

Mako Pro Skiff 19 CC (2017-)

Brief Summary

Those who love flats fishing know it's generally expensive to get a roomy boat that also floats truly shallow. But that's not the case with the MAKO Pro Skiff 19 CC, which has an exceptional amount of fishing space thanks to her squared-off bow, yet floats in just 9" (.48 m) of water and has a huge load capacity. Complete with a 115-Mercury FourStroke and a galvanized trailer, this well-equipped Skiff goes for \$22,995.

Price

Base Price \$22995.00

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

- Backed by the MAKO Assurance
- Advanced Inverted V (AIV) hull with integrated anti-spray design for a smooth, stable and dry ride
- Bow and aft molded raised casting decks with non-skid surface and storage
- Center console with six vertical rod holders, acrylic windscreen, stainless steel grab rail, navigation lights, space for mounting optional electronics and below-console storage
- Forward console seat with molded-in grab handles and 18-gal. cooler
- MAKO-exclusive removable 85-qt. foam-filled helm seat/cooler with superior ice-keeping ability
- Aft 25-gal. aerated and recirculated livewell/baitwell
- 1-piece molded fiberglass stringer system with gelcoat finish and fully injected, closed-cell foam flotation
- 2-tone high-density marine-grade vinyl upholstery with stain-resistant coating and composite substrates
- Custom-matched hot-dipped galvanized trailer with Super Lube hubs

Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
700	3.2	2.8	0.3	10.7	9.3	259	225.4	72

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	4.3	3.7	0.6	7.8	6.8	190	165.2	71
1500	6.3	5.4	1.1	6	5.2	145	125.8	74
2000	8	7	1.8	4.6	4	111	96.6	72
2500	12.9	11.2	2.4	5.5	4.8	133	115.5	75
3000	20.5	17.8	2.6	7.9	6.8	191	166.2	83
3500	24.7	21.4	3.3	7.6	6.6	184	160.3	91
4000	28.6	24.8	4.7	6.1	5.3	148	128.4	97
4500	32.9	28.6	6.2	5.3	4.7	130	113	95
5000	37.4	32.5	7	5.4	4.7	131	113.7	97
5500	40.4	35.1	8.5	4.7	4.1	115	100.3	99
6000	44.5	38.7	10.6	4.2	3.7	102	89.1	100

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

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Specifications

Length Overall	19' 4" / 5.89 m
BEAM	7' 9" 2.36 m
Dry Weight	1,350 lbs. 612 kg

Tested Weight	2,251 lbs. 1,021 kg
Draft	9" 0.23 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	
Bridge Clearance	N/A
Weight Capacity	1,450 lbs. 657 kg
Person Capacity	6
Fuel Capacity	27 gal.
Water Capacity	25 gal.
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	2,251 lbs. 1,021 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	2.38:1
Props	Tempest Plus 14 5/8" x 21" 3-blade ss
Load	2 persons, 3/4 fuel, no water, 50 lbs. of gear
Climate	66 deg., 52 humid.; wind: 0-8 mph; seas: calm

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The Pro Skiff 19 has an LOA of 19'4" (5.9 m) and a beam of 7'9" (2.4 m). Her maximum hp rating is 115-hp, and passenger capacity is six people or 625 lbs. (284.5 kg).

Mission Statement

Mako designed the Pro Skiff 19 for saltwater anglers who stay close to home and like working the shallows. Her innovative bottom design exhibits strong performance and efficiency and the boat draws only 9" (22.9 cm). She has raised forward and aft casting platforms, and standard equipment includes a livewell and six rod holders.

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The Pro Skiff 19 provides a good mix of open deck space and storage.

Distinguishing Features


- **Advanced Inverted V (AIV) hull.** Provides a dry ride and improved overall performance
- **85-quart (80-liter) Cooler.** Insulated and rotomolded for better ice-keeping ability
- **Raised Fishing Platforms.** Large fore and aft fishing areas are covered in patterned nonskid
- **Single-Axle Trailer.** Custom made with four bunks to support the AIV bottom

Performance

A Closer Look. The AIV hull won an Innovation Awards from the National Marine Manufacturer's Association in 2012. The bottom is designed to provide a shallow draft, a dry ride,⁸ and enhanced overall performance. Let's take a look at the primary elements of the design.

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Starting at the bow, the spray rail and this concaved pocket (in red) knock down water.

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The captured water is forced aft and under the hull bottom.

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Shown here in red, the outer keels are the boat's primary running surfaces.

