

RITE OF PASSAGE – BY JOHN ZAMMIT BOATPOINT PIER 35 BAOT SALES



In the event that you long for one day taking off as a couple for that all-encompassing, open-finished journey — maybe to Tasmania or pursuing the daylight more distant north as we frequently plan — at that point the new Maritimo M53 Cruising Motoryacht will be difficult to beat. Caterpillar motors, low shaft points, and bow and stern thrusters are an incredible blend, while the new Maritimo style cooperated with reason and common sense add to the blend.

The M53 accompanies the correct accreditations from a boatbuilder with a merited notoriety for making agreeable long-separate cruisers. In any case, the M53 is a greater amount of an advancement than transformation — the watercraft replaces the Maritimo 52 while holding the establishments like top notch development. The eco-friendly, factor deadrise body, low nine-degree shaft points, full walkaround decks and a lavish very much structured inside are among the set up highlights.

At that point the Maritimo M53 leaves to pursue the styling presented by the M56 discharged a year ago. There's more rake to the bow, the flybridge is cleared back and gone are the side wings anticipating from the extension. This adds to a cutting edge, smooth look yet not to the detriment of common sense. The walkaround sidedecks, and the encased flybridge with interior staircase make this pontoon simple to get around, particularly adrift. However the vessel isn't big to the point that she's inconvenient and, all things considered, will suit a cruising couple to a tee.

LIFE ABOARD

The cantina fits investing genuine energy locally available. There's L-molded seating around an overlap up dinette forward on the port side and parlor seating to starboard. In the middle of is the companionway down to the settlement. We'll get to that.

The cookroom is behind and inverse the cleaned timber staircase to port prompting the flybridge. Under the staircase is an exhaustive wetbar that incorporates jug and glass stockpiling just as an ice chest. The TV is at home sitting on this bureau in what might some way or another be squandered space.

The gourmand's kitchen is eminently named with Corian benchtops, a hardened steel sink with blender, four-burner electric cooktop, microwave and dishwasher. A few exceptional highlights worth referencing are the vast upstanding ice chest cooler incorporated with the cabinetry and the swing-out wash room that would do equity to any swanky loft kitchen. There's likewise a discretionary island seat, with organizers beneath for apparatus stockpiling.

The expansive side windows, wide windscreen and the encircled glass bi-overlap entryways that open out into the cockpit let in a huge measure of light and add to the feeling of room. The entryways, which are a Maritimo highlight nowadays, function admirably. The cantina, cookroom and cockpit become one gigantic, single-level living or engaging territory when you swing them open.

The cockpit is halfway secured by the overhanging flybridge and highlights a huge outside excitement module over the transom with a sink, eutectic cooler and a discretionary grill. All things considered, you can engage an extensive gathering or stage a personal soiree for two at that completely flawless mooring some place or other.

IN THE DETAIL

As a boatowner and administrator, I like the tender loving care in the M53. The freshwater and water-blaster associations are housed perfectly in a cockpit side storage and, simply forward, there's a second shaped sink with capacity underneath. A fishbox with gulper siphon is recessed

in the cockpit sole, close to the gigantic lazarette, lodging the blackwater tank, freshwater tanks and cooling units, in addition to a lot of room left over for capacity.

There's entrance by means of another cockpit bring forth to the engineroom, where it's huge and practically standing tallness! You'll discover space for a washer-dryer combo simply inside the passage, inverse the Caterpillar 17.5kW generator, and you can see forward to the bulkhead where the fuel channels and coolant bottle are mounted for initially checks. Seawater admissions have simple to-see glass beat, there's a completely formed liner to spot spills or breaks, and great access to every one of the bilges and twofold freshwater siphons. The last is a pleasant touch; simply ask any individual who's had a water siphon fall flat while away.

The twin 715hp Caterpillar C12 motors are found well forward, taking into account low shaft points, while adjusting room is about more or less great. To put it plainly, this is a shocking engineroom. Everything is well considered, from the pivoted aluminum checkerplate boards covering the pole wells to the pivoted top battery boxes detachable of the two motors that structure the ideal seat for supplanting oil channels or checking motor anodes. With a lot of 'eggshell' soundproofing froth on the roof, the watercraft is additionally calm. That's all anyone needs to know.

Out on the town

The M53 has pleasant, wide sidedecks making it sheltered and simple to get around, notwithstanding for kids or pets while in progress. Huge rails appropriate to the bow, where the coachhouse rooftop makes a lovely spot to sit and watch the world pass by, add to the conviction that all is good. The huge Muir winch is housed in a break, so mud or residue thinking of the stay streams back over the edge as opposed to on deck, and there's a chain storage either side. Foot controls for the winch are close by just like the association for the water-blaster hose. There's additionally a seawater washdown.

