaze Quattro Spectrum — \$1,485
- Stereo, JL Audio System: MM105 AM/FM/USB Bluetooth Head Unit with Amp (1), 8" Subwoofer (1), 6.5" Speakers (4 - 2 Bow/2 Aft Hardtop), and External FM Antenna with Ratchet Mount Base — \$3,475
- Stereo — Premium Upgrade: 2 Add'l 6.5" Speakers (Fwd Hardtop), 1 Add'l 8" Subwoofer (Leaning Post), Custom Tuned DSP Amp, Upgraded Sport Grills and SiriusXM Receiver with External Antenna (Includes 3-Month Subscription) — \$5,915
- Premium Helm Seating with Four (4) Folding Armrests, Articulating Flip-up Bolsters, Seat Slide with Fore/Aft Adjustments, and Edson 316L Stainless Steel Steering Wheel with Control Knob and Non-Slip Grip — \$3,510

- Bow Table, Fiberglass (with Dedicated Storage) — \$1,610
- Bow Seating Forward-Facing Backrests, Rotating (Port & Starboard) — \$1,630
- Bow Seating Filler/Casting Platform with Sun Pad Cushions — \$855
- Ski Tow Pylon, Transom-Mount — Recessed/Pop-Up — \$1,260

Mechanical Systems

- Windlass Anchor System with Remote — \$1,475
- Anchor Upgrade (Stainless Steel) — \$595
- Garmin Electronics Package: GPSMAP 8612XSV, Airmar B75M 600-watt CHIRP Transducer, NMEA 2000 Starter kit, Pursuit Custom Dash Panel, VHF Antenna and Pre-Rig for VHF Radio — \$12,795
- Second Garmin GPSMAP 8612 Display — \$8,535

Comfort & Convenience

- Freshwater System: Aft Cockpit Shower with 20-gal (75.71L) Water Tank, includes wiper washer, washdown with quick-connect fitting, coil hose and spray nozzle — \$2,100
- Mid-Level Cockpit Accent Lights — \$695

Canvas Options

- Bow Med-Style Sunshade — \$2,155
- Aft Cockpit Med-Style Sunshade — \$2,410
- Hardtop Connector Side Curtains with Dodger Wings — \$1,800
- Hardtop Connector Side Curtains Upgrade — \$1,965
- Aft Curtain-Sunbrella — \$1,890
- Aft Curtain-Stamoid — \$2,480

Observations

One could ask what reason there is to focus on the S248 instead of the hundreds of other center consoles flooding the market and that's a fair question. The answer is simple but multi-faceted. Aside from the build quality of a Pursuit, this center console is among the most loaded and feature-packed that we've seen. Pursuit doesn't do anything piecemeal and this is another example of taking something, that should be so simple and making it better than the rest. And therefore, more attractive.