

BOAT HANDLING: DOCK IT RIGHT THE FIRST TIME

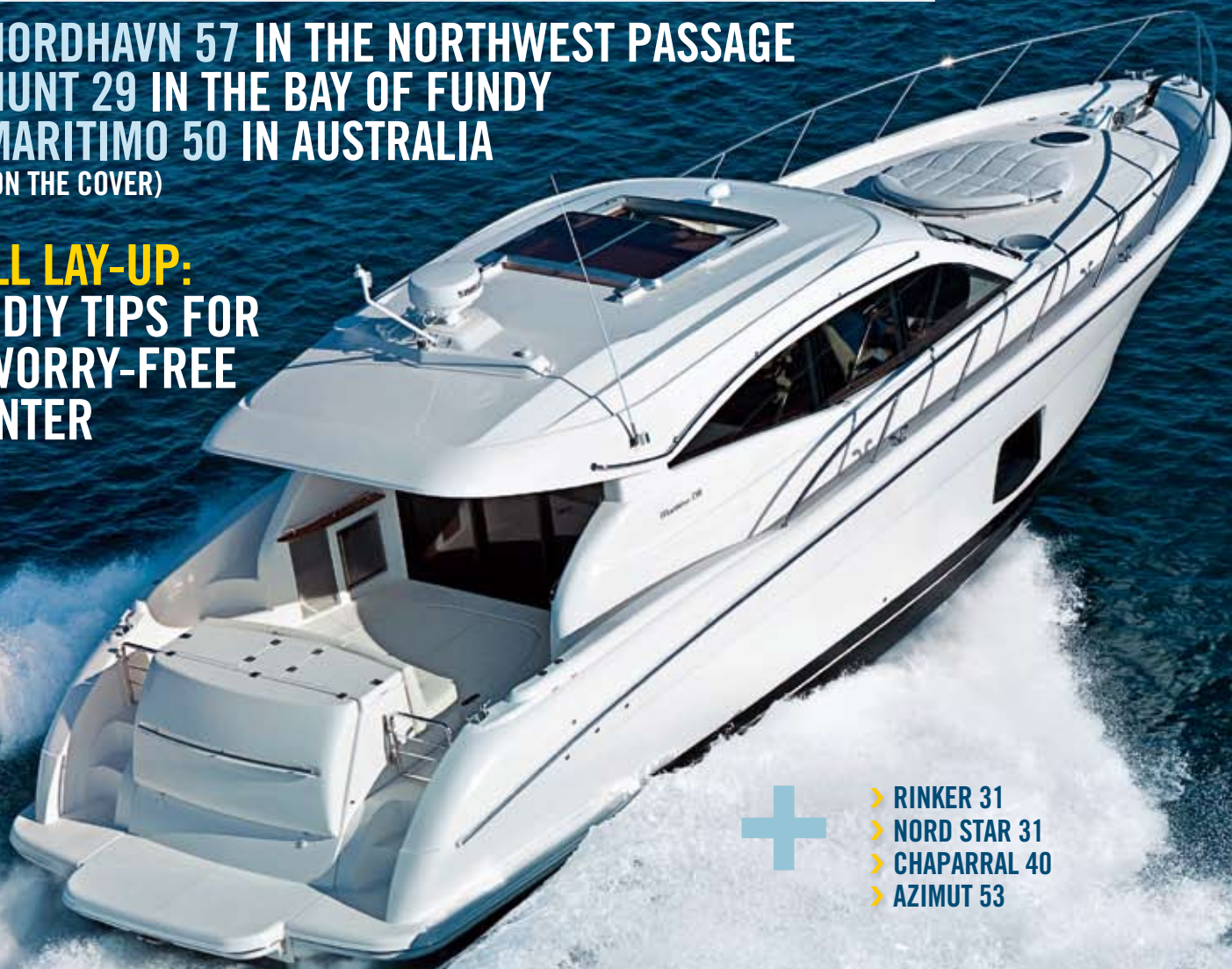
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Tough & Pretty



Rough water is no problem for the new Maritimo C50 Sports Cabriolet, while the living inside is easy.

STORY BY PETER A. JANSSEN
PHOTOGRAPHY BY MARK BURGIN



A storm had rumbled through over the past few days, roiling the waters of the South Pacific, blowing off the tops of the waves in angry sprays of white foam. Indeed, it was so bad the Aussies actually closed the beach at Surfers Paradise on the Gold Coast, about 30 miles south of Brisbane, something they are loathe to do. (Closing the beach in an upscale resort town called Surfers Paradise, it seems, is almost an insult to the national psyche.) This morning, although the beach was open and the storm was receding, the ocean was still a striking metallic silver color, kicking up 4-foot waves and wandering winds. In other words, perfect conditions to test hull number one of the new Maritimo C50 Sports Cabriolet, fresh from its introduction at the Sanctuary Cove boat show just up the road.

