

# BOAT REPORT

# SUCCES

# STORY

## ATLANTIC 43



Blue skies and calm seas for the photographs, and boisterous waters for the test — an ideal combination for the Dutch-built Atlantic 43, especially as the Succes sales brochure emphasises sea-keeping as a major feature.

THINK of Dutch motor cruisers, and your first assumption will be steel for the hull construction. However, there are a number of boatbuilders in Holland who are now utilising GRP. In doing so, they have stayed with the concept that steel fabrication has engendered, of low volume production in small family yards specialising in customer specified interiors.

Yachtbouw Succes is run by two brothers, based at Marknesse, and backed by a sales centre at Haren, just over the border in West Germany. Their production of 80 boats a year places them amongst the major manufacturers in Holland, and they are already well-known on the Continent. Less typical though, is the fact that Succes have diversified their interests, with production split evenly between traditional cruisers built in steel, and two established ranges moulded in GRP.

Of the latter, the Atlantic range is the larger with three models currently available. The recently-introduced 38 comes in two forms, with either an aft cabin or cockpit, but it is the 43 that has been attracting attention in the UK since its debut at Southampton last year.

Straight after the show, a busy schedule confined us to just taking photographs of the boat in the Solent before she headed away. However, we later had the opportunity of visiting Notus in Guernsey, agents for the Atlantic range, to test the 43 in the challenging environment of Channel Island waters.

### Design

Succes have employed the services of commercial moulders Den Ouden (Vetus) to manufacture the hull and deck, enabling the relatively low production run to be finished to a higher standard than would otherwise be commercially viable. The mouldings are then shipped to Marknesse for fitting out.

The use of GRP allows much more subtle hull shaping than is possible with steel, and the Succes-developed design makes full use of this advantage. A low chine line is matched by moulded knuckles in the topsides which serve the dual purpose of stiffening the panels, and





## BOAT REPORT



Above: the galley as standard has a three burner hob, with an oven under, extractor over, and a 230V/12V fridge. Good provision is made for storage and worktop space, and the latter is extended to neatly cover the hob when this is not in use. Left: the dinette opposite with room for four around the adjustable table. Above right: the interior helm position offers good visibility, although the single lever controls need to be closer to the seat. Right: the flybridge features three back-to-back seats which convert into sunloungers.

## ATLANTIC 43



emphasising the horizontal line. This line is further enhanced by black gunwale fendering in durable moulded nylon.

The superstructure is pleasantly proportioned to give the boat a purposeful appearance. The Atlantic won't stand out from the crowd, but you won't be ashamed of it either — a cruiser for the majority of tastes.

The 43 has been designed for good handling at slow speeds, and for steady cruising performance in a variety of conditions. With this in mind, the hull is medium vee in form, with a deadrise of 15°. A skeg is incorporated to give good directional stability, while twin spray rails either side improve lift, and cut down wetted area.

## Exterior

In order to make the most of the space below, the wheelhouse is kept fairly high. It is topped by a full width flybridge which is well laid-out and fully instrumented with rev counters, oil- and temperature gauges, a rudder position indicator, echosounder, log and compass. Fitted with triple seating that folds down into a large sunbed, it is ideal for lazy sunny days. On a minus note, the perspex of the reverse-angle windscreen does not fit snugly in its tubular stainless steel frame. This leaves a gap which could trap fingers if the frame is used as a handhold.

The radar mast is formed of stainless steel tubing, and is designed to fold down for passage under low bridges. It should however have some extra bracing, in order to reduce vibration.

There is more sunbathing space on the foredeck, which is protected by substantial stainless steel deck rails that continue around the whole craft. An electric anchor winch with anchor and 30 metres of chain is supplied as standard on this craft. Large pairs of mooring bollards fore, midships and aft complete the deck hardware. On our test boat, fender racks were fitted on the forward rails. However, we understand that these are going to be moved aft so that they do not obscure forward visibility.

The aft deck, raised above the rear cabin, is enclosed by solid panelled dodgers, and makes a very civilised lounging area, also large enough for al fresco dining. Behind it are the fuel filler, and gas bottle stowage — a well thought out location, as they are out of harm's way, yet readily accessible.