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The center keel is higher at the bow and extends deeper near the stern. Channels outboard of the center keel (in red) on each side are designed to direct aerated water past the propeller on each side.

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With the disturbed water routed past the gearcase, the bottom delivers cleaner water to the propeller, which improves overall performance.

The Numbers. Our Pro Skiff 19 was powered by a 115-hp Mercury EXLPT four-stroke outboard that had a 2.38:1 gear ratio and turned a 14 5/8" x 21" (37.1cm x 53.3 cm) Tempest stainless-steel three-bladed propeller.

With two people, 20.25 gallons (76.6 liters) of fuel and test equipment, we weighed in at an estimated 2,251 lbs. (1,021 kg).

We hit a top speed of 44.5 mph (38.7 knots) at 6000 rpm.

Best cruise came at 3000 rpm where we ran 20.5 mph (17.8 knots) and burned 2.6 gph (9.8 lph), which resulted in 7.9 mpg (3.3 kpl), giving the boat a range of 191 statute miles (166.2 nm) with 10 percent of the boat's 27-gallon (102.2-liter) fuel capacity in reserve.

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Our test power, a 115-hp Mercury outboard, is the maximum output recommended for the Pro Skiff 19.

Quick Draw. In acceleration tests, the Pro Skiff 19 planed in 3.7 seconds and ran to 20 mph (13.3 knots) in 5.7 seconds and to 30 mph (26.1 knots) in 9.4 seconds. Bow rise was 15 degrees under hard acceleration.


Maneuverability. In turns, the Pro Skiff 19 felt agile and quickly responded to course corrections. The outer keels grab in a turn and help bring the boat around quickly. Take it too tight, and the boat will hop a little, but as long as the jack plate isn't set too high, the propeller shouldn't ventilate. Because the bottom is designed for a higher motor installation, it doesn't take as much positive trim to run efficiently.

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The Pro Skiff 19's primary mission may be fishing, but she's also quite agile.

Features Inspection

Stern Casting Platform. Stepping aboard the Pro Skiff 19, the aft casting platform measured 3'4" (1.02 m) fore to aft and 6'10" (2.08 m) across. It's raised 1'4" (.4 m) off the cockpit deck. In the aft starboard corner, there's a stainless-steel grabrail. Below on the transom is a small plastic reboarding step. The anchor light socket is in the aft starboard corner on deck, and the full fill is to port.

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The Pro Skiff 19's raised aft platform has almost 23 sq. ft. (7 m) of fishing space.

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The plastic step on the transom and stainless steel grabrail facilitate reboarding.

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The fuel fill is on the port side of the boat to make it easier for a tow-vehicle driver to pull into a land-based gas station.

Aft Platform Storage and Livewell. There are four plastic hatches within the aft platform. Front and center, the 25-gallon (95-liter) livewell is aerated and has a 500-gph (1.893 lph) pump with an adjustable spray head.

Outboard on each side, there is storage in lockers that fully removable, so crewmembers can easily access the contents in the lockers. Aft, a hatch in the splashwell opens to provide access to the 1,000-gph (3,785-lph) bilge pump, the livewell pump and other gear.

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To keep the fish calm, the livewell is finished in blue and has rounded corners.

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The outboard hatches secure with four latches, and notice the thick rubber gasket to prevent rattles and keep out water.

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The hatch in the splashwell just ahead of the motor opens forward and lays flat, which improves access. **Cool Seat.** At the helm, the captain and a companion can take a seat on the thickly padded cushion atop the 85-quart (80.4-liter) cooler. The bottom cushion is hinged and has bungee-style latches that hold it closed. Mako fabricates the rotomolded base in-house.

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The helm seat cooler straps to the deck and Mako says it will hold ice for three days.

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When closed, the thickly cushioned pad is finished in two-tone textured upholstery with upscale black piping.

The Helm. To protect the captain and a companion from wind and spray, the console is topped with an acrylic windscreen. We like that a stainless-steel rail encircles the console to provide a good handhold. It should keep uneducated passengers from grabbing and breaking the windscreen.

Below, the dash has a tachometer and water pressure and fuel gauges in a dedicated panel to starboard and space for optional electronics to port. The key is to the right of the steering wheel, and accessory switches are in a clearly labeled panel to port. Down low, the console houses the battery and fire extinguisher, and the battery switch is mounted just outside the opening for the compartment.

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The helm has a straightforward feel with plenty of space for add-ons.

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The accessory switch panel includes a Master Power button that shuts down the full 12-volt system.