I had arrived from New York just two days before and was still half jet-lagged, but I figured, well, why not? A little rough-water boating might be good for the character; at least it would keep me awake. Not to worry — the ride, considering the circumstances, was remarkable. “These boats are over-engineered so they can go anywhere,” said Bill Barry-Cotter, Maritimo’s founder and CEO, who I talked with the day before. The 50 certainly performed well. There was no real pounding, not in the usual sense, and no banging, no creaks, no rattles. The boat was as solid as can be, just powering through the South Pacific swells, spray flying, with no fuss at all. It turned quickly, and the angle of attack was low, with minimal bow rise. This is a boat with a good attitude. Barry-Cotter was right. As the Aussies would say, no problems, mate; just point the boat and Bob’s your uncle.

As I found out over the next few days, there are basically two reasons for the boat’s superb offshore performance. First is the way the boat is designed, with Maritimo’s trademark variable deadrise hull. It also carries the engines and fuel tanks relatively farther forward than many other boats, putting them over the center of



A GOOD ATTITUDE. At cruising speed, the C50 maintains a nice angle of attack (top). An anchor in the making in the factory (above).

buoyancy. Plus a low shaft angle of just 9 degrees keeps the engines low (producing a low center of gravity). Second is the way it’s built, with a unitary monocoque construction plan. Most builders use two fiberglass parts, one for the hull and one for the deck, with interior

BOTTOM: PETER A. JANSSEN

modules attached to the inside of the boat. Maritimo constructs three fiberglass parts: the deck, the hull and a complete fiberglass mold for the interior. It then chemically bonds all three together. The result is a stronger, more rigid, lighter and quieter boat, essentially a one-piece structure. (Think of a fighter jet.) Seeing (and hearing) is believing, and after our ride off Surfers Paradise, I’m a believer.

I was in Australia with 20 or so U.S. and Latin American Maritimo dealers, a group organized by Dave Northrop, president of Maritimo USA, with headquarters in Seattle. Over the course of the next few days we visited the various Maritimo factories where, among other things, we saw the almost-completed hull of the new 73-foot flagship and molten lead being poured for the casting of a new anchor. (Maritimo makes as many of its own components as possible, including anchors. A single anchor, it turns out, takes more than a ton of sand.) We also got up very early to drive to a nature preserve to see dozens and dozens of kangaroos in their native habitat. We then took a daylong cruise north to visit the Maritimo racing headquarters up by Brisbane, spending a lot of time on the boats.

The C50 is as pretty as it is tough. The low-profile, long sheer line, raked windshield, long cabin-top overhang and almost teardrop-shaped windows all suggest a contemporary Euro look, but a bit understated; it’s classic in its lack of frills. The large, almost square windows in the hull forward, just below the helm, give a visual break to the all-white hull. The overall affect is both elegant and functional. The C50 is a pretty boat that clearly is still a boat — no floating condo here. It does what a boat’s supposed to do.

Standing at the dock next to the boat, Barry-Cotter comments on its good looks and says simply, “I’ll compare this boat with any of our European counterparts.” Indeed, the C50 would look equally at home in the Mediterranean, Miami, or Malibu.

Stepping on board, the boat is

inviting and comfortable, open and light. It has three staterooms and two heads below, a generous salon with a galley aft (to starboard, when you walk in from the cockpit), making the front of the salon a large social area with a comfortable, eight-person, U-shaped settee on the port side across from the helm. It faces a teak high-low

MARITIMO C50

SPECIFICATIONS

LOA: 53'6"

Beam: 17'1"

Draft: 4'1"

Disp.: 41,800 lbs.

Fuel: 793 gals.

Water: 211 gals.

