

MOTOR  
BOATS **TESTED**

# Maritimo M48

**Maritimo's supremely serious Cat A cruiser goes against everything we know with a fully enclosed flybridge. A great idea or a big mistake?**

REPORT BY MARK TURLEY

## Tester says...



Aside from being keen to find out more about this new Aussie make I was intrigued by the covered flybridge concept – and how that monster Cat A rating stacked up

**B**y enclosing the flybridge on this 48-footer, it seems like the builder is missing the point – what about the great outdoors? Some might say you can have too much of a good thing, be it too much sunshine – this is an Australian boat – or too few rays, if recent UK weather is anything to go by. Whatever way you choose to see it, the Aussies believe you can use more of this boat more of the time. To test this theory we put the M48 through its paces in Poole, thanks to a recently appointed UK dealer.

## Design & build

A chap called Bill Barry-Cotter is behind the innovative Maritimo design and if you haven't heard of him, fret not, plenty of folk 'down under' have. In fact, Barry-Cotter is one of Australia's most respected boatbuilders, taking his previous company, Riviera, to considerable heights before selling out. He's also well known for using race boats to trial many of his engineering ideas.

His design and build philosophy is simple – keep things straightforward, strong and easy to use. The M48's RCD Category A 'Ocean' rating is a clear example of his success, as are the well-protected side decks which provide, in effect, a walkaround flybridge design.

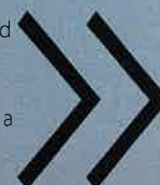
Barry-Cotter has also managed to pull off something of a coup by making the chunky, enclosed flybridge flow seamlessly, rather than standout, like an afterthought stuck on top of an eager-looking hull with a graceful whaleback sheer.

The M48's underwater lines are kept fuss-free too, shunning the almost obligatory prop tunnels favoured in Europe so that the planing surface is

able to produce maximum lift at the stern.

The totally enclosed flybridge is an integral part of the design and build (it isn't an option) and is fitted out in the same high spec manner as the rest of the accommodation. The upper deck is accessed via an internal staircase and to all intents and purposes this area is more like an upper saloon than a flybridge, plus the Skylounge model we tested came with a terrace area out the back, allowing you to open things up. And, as the helm up here enjoys total protection, there's no need for a second one cluttering up the lower saloon.

The open-plan saloon boasts another lifestyle twist, as the galley area is set aft so that in good weather it adjoins the cockpit via the neat crossover patio doors. It's also well placed for handing over the tucker to the amidships dinette just ahead of it. And this wouldn't be an Australian boat without a barbecue, so the whole of the transom coaming is dedicated to a barbecue unit complete with sink, fridge and plenty of storage.



## FACT FILE

**Maritimo M48**  
LOA: 51ft 6in (15.74m)  
PRICE: from  
£800,000  
TOP SPEED: 29.5  
knots



**New!**

360°  
online  
view



Open-plan living the Australian way

Back inside there's space forward for three good-sized cabins linked to two toilet compartments, complete with separate shower cubicles.

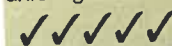
When it comes to build quality this is certainly a well-engineered craft but, even so, we were surprised to see that RCD Ocean rating. This doesn't mean that it necessarily has to have the range or ability to cross an ocean but it does raise the bar in several ways, not least when it comes to stability and the degree of swamping it can withstand. European builders are largely happy to



Handy built-in glass stowage

#### Design & build

Chock full of easy to live with, unfussy ideas



stick with the Offshore 'B' rating but when you look at the huge expanses of open water surrounding Australia you can see why Maritimo don't want to take any chances.

#### Exterior

The M48's integrated bathing platform is both deep and broad with transom gates either side of the barbecue unit for easy boarding. That said, it would be handy if the bulwarks along the side

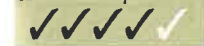
decks had a small door let into them as this would make it an easy hop down to the pontoon when coming alongside.