Chain gates are set into the deck rails midships, but in common with most other high sided boats of this size, getting on board can still be difficult.

## Interior

The saloon is entered through sliding doors from the aft deck. In view of the fact that these doors slope, it would not be advisable to leave them open when cruising in other than smooth



# BOAT REPORT

waters, or when it is raining. However, it is a most practical arrangement as far as access is concerned. The saloon itself is spacious, well planned and has excellent headroom. An L-shaped settee runs along the port side, facing a drinks table and two stools. In addition, the builders have thoughtfully provided a fridge to complement the bar.

The steering position to starboard is basically designed for one person, although two people could use it at a squeeze. Also, the seat is just that bit too far from the single lever controls to make their operation as easy as it should be. However, a good feature, and one that is frequently missing is the provision of a chart table. This slides out of the steering console, adjacent to the helmsman. It could only be enhanced further by the provision of a chartlight.

A couple of steps down and forward are the galley to port and the dinette to starboard, both still virtually open plan with the saloon. The galley is well-equipped with fridge, stove, three-burner hob and a double sink. Here some extensive meals can be prepared, to be served in style immediately across the companionway, in the dining area. This has an attractive layout, with a semi-circular dining table and settee. The height of this can be adjusted to its most convenient level.

Forward again is a double cabin with staggered bunks that are wide and comfortable. En-suite with this is the toilet/shower facility, with an electric toilet as standard. Hot water here, and for the galley and aft toilet is supplied either from a calorifier when underway, or from an immersion heater when connected to a shore power line.

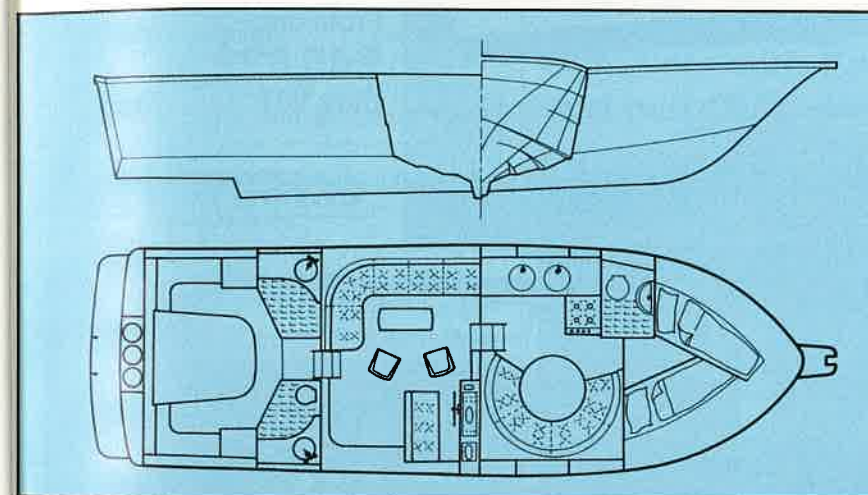
The master suite is entered via a small lobby aft of the saloon. Inside you will find ample luxury appointments for two. A large double bed with bedside cupboards, a wash-basin and toilet compartment to starboard, and sensibly, a separate shower and wash-basin compartment to port. The latter can also be used by guests entering from the lobby. Two wardrobes are fitted and there is ample storage in this cabin, a feature that continues throughout the boat. Lighting in this suite appears to be everywhere, overhead, on the headboard, reading lights and mirror lights, all in addition to the four ceiling lights.

There is no question about the finish of the accommodation. Deep pile carpets, quality joining and excellently-matched veneer throughout impart an air of luxury and warmth. The Eberspacher hot air central heating is standard, as are two stereo systems and a colour television set. Furthermore, the customer is offered a wide choice of furnishings and finishes. To a certain extent, the interior layout can also be customised to individual requirements, particularly if more berths are wanted, by using the saloon and lower dinette. On the practical side, a few more handholds would be appreciated.