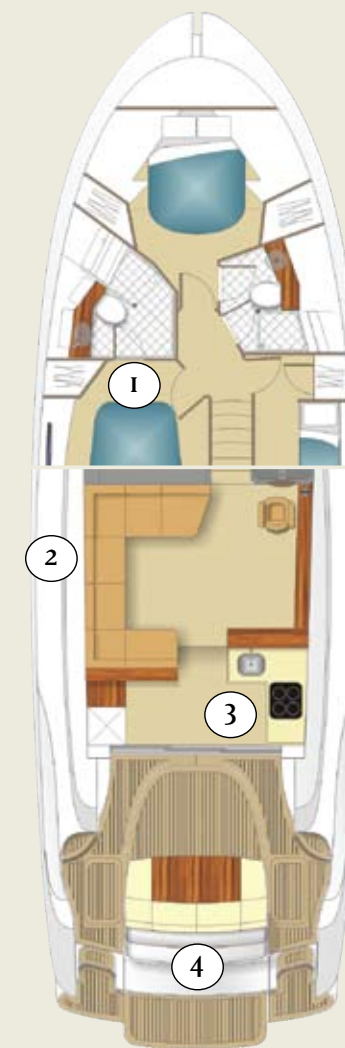
Contact: Maritimo; maritimousa.com, maritimo.com.au

Base Price: \$997,000 with two Volvo Penta D12 800 hp diesel engines

PERFORMANCE

TEST POWER: (2) Caterpillar C12 715 hp diesel engines. Speeds measured in two-way average by GPS in the Broadwater off Surfers Paradise, Queensland, Australia, in calm conditions with 200 gallons of fuel, 105 gallons of water and six people on board. Sound levels measured at the helm in dB-A.

RPM	KNOTS	GPH	DB-A
700	7.8	7.0	64
900	9.2	10.0	68
1,100	10.7	14.9	74
1,300	11.9	24.7	74
1,500	16.4	29.1	74
1,700	20.0	36.8	76
1,900	23.9	45.9	84
2,100	27.3	58.8	83
2,300	30.5	70.1	86
2,323	30.8	71.3	86



INSIDE: ① Comfortable master stateroom has large walk-around bed, huge side window, lots of storage and a homelike head. ② Side decks are wide and well-protected, a Maritimo trademark. ③ The galley is aft, opening up both the salon and the cockpit as social areas. ④ The tender garage opens wide to handle a large RIB or dinghy.

PROS:

- Great offshore variable deadrise hull with low center of gravity and engines and fuel balanced over the center of buoyancy.
- Solid monocoque construction, making the hull virtually one piece for strength and light weight.
- Easy living on board with three staterooms below and a galley aft in the salon.

CONS:

- You can only enter the boat comfortably via the swim platform.



table on a stainless-steel pedestal. A large, electric sunroof overhead, combined with the sizable side windows and the four front windows, let in an enormous amount of light. More light comes through the sliding glass doors leading from the cockpit to the salon. (If you want your hair to blow in the wind, just open the sunroof; it's fun.)

You actually step aboard from the large, fiberglass swim platform; it, and all the deck surfaces, is covered with nonskid. Walk up two steps through matching stainless-steel gates (with overbuilt positive locks) to the cockpit and relax in the curved settee across the back. Forward, on the port side, under a small teak inset, is a fridge. On the starboard side is a matching ice maker. Three hatches in the cockpit open to serve as storage for shore cords and fenders and whatever else you want to bring on board. A pod behind the back seat lifts up for more storage. Press a rocker switch in the cockpit and the hydraulic door to the garage lifts up, revealing a gelcoated, nonskid area capable of holding a good-size RIB or dinghy. Barry-Cotter says you can get a 9-foot Nautica jet in there and launch it with rollers and a winch. The swim platform is built low to the water to make this as easy as possible. There's also a shower in the transom, so you can wash off after water sports.

Climb up two steps from the cockpit to the wide side decks leading forward to the oval sun lounge on the bow. For safety, sturdy, high, stainless-steel rails run almost



LIVING LARGE. The salon is bright and comfortable (top). The master stateroom, with its square window in the hull, is full of light (above left). The master head is large, even for a 50-footer (above right).



the length of the boat. There's also a stainless handrail just under the cabin top. Two overbuilt cleats for spring lines are in the middle of the boat on each side.

Two sliding glass doors lead from the cockpit to the salon; they're protected by an overhang from the sleek, slightly sloping cabin top. In the salon, on the port side, a wooden door opens to the full-length fridge with freezer on top, plus a food storage cabinet with swing-out doors. To starboard, the galley is totally open with a sink, four-burner cooktop, a Panasonic microwave, lots of storage and an L-shaped counter. There is plenty of room here for cruising, entertaining or just relaxing.