Protected side and fore decks make it simple and safe to move about, with the added benefit that you can wander forward and take in the whole boat rather than doing so only when it's time to sort out the lines and fenders. To help you get forward there is a side door to the starboard-hand side of the saloon.

The deck gear is all a good size – check out the vertical windlass on the fore deck – and although there is no seat locker storage, due to the lack of a transom settee, a number of other

#### Exterior

Good, safe decks but no fixed seating to the cockpit



stowage facilities can be found in the coamings. For larger or less wanted items there is a sizeable lazarette, where stowage for fenders has been incorporated into the hatch.

#### Accommodation

The saloon and aft galley make for an uncluttered, light, roomy lounge area with facing L-shaped settees. The starboard settee ahead of the galley is equipped with a folding leaf table that will seat six if you opt for a couple of the neat tub chairs or stools on offer.

The straightforward window line gives an unimpaird view and this, combined with the wood flooring and plentiful myrtle wood joinery, gives the M48 a relaxed feel. A low sideboard running under the flybridge stairs houses the drinks cabinet, fridge and a wine rack, as well as acting as a suitable spot to mount a TV.

The well-equipped galley features composite countertops and although there's only one large sink, a dishwasher is provided as standard. Also provided is a four-burner electric hob, oven, fridge and freezer. To help run the electrical appliances and the reverse-cycle aircon system a hefty 17.5kW generator is included as standard.

The stainless steel and open treaded staircase, complete with sturdy banister, is set just inside the patio doors making it a quick nip between cockpit and flybridge. Easy access is important because as well as a fully protected upper helm station the flybridge also acts as a second saloon and is fitted out with a large, wooden dinette table. The upper saloon is a great spot to be when alongside as it's the perfect height for taking in the goings-on around the marina, and when underway the whole crew can be up here in cosseted comfort.

The large windows allow the light to pour in and give an unrestricted view, with plenty of opening sections. Patio doors open on to the 6ft balcony so there's no lack of ventilation. The M48's flybridge is also available with a more diminutive platform out the back, along with a slightly different flybridge layout, whereby the double helm console is set aft and the rest of the seating forward. However, for us, the idea of being able to enjoy an evening drink out on this balcony gives the enclosed flybridge concept that extra twist. Plus, of course, you don't have to go too far for a refill as the flybridge has its own wet-bar and fridge, all perfect for entertaining.

Back down below the sleeping accommodation is nicely apportioned so that you get three pleasant cabins. There is the usual double forward – complete with en suite – while the midships portion of the hull is split by an offset companionway to give a second, excellent double to port and a neat bunked cabin to starboard. The former also has en-suite facilities, which it shares with the third cabin. Both en suites are



The forecabin berth, which has a good-sized island double, enjoys plenty of headroom and storage



An easy flight of companionway stairs leads to the cabins



Both WCs have shower cubicles



The dinette, ahead of the galley, is perfect for serving food



Safe internal steps to the flybridge



The well-equipped galley boasts a dishwasher



The comfortable midships double has a surprise in store – an enormous under-berth lazarette







Now this is what we call a flybridge – actually, Maritimo call it a Sky Lounge which seems about right to us

spacious and have separate shower cubicles, stylish tiled floors and incorporate an electric toilet system.

Stowage in the double cabins is well arranged and pretty plentiful – check out the interior

#### Accommodation

Spacious cabins but it's all about that great Skylounge

✓✓✓✓✓

lazarette beneath the midships double – but storage in the third cabin is a little on the tight side. However, as it houses the factory-fit washer-dryer, you can't really complain.

#### Engine options & access

Designer Barry-Cotter made the decision about which engines the boat needs so you don't have to agonize over it. Put simply you get a pair of Cummins 670hp QSM 11 units, installed in the same straightforward, tidy manner as the rest of the boat.

