

Succes Marco 810 OC

Practical decks, a sheltered helm, a comfortable interior, easy handling and low pricing — surely here's a river boat that has success written all over it, in more ways than one.

REPORT BY MARK TURLEY

Jächtbouw Succes are one of the Netherlands' most prolific boatbuilders (there, we avoided the rather inevitable pun!), producing a hugely diverse range of craft.

Their range starts off with a variety of river and estuary craft, and tops out with an offshore aft-cabin 48-footer. And they build not just in steel, as one might expect from a Dutch yard, but also in GRP.

To date, Britain has not featured heavily in their export market, and for some time there has been no UK importer, which explains why we haven't tested a Succes for fully 15 years. But this looks set to change, with River Thames-based Val Wyatt Marine having taken on the agency.

To reintroduce ourselves to the marque, we took a leisurely spin along the river in a style of boat that has been in short supply for



inland waterways use: a 26-footer with a good-sized cockpit, a covered helm and a shaftdrive powertrain.

Could the Marco 810 be just what British buyers need for messing about on the river?

DESIGN & BUILD

The 810 is a comfortable size for cruising around with two on board, and there is room enough for entertaining the wider family for a day trip.

Excluding the moulded bathing and anchor platforms which are available if required, it is just over 26ft long, and the smidgen of extra beam it enjoys in comparison with more dated equivalents makes a noticeable difference, whether you are relaxing at the roomy six-seater dinette in the cockpit or moving around in the open-plan cabin.

For instance, there is no need to squeeze past someone cooking at the well appointed galley, no jostling in and out of the forward dinette, and you don't feel unnecessarily cramped in the toilet/shower compartment.

The boat we tested was the wheelshelter version, with an air draught of 7ft 10in, but there is a soft-top version, with a folding screen, which, for example, will get you under the lowest obstacle on the River Thames, the 7ft 6in Osney Bridge.

Thanks to the well-devised canopy attached to the wheelshelter, the boat stays eminently usable in poor weather.

The hull's underwater sections feature a full run of keel to prevent you meandering at low speed, and an inboard diesel engine is ideal for economical river use. Interestingly, a bow-thruster tube through the hull comes as



above Even the WC features lots of wood, while the convertible forward dinette feels spacious and airy.



It might look a bit angular, but it offers plenty of space.

standard, so if you do not opt for the factory-fitted thruster you can easily have one fitted at a later date.

ACCOMMODATION

It is an easy step down into the fully open-plan interior, and with plenty of width around the companionway there will be no bottleneck if someone is on galley duty.

The accommodation enjoys plenty of natural light from the array of windows, the side ones sliding open to provide ventilation.

The forward dinette is far from cramped, and it is easy to slide around the table, although this is partly due to the fact that the table does not double as an infill for the vee-berths. These larger, separate cushion pieces are squirreled away ahead of the backrest,

which in turn hinges up to create more footroom when you are sleeping. This void ahead of the semicircular lifting section is handy for stowing kitbags if the lockers within the seat bases are already full. There is plenty of clothes storage by way of a hanging locker, another one with shelves, and fiddled shelves outboard of the seat-backs.

The galley's sink, drainer and gas hob come in a neat one-piece unit, and our test boat had an oven fitted as an extra. Storage is very adequate, with a number of lockers to hand plus a deep, fiddled shelf which will be handy for mugs, tea and coffee.

A decent-sized fridge, complete with a freezer compartment, is situated handily by the companionway, allowing wine or beer to be extracted from cockpit level.

Opposite is the toilet compartment, on our boat fitted with the optional GRP shower tray module. There is certainly plenty of elbowroom



above The galley's sink, drainer and hob are a one-piece unit, and storage is good here and opposite.

and reasonable headroom to complete your ablutions comfortably, although the corner basin looks a little dated and the amount of wood used is curious. Perhaps a more fully integrated design approach might look a little snappier and be more practical.