By this stage, I was feeling truly great about the M53. Be that as it may, on the off chance that I required any all the more persuading the following couple of hours in charge positively worked. The rudder is situated in the completely encased flybridge, which is a champion and perfect for long sections. There's extraordinary vision all-round for captain, guide and visitors. There's likewise a discretionary sliding sunroof so you can choose how much natural air and daylight you'd like.

A solitary, completely flexible steerage seat (pairs discretionary and best) faces an extensive support with a lot of space for a few 12in screens and a variety of nav gear, motor controls and checking frameworks. Behind of the steerage is a L-molded parlor with crease up table, with another parlor to port. There's a wetbar and sink in the port toward the back quarter, while sliding glass entryways lead to a roomy back deck. By and large, it's another room.

Lodge CAPERS

Settlement on the M53 is genuinely extravagant and ranges three lodges and two restrooms all gotten to by a wide staircase including LED lights. The ace stateroom amidships is huge and splendid, affability of the substantial portlight in the frame just as another different opening in addition to overhead bring forth. The full walkaround ruler estimate bed has a completely sprung sleeping cushion that lifts to uncover capacity and there are inbuilt bedside tables and a lot of hanging space. The en suite is delightfully styled and furnished with discrete shower with frameless glass entryway, vanity and electric latrine.

Forward is the visitor stateroom with ruler estimate walkaround bed, bunches of capacity and hanging space. Openings either side and a break bring forth give a lot of regular light and cross-stream ventilation. Visitors have direct access to the shared washroom, which has a different entryway in the companionway to support the third lodge and twofold as the dayhead. The third lodge is fitted with bunks and an expansive structure portlight.

With convenience like this, investing expanded energy locally available surely wouldn't require penance! What's more, going with companions, or having the intermittent visitors or family come to visit and remain medium-term, wouldn't be an issue either. In this manner, measure insightful, the M53 is perfect.

DRIVIN' TIME

The M53 is a simple watercraft to drive, in the case of cruising with simply enough capacity to be on the plane or going at full throttle. It's calm in progress, as well, particularly with the flybridge bring forth shut. As we took off through Sydney Heads on an excellent radiant day, with a delicate

2m swell rolling, everything felt right. To finish it off, we were joined by an inquisitive whale on its yearly relocation. I, as well, felt like I simply needed to prop up north.

As I stated, as a beach front cruiser the M53 won't baffle. There are no contrivances, what you see is the thing that you get — a genuine home-far from home with demonstrated fitness for sailing, wellbeing and cruising solace.

The M53 is unsurprising, with simply the perfect measure of feel through the wheel, a conviction that all is good in progress and a sentiment of being at one with the sea. In the event that you happen to be gotten out in a major ocean I'm certain this watercraft will deal with it. At 14kts, she ensures a noteworthy cruising scope of 450nm-in addition to.

The C12 motors, evaluated at 715hp at 2300rpm, delivered a top speed of 30kts on the day. Journey is 22kts at 2000rpm, yet as the official figures appear, 1700rpm offers 18 to 19kts for 6.87lt/hr and a scope of 505nm-in addition to from 90 percent of the fuel supply. Well that is comfort cruising.

PRICE AS TESTED

\$1,665,929

OPTIONS FITTED

Caterpillar C12 engines, Simrad NSE Package, GS15 GPS antenna, BSM-1 sounder, BR24 broadband radar, air-con to flybridge, sternthrusters with flybridge controls only, engine controls portside and aft, flybridge rail covers, Strataglass windscreen, wiper and washer fitted to centre fixed window, windscreen cover, lower helm, saloon carpet covers, teak-laid cockpit, sidedecks, swimplatform and flybridge balcony, flybridge carpet, cockpit 240V stainless steel barbecue, cockpit floodlights, high-pressure water-blaster with outlets in cockpit and anchor well, hydraulic swimplatform, electric sunroof, galley island bench, vinyl-teak flooring at saloon entry, flatscreen TV-DVD in saloon and master stateroom, Fusion DVD/CD/AM/FM sound system with iPod dock, subwoofer and cube speakers, cockpit marine speakers and remote, underwater LED Lights, and Décor package

PRICED FROM

\$1,485,000 w/ standard 2 x 715hp Cummins QSM11 engines

GENERAL

Material: Fibreglass with cored topsides

Type: Variable deadrise deep-vee monohull with moulded spray rails

LOA: 17.6m

Beam: 5.2m

Draft: 1.35m

Weight: 27 tonnes (dry)

CAPACITIES

Fuel: 3850lt

Water: 800lt

Holding tank: 300lt

ENGINE

Make/model: 2 x Caterpillar C12 ACERT

Type: Six-cylinder common rail diesel

Rated hp: 715 (each)

Displacement: 12lt

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