Access to the engineroom is via a gas-strut supported hatch in the cockpit, which, when opened, reveals an impressive mini-moulded stairwell. This moulded theme pushes right through the engineroom with aluminium tread



A comprehensive and smart-looking helm

plate running between the engines and removable panels ensuring ready access to the bilge.

#### Engine options & access

Superb access. Solid, simple and tidily executed

✓✓✓✓✓

Good attention has also been paid to the sound insulation, and with the tanks set forward there is plenty of room to get round the engines. Access to the primary fuel filters and strainers is also very easy. The standard-fit generator is set back aft and everything is clearly labelled and easy to locate.

#### Performance & handling

It's clear from the design and no-nonsense construction that these boats are built for the great Australian outdoors, and this means covering fair distances through big seas. Unfortunately, the British weather couldn't provide anything serious to test the Cat A rating, just as the editorial budget couldn't stretch to a few lobsters and fillets to throw on the all-important barbie.

“The whole of the transom houses a barbecue unit – well, it wouldn't be an Aussie boat without a barbie”

These factors aside, what did we find out? The fully protected helm and associated seating up top proved a difficult spot to extricate everyone from – the views are spot on, you don't have to shout at each other in order to be heard, you feel incredibly safe and after 20 years of testing boats I didn't miss eye-watering 25 knots of breeze blowing in my face.

The hull moves easily through the water and the formidable flare and freeboard forward mean you should be able to shoulder on through when the weather takes a turn for the worse. And having spoken to the delivery skipper who brought the test boat round the south coast to Poole in the face of some stiff seas, his comments confirmed our gut reaction that this is a capable boat. However, although the M48 is fairly heavy it nipped about nicely with surprisingly little heel given its extra bulk. Also, to its credit, when motoring with the wind on the beam it didn't need any counteracting trim tab, which could be attributed to the tunnel-less hull and generous beam putting the lift in all the right places.

In terms of performance our top speed of just under 30 knots was a knot or so down on the



Huge cockpit lockers



The view from the upper deck terrace – a Barrier Reef-style barbecue and bathing platform



This transom barbecue is perfectly sited for alfresco cooking



Stairwell leads down to the enginebay



Easy to get around and well engineered, the engineroom exemplifies the boat's overall build quality



Plenty of seats up here, and as it's so far from the engines it's very quiet too



It's straight down to the saloon



A side door leads to deep, safe decks



## BOAT REPORT

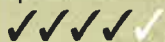
### MARITIMO M48

manufacturer's data – perhaps the boat was sulking due to the British weather it was having to endure? But a 24-knot cruising speed at 2000rpm hits just the right note between speed and fuel consumption to give a 0.7mpg figure.

As a final thought, the manufacturer can supply a second helm but when we checked the viz from down below there isn't much point as the high sheer to the bows – which help keep spray off the boat and provide buoyancy – makes it extremely tricky to see forward. As far as we are concerned there is no better vantage point than a flybridge for seeing where you are going,

#### Performance & handling

Solid, massively capable hull, superb helm



and this upper helm, complete with two armchairs and stacks of console space is difficult to beat – it even has screen demisters to prevent things steaming up.

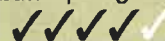
#### Specification & value

There is no disputing Maritimo's build quality and the standard spec is also pretty comprehensive with a large generator, reverse-cycle aircon, bow thruster, umpteen fridges and some useful electronics all included in the price. Plus, there are plenty of luxury items on the options list. The 'as tested' price seen here includes teak decking throughout, a stern thruster and extra engine controls in the cockpit as a further aid to easy berthing.

What you have to take into account before blinking at the price – much of which is down to the strong showing of the Australian dollar to

#### Specification & value

Great build that has been well-spec'd, but it's pricey

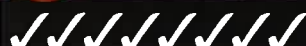


the pound – is that the enclosed flybridge adds to the boat's all-day, everyday useable volume, perhaps by as much as 20%, and this needs to be factored in when checking out the competition.