Forward, the helm instrument displays are set up on two levels; they're easy to read at a glance. The teak wheel is adjustable, and the large stainless-steel footrest is

ONLINE EXCLUSIVE. Check out additional photos of the Maritimo C50 Sports Cabriolet at our website, motorboating.com.

comfortable and sturdy. To the captain's right are the stainless-steel Cat engine controls plus two Side-Power thrusters (the bow thruster is standard). All Maritimos are shaft-driven boats, but they offer the ZF joystick control option. Barry-Cotter says the ZF computer-driven system, which coordinates the engines with the thruster, "has all the advantages of similar systems used on pod drive boats without the need to go to pods." You access the engine through a large hatch in the back of the salon. It's large enough that Barry-Cotter and I both were able to stand there comfortably, and there's room to work all around the big Cats and access the filters and through-hulls.

The living areas are below, down four steps and behind two doors for privacy. To starboard is a small guest cabin with a berth, a generous hanging locker and a combo washer/dryer behind a panel. The square window in the hull lets in a huge amount of light, plus a just-above-the-water-level view of whatever part of the world awaits outside. Headroom below, even in this, the smallest of the three cabins, was fine even for me, and I'm almost 6 feet 2 inches tall. Forward is a large head with a separate, full-person-size shower. In the bow is the VIP cabin, large enough to be considered the master on most 50-footers. The real master, however, is just below the stairs, to port. It clearly deserves the title. It has its own hull-size window, a true walk-around bed, a large hanging locker,



three drawers of storage built into the wall and two reading lights on the teak headboard. You'll feel at home in the master head, with a separate shower, lots of storage and a good-size counter and sink.

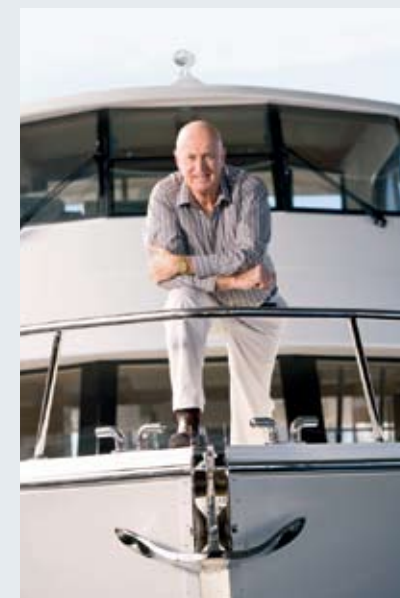
The new Maritimo C50 is scheduled to make a U.S. debut at the Annapolis Boat Show in mid-October, and then in the Fort Lauderdale show later in the month. If you're looking for a pretty boat with a great hull and easy living, whether you're planning an overnight trip or a cruise anywhere in the world, the C50 should be on your short list. ❖

Bill Barry-Cotter Likes to Win — on Land and Sea

Bill Barry-Cotter has been in the boat business his entire life and — whether racing or building boats or creating new companies — he usually comes out on top. Sitting on the salon settee of his new Maritimo C50 at Australia's Sanctuary Cove International Boat Show, Barry-Cotter says he cobbled together his first boat when he was 19, completed his boatbuilding apprenticeship two years later and started building Mariner Cruisers on Sydney's northern beaches shortly thereafter. That was about four decades ago.

In 1980, he sold Mariner Cruisers and created Riviera Marine; he then bought Mariner Cruisers back and formed the larger Riviera Group, one of Australia's largest builders. He sold that in 2002 for the equivalent of about \$150 million. "They wanted me to stay in design and development," he says with a shrug. "That lasted three days." Didn't he want to just count his money and retire? "That was never an option," he replies, a bit more forcefully.

Instead, Barry-Cotter formed Maritimo — named after his offshore racing team, Maritimo Offshore — and built



the new Maritimo factory about a long kangaroo hop across the street from the Riviera plant. He launched the first Maritimo, a 60, at the Sydney International Boat Show in 2004, and it was an immediate success. In fact, the Australian Marine Industries Federation named it both the Cruiser of the Year and the Australian Boat of the Year. Maritimo now makes about 100 boats a year, from 48 to 73 feet.

Barry-Cotter is not made to sit in an office. He's hands-on in the factory, and he's become famous as an offshore racer, creating buzz for his brand and bringing advances in engines and technology from the racecourse back to the production line. Along the way, he won seven Australian offshore championships, more than anyone else, ever.

Now his son, Tom, a college student in Queensland, and his stepson, Luke Durman, who's Maritimo's marketing director, have taken over on the racecourse.

Meanwhile, Barry-Cotter is happy doing what he's doing. "I love building boats," he says. "I'll keep doing it until they carry me out in a box."