The battery switches and fuel shut-off are in the hanging locker adjacent to the companionway, and a hatch low down in the aft bulkhead gives access to a manual holding tank discharge pump (the tank is a standard fitment) which doubles as an emergency bilge pump.



A comfortable fit-out and less cramped than some rival designs.

EXTERIOR

Easy boarding, safe decks and usefully placed cleats are essential to any boat, but particularly to one that is going to take turns through inland waterway locks. The 810 scores pretty well in all these departments.

There is teak tread both in and out of the cockpit, a useful width of toerail bordering the side decks and no fewer than four 10in (25cm) cleats on each side.

Helpful handholds also adorn the wheelshelter and coachroof, although another right at the break of the cockpit would be beneficial. Our test boat did not have outboard guardrails, which makes it easier to hop on and off, but they can be specified if you prefer to offer your deck crew a little more security.

The foredeck is good and flat and free of obstructions. A stem bow-roller is fitted as standard, and the locker just abaft of it is big enough to take the associated warp or chain but not any fenders.

The cockpit is an excellent size, and the U-shaped seating aft will quite easily take six people, although the table (which is actually the top part of the companionway hatch) is going to be a tad small if they all want to eat; having it hinge out to double in size would be a sensible modification.

The seats can double as a sunpad once the infill is added, and there is a useful amount of stowage under them, as well as a self-contained gas locker.

As standard the boat comes with just the



one helm seat, but we expect most buyers will specify the optional second one across the way; at the same time, it might be wise to ask for a second windscreen wiper here.

The finish around the cockpit is a pleasing, practical blend of wood and GRP, with a teak and holly sole being part of the standard specification.



A roomy cockpit backs up very practical deck space.

ENGINE OPTIONS & ACCESS

The standard engine is a 33hp Vetus diesel, which will be fine if you definitely intend to stay on inland waters. If you want to mooch around estuaries or go coastal cruising, which is quite within the scope of the boat, then it is worth opting for one of the more potent units offered, either 42hp or 65hp. Our boat had the latter.

Vetus diesels are not well known in the UK, but they are one of the largest Dutch marinisers of engines (usually well-proven

Mitsubishi, Hyundai and Deutz blocks), so don't let the canary yellow colour put you off.

Access to the engineroom is via a couple of well-finished, insulated, easy-to-raise hatches in the cockpit sole, and from here you can get at everything, for simple engine checks or servicing. The raw-water strainer and primary fuel filter are located handily by the opening.

There is plenty of space outboard of the engine for the fuel and water tanks, as well as the calorifier and batteries, all of which can be got at if needed.



Useful engine options and a practical installation.

PERFORMANCE & HANDLING

Our test boat's 65hp naturally aspirated engine would appear to be a sound choice for varied cruising.

It pushed the boat just beyond its hull speed, to around 7.5 knots, when pulling a little over 3000rpm at full throttle, which ensures there is enough power to call on if you venture out of inland waters, offering 6.5 knots cruising at 2500rpm.

On the other hand it leaves the engine plenty to do when pushing along at river speeds, with 1600-1700rpm giving 4 knots; lightly loading a diesel does not do it any favours.

Noise levels are well contained if you stick to river speeds, at not much over 70dB(A), although they start to intrude once you accelerate through 2500rpm.

The hull keeps a steady course without continuous recourse to the wheel, making helming a relaxed affair. On the other side of the coin, it responds extremely smartly, turning around within its own length without the need for a three-point turn.

The keel also makes a helpful contribution



above The helm console is small but neat...



above ...with a lid giving easy access to the wiring.



above Engineroom hatches are well soundproofed.

below The cockpit is a good size, the helm well sheltered and the decks very practical for river work. Even with the wheelshelter, air draught is only 7ft 10in.



to counteracting windage, and the boat can be brought up short without too much paddlewheel effect; just a bit of throw to starboard will help drift the stern in. Opting for a bow-thruster, while not essential, would nevertheless make things that much easier.

The helm position offers excellent visibility, and although well sheltered the skipper is just a step away from the cockpit coaming if he needs to help with the lines.