## Engine room

Access to the engine room is gained through a hatch in the saloon sole and, once below, it is readily apparent that no compromises have been made here. This is a safe, sound installation where everything is geared to reliability and ease of maintenance.

Jachtbouw Succes offer the Atlantic with a number of engine options. In fact their brochure states: '2 x diesel engines, type to choice'. Our test boat was fitted with a pair of Iveco 8361 SRM 10 diesel engines giving 320hp each. These are coupled to Twin Disc gearboxes which, in turn, are connected to the propeller shafts via Aqua-Drive couplings. Although we weren't able to measure the result, the Aqua-Drives plus flexible engine mounts and extensive soundproofing kept the noise down to comfortable levels. Fuel is held



Fuel	2 x 220 gal (2000lt)	Loa	43ft 6in (13.25m)
Water	165 gal (750lt)	Hull length	38ft 7in (11.77m)
Price ex VAT		Beam	13ft 6in (4.10m)
With twin 320 Ivecos		Draft	3ft 7in (1.10m)
Standard	£138,000	Displacement	11 tonnes
As tested	£141,000		

**Builder:**  
Yachtbouw Succes BV,  
Oudeweg 32,  
Marknesse,  
Holland  
Tel: 0311 -(0) 5273-1705.

**Supplied by:**  
Notus International Ltd,  
Suite 1,  
Tower Hill House,  
Le Bordage,  
St Peter Port,  
Guernsey. CI.  
Tel: 0481 712376.

Above left: Top Secret, the test boat displays her lines to good advantage during our Solent photo shoot. The aft deck is sheltered, even while underway, thanks to GRP dodgers and large aft lockers/seats. Left: the master cabin aft.

in two tanks which have a total capacity of around 440 gallons (2000lt), while 165 gallons (750lt) of water can be carried in the stainless steel water tank.

Ample battery power is provided, with 400 Ah capacity for engine starting, and another 400 Ah for domestic systems. In addition, the boat is wired for connection to a shore supply, with this system incorporating an automatic battery charger. The electrical system is managed from a control panel located behind the steering console, and the customer has a

# ATLANTIC 43

choice of either fuses or circuit breakers.

On the boat under test, a single electrically-powered bilge pump was fitted. We were assured, however, that on future craft a large capacity, manual pump would be fitted in addition to this, though we would still like to see one, or preferably two, extra electric units as well. For protection against fire, the engine room is equipped with two automatic extinguishers, with another three hand operated units in the accommodation.

## Handling and performance

The Atlantic 43 is advertised as combining performance with safety and, taking this to mean the ability to handle difficult sea conditions at planing speeds, the boat certainly lived up to that claim. It took the short, steep seas of Guernsey and Sark in its stride, running at, or close to, its top speed of 24 knots, even through the tidal races. The boat generated a great feeling of confidence in the quite difficult conditions encountered.

Although the 43 does not have a deep vee hull, the ride was well cushioned. Only once or twice, when the boat was really pressed, were the wave impacts on the hull really noticeable. Driven in a more discerning manner, the quality of the ride was such that long passages in difficult conditions could be readily made.

In a beam sea the rolling was moderate and not uncomfortable. With a following sea, the Atlantic responded well to the helm, and tracked a straight course with minimum effort at the wheel.

Unfortunately, we were unable to take a full set of test gear across to Guernsey for our report. However, at the top speed we recorded, estimates suggest that the 43 will have a respectable range of 340 miles. 24 knots is a good speed for a boat weighing 11 tonnes with this power installed, but more powerful engine options are available for increased performance if required.

## Conclusions

Both at sea and in harbour, the Atlantic 43 excels. The helm position layout could make long cruises tiring, but having listened to the comments the builders are keen to improve the design, and the modifications required are detail, rather than fundamental.

There is considerable scope to tailor the boat towards individual requirements, if that is what is required. Alternatively, the standard specification is very good, the only extra on board the test boat being a radar. Overall, the Atlantic 43 would be an excellent cruising boat, and one that should be equally at home coping with the British climate, or Mediterranean sunshine. Couple this with a sensible price, and Succes would appear to have lived up to their name.