## MBM verdict

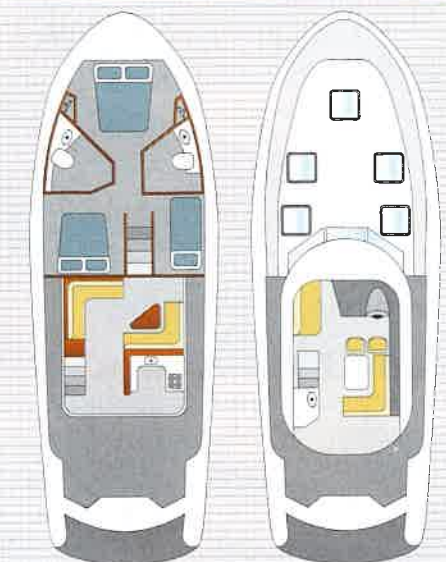
An enclosed flybridge sounds like an odd contradiction and it could be if it didn't work and look as good as the M48's. Maritimo's excellent build quality, superb accommodation and deck layout stand out a mile, plus this sturdy hull is happy to take you places – just be sure to avoid ports with low bridges!

MBM rating



8/10

## Maritimo M48 technical data



### specifications

BUILD	GRP
RCD	A
LENGTH OVERALL	51ft 6in (15.74m)
HULL LENGTH	48ft 4in (14.73m)
BEAM	16ft 9in (5.12m)
DRAUGHT	3ft 7in (1.10m)
AIR DRAUGHT	16ft 6in (5.0m)
DISPLACEMENT	22.0 tonnes
FUEL CAPACITY	770gal (3600lt)
WATER CAPACITY	176gal (800lt)

### key dimensions

WIDTH OF SIDE DECKS	13in (33cm)
HEADROOM IN SALOON	6ft 6in (1.98m)
FORE CABIN BERTH	6ft 6in x 4ft 10in (1.98 x 1.47m)
MIDSHIPS BERTH	6ft 6in x 4ft 8in (1.98 x 1.42m)

### performance

Engines	twin Cummins QSM11 diesels						
Configuration	6cyl, 10.8lt, 670hp @ 2300rpm						
Conditions	wind SW'ly, Force 2/3, sea calm						
Load	fuel 70%, water 70% crew 3						
Rpm	knots	gph	lph	mpg	range	noise	
1400	12.4	18	82	0.69	425	67	
1600	15.6	23	105	0.68	419	70	
1800	20.2	30	138	0.67	412	73	
2000	23.9	34	156	0.70	431	75	
2200	27.8	45	205	0.62	382	75	
2350	29.5	54	246	0.55	339	76	

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to Imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were taken from the flybridge.

### prices

STANDARD BOAT	inc VAT
with twin Cummins QSM11 diesels	£763,403
BOW THRUSTER	standard
REVERSE-CYCLE AIRCON	standard
GENERATOR	standard
TEAK DECKING THROUGHOUT	£16,353
SKY LOUNGE UPGRADE	£19,574

**BOAT AS TESTED £879,948**

ENQUIRIES Maritimo UK Ltd.  
Tel: 01258 822518 [www.maritimo.uk.com](http://www.maritimo.uk.com)

### the rivals



#### BÉNÉTEAU ST52

From £770,000  
An excellent passagemaker – we know having done 400 miles in one – with spacious accommodation that includes a great wheelhouse and full bulwark protected decks.  
[www.beneteau.com](http://www.beneteau.com)



#### SILVERTON 45

From £620,000  
This US builder doesn't go quite as far as the Maritimo in terms of enclosing the flybridge – this hardtop has removable canvas side infills. Three good spacious cabins.  
[www.dickies.co.uk](http://www.dickies.co.uk)



#### TRADER 47

From £620,000  
This semi-displacement craft can be fitted with a hardtop over the aft deck even if the actual flybridge remains open to the elements. Two good cabins and a huge saloon.  
[www.trademotoryachts.com](http://www.trademotoryachts.com)