The helm and throttle are well placed whether you are sitting or standing, and the wooden console is just the right size to take the optional Raymarine Tridata instrument as well as the standard gauges and ready-use switches. If you want a river guide to hand,

there is plenty of space for this and other loose items on the GRP surface behind the windscreen.

✓✓✓✓✓
A well mannered hull, even if you might expect more speed.

SPECIFICATION & VALUE

With the 33hp engine, no wheelshelter and few frills (no hot water, for instance), the base price for this boat only just breaks £40,000, which is a very good starting point.

Add the hardtop, bow-thruster and calorifier, and you're still not much above £45,000. Even with a more potent diesel, it's tricky to make the boat truly expensive.

Moreover, the finish is far from budget line, with the joinery being well executed, many fittings sourced from quality suppliers Vetus and the rest of the fit-out similarly sound.

River boaters will also very much

appreciate the fact that the boat comes ready certified under the Boat Safety Scheme.

✓✓✓✓✓
The base specification has a basement price. Top it up as necessary.

Verdict

It is strange that there is currently a shortage of what is the archetypal river/estuary boat package: a well-mannered hull, an inboard diesel engine, a well-protected cockpit and a comfortable interior for weekending as a couple.

We are delighted to see that the Succes Marco 810 does an extremely good job of filling this gap in the market, and at a very convincing price. We've avoided the obvious pun, but it would be justly deserved.

MBM RATING

9/10

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Succes Marco 810 OC technical data



specifications

BUILD	glass reinforced plastic
RCD	design category C
LENGTH OVERALL	26ft 7in (8.10m)
BEAM	9ft 4in (2.85m)
DRAUGHT	2ft 2in (0.65m)
AIR DRAUGHT	7ft 10in (2.40m)
DISPLACEMENT	2.4 tonnes
FUEL CAPACITY	22gal (100lt)
WATER CAPACITY	20gal (90lt)

key dimensions

WIDTH OF SIDE DECKS	0ft 9in
HEADROOM IN CABIN	5ft 10in
CABIN BERTH	7ft 6in x 7ft 0in (with infill)

performance

engines single Vetus VH4.65 diesel.

configuration 4cyl, 2.6lt, 65hp at 3000rpm.

conditions light airs on non-tidal river.

load fuel 50%, water 100%, crew 4.

rpm	knots	gph	lph	mpg	noise
800	2.6	—	—	—	62
1700	4.9	1.3	6.0	3.7	72
2000	5.3	1.9	8.0	2.8	70
2500	6.3	2.5	11.0	2.5	78
3200	7.7	3.5	16.0	2.2	85

Noise figures are in dB(A), recorded in the cockpit.

prices

STANDARD BOAT with 65hp Vetus diesel	inc VAT £43,405
WHEELSHELTER	£1,914
BOW-THRUSTER	£1,423
HOT-WATER SYSTEM	£1,361
SHOREPOWER & CHARGER	£1,280
DIESEL HEATING SYSTEM	£2,057
FRIDGE	£936
RAYMARINE TRIDATA	£834

BOAT AS TESTED £54,965
(based on a conversion rate of €1.45:£1)

ENQUIRIES

Val Wyatt Marine, Willow Marina, Willow Lane, Wargrave, Berkshire RG10 8LH. Tel: 01189 403211. www.succesyachts.nl

the rivals



VIKI 26

from £56,430

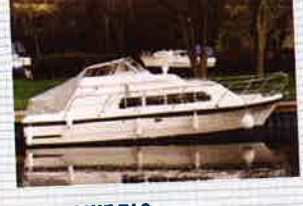
Plenty of character and a useful amount of space inside and out. Tel: 01628 471361. www.boatshowrooms.com



SHETLAND 27

from £61,850

Lots of cabin space but a smallish cockpit and boxy styling. Tel: 01359 235255. www.shetlandboats.co.uk



SHEERLINE 740

from £54,500

Shorter than its rivals but inboard-powered and available with a hardtop. Tel: 01628 773177. www.thamesboatsales.co.uk