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The battery is strapped in place in the console, and just outside of the locker, the battery switch is positioned for easy deployment.

The Console. There are three rodholders integrated into the console on each side. Forward, the console has a padded backrest, two cupholders, and a hinged bottom cushion that picks up toward the bow. The standard underseat configuration is an 18-gallon cooler, but our test boat had the upgrade to the livewell.

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The seat on the front of the console looks comfortable, and the stainless-steel rails on each side provide good handholds.

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Our test boat was equipped with the optional baitwell under the console seat. The Pro Skiff 19 comes standard with an 18-gallon (68.1-liter) insulated cooler.

The Bow. Forward of the console seat, the bow fishing platform is raised 1'6" (.46 m) off the deck, and it measures 6'3" (1.9 m) across. There's 1'11" (.58 m) of freeboard, and when we walked from one corner to the other, the bow dipped 2" (5.08 cm). A single plastic hatch in the center of the boat opens a good-sized locker.

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Notice that the cleats are placed aft of the forward casting platform to keep lines from snagging.

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There's plenty of space on the bow for this couple to fish together.

Construction. Mako builds the Pro Skiff 19 with full composite construction. The transom is cored with high-density Coosa Bluewater panels, and the hull and deck are chemically bonded and mechanically fastened with stainless-steel hardware. The console is installed in the same manner with 1/4" (.6 cm) aluminum backing plates.

Trailer. The Pro Skiff 19 comes standard with a single-axle galvanized four-bunk trailer that comes with a swing-away tongue. The trailer comes standard with Super Lube hubs, a 1,200-pound (544.3 kg) folding tongue jack, a heavy-duty winch with nylon strap, an outboard motor support and safety cables for the stern.

The trailer is made from all-welded galvanized aluminum, the right material for saltwater use.

Price

- \$22,995 with a Mercury 90 EXLPT FourStroke outboard and trailer
- \$23,995 with a Mercury 115 EXLPT FourStroke outboard and trailer

Warranty

- Limited Lifetime Structural Hull Warranty
- Five-Year “Stem to Stern” Coverage Warranty
- Three-Year Gelcoat Coverage Warranty
- Transferable to a second owner

Options to Consider

- Bimini Top w/stainless-steel frame. \$875
- T-seat T-top \$4,400
- Deluxe T-seat T-top with rod holders, footrest, and lay-down hinges \$5,500
- Aft deck storage curtain \$100
- Console storage curtain \$65
- Aft baitwell Pro-Air aeration system \$100
- Console baitwell w/recirculator \$90
- Two-tone hull in Aqua Green, Cardinal Red, Kelly Green, Patriot Blue, Sunshine Yellow, or True Black \$430
- Cockpit courtesy lights \$50
- Forward and aft tournament seats (includes seats, bases, poles, and spyders) \$725
- Boarding platform \$525
- Smart tabs (factory installed) \$100
- Minn Kota Riptide 24V, 80-lb. thrust 54” (1.37 m) shaft trolling motor (\$1,625)
- Minn Kota Riptde 80-lb. thrust 60” (1.52 m) trolling motor \$2,325
- Motor Guide Xi5 24V, 80-lb. thrust 60” (1.52 m) trolling motor \$1,700
- Hydraulic jack plate \$1,050
- Hydraulic steering \$500
- Stainless-steel propeller for Command Thrust motors (\$225)

- Stainless steel propeller for non-Command Thrust motors (\$375)
- 1,000-gph (3.785-lph) bilge pump with auto switch (\$50)
- Cranking battery charger (\$150)
- Lowrance Elite-3x fishfinder (\$155)
- Simrad G05 XSE transducer (\$695)
- Simrad G05 XSE with TotalScan Transducer (\$825)

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Our test boat had the optional bimini top that comes with a stainless-steel frame.

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An owner can opt for one of five color wraps including Patriot Blue.

Observations

For the coastal saltwater angler on a budget, the Mako Pro Skiff 19 is a well-equipped turn-key package. She can run in 9" (22.9 cm) of water and comes standard with a livewell and six rodholders, plus a decent amount of storage and good deck space for fishing.

Total weight on the trailer is listed at 2,950 lbs. (1,228.1 kg) and opens up all kinds of tow-vehicle opportunities. For example, a Volvo XC60 is rated to tow 3,500 lbs. (1,587.6 kg), and the Pro Skiff 19's package weight is well within the limits for vehicles such as a Toyota Highlander, Nissan Pathfinder, or Ford Explorer.