

T O P 4 0
BOATS

After 13 years of naval gazing, testing the bunks, opening hatches, and taking the helm on a wide range of pleasureboats, we deliver our all-time Top 40 tests, pinpoint tomorrow's classics, and look at the collectibles from yesteryear

20 BEST POWERBOATS



THE BOAT
MATERIAL: GRP
TYPE: Deep-vee monohull
LENGTH OVERALL: 12.19m
BEAM: 4.38m
DRAFT: n/a
WEIGHT: 12,800kg
ENGINES: 2 x Cummins 430hp or CAT 435hp diesels

captain the boat on its passage along the coast, across the bay or down the harbour. No more being condemned to the flybridge and missing out on the party below."

RIVIERA 4000 OFFSHORE

TAB TESTED
April 1998

PRICE THEN
\$470,200 (as tested)

EXPECT TO PAY NOW
\$275,000 to \$330,000

WHAT WE SAID

"In a year, the Riviera 4000 Offshore has sold throughout Australia and overseas at a great rate of knots. The factory is up to hull 30-odd and almost half of them have been destined for overseas dealers. Skipper the 4000 Offshore and you'll find everyone seated on the same level behind the same big wrap-around windscreen. You can socialise as you

TODAY'S VERDICT

The harbinger for today's increasingly popular sportsyachts, the 4000 proved exceedingly popular, taking the gong as number one Riviera, with 289 eventually built and sold. Consequently, you don't have to look far to find one swinging on the anchor. The popular enclosed version with moulded hardtop counters the fact she's rather wet underway, but still a great boat and buy on the preloved market.



THE BOAT
MATERIAL: GRP
TYPE: Deep-vee monohull
LENGTH: 10.67m
BEAM: 4.03m
WEIGHT: 8500kg
ENGINES: 2 x 330hp Cummins diesel engines, electronic from 2008 onwards

than any other in the department of unflinching seaworthiness."

CARIBBEAN 35

TAB TESTED
June 1998; July 2000; August 2001; June-July 2008

PRICE THEN
From \$288,160; \$302,000 as first tested in 1998

EXPECT TO PAY NOW
\$199,000 to \$552,000 (models from 1998)

WHAT WE SAID

"...the (Caribbean) Bertie 35 emerged way back in the early '70s when sideburns and big hair were all the rage. Though the hull changed in the early '80s, becoming fuller in the bow to accommodate a second cabin, it's still clearly recognisable on the water. Designed by that rather excellent marine architect, Raymond Hunt, the deep-V hull has earned more stripes

TODAY'S VERDICT

No mention of Australian boating would be complete without this classic offshore cruiser. Tried, tested and still hard to beat, she's proof that good design doesn't age. One of the best performers in her class and duly popular with gamefishers and family cruisers. All told, the factory has manufactured more than 750 of these timeless cruisers, with 480 of them badged Caribbean. The Mark III version with new flying bridge is on its way (see article this issue).



RIVIERA 48

TAB TESTED

September 1998

PRICE THEN

From \$686,401; \$1.035 million as tested w/ MANs and fully optioned

EXPECT TO PAY NOW

\$515,000 TO \$790,000

WHAT WE SAID

"It's unbelievable how quick and how awesome it is to drive. The MANs are very quiet, exhaust noise is minimal and the hard top is just great with air-conditioning... I've never been on something this big that goes so fast."

TODAY'S VERDICT

It was the biggest boat in its day,

THE BOAT

MATERIAL: GRP
TYPE: Moderate-vee monohull
LENGTH: 15m
BEAM: 5m
DRAFT: 1.1m
WEIGHT: 22,000kg
ENGINES: 2 x 800hp MAN turbo-diesels

even Tom and Nicole Kidman owned one. Although overshadowed by 50- to 60-footers, she's still an awful lot of boat for your buck today and actually measures way bigger than her model designation. Hey, we'll go so far as to say she's the best-value big preloved cruiser you can buy. And 48s *without* the black cabin stripe still look pretty good.



ARVOR 20

TAB TESTED

July 1999

PRICE THEN

\$61,990 (as tested)

EXPECT TO PAY NOW

\$74,000 (late model)

WHAT WE SAID

"An all-weather boat which you can run for under \$50 a day, with sufficient cockpit space for fishing or entertaining — the Arvor 20 is just the kind of craft more people should be driving these days. Cheap to run and cheerful."

THE BOAT

MATERIAL: GRP and vinylester resin
TYPE: Moderate-vee monohull
LENGTH: 6.06m (overall)
BEAM: 2.48m
DRAFT: 0.65m
WEIGHT: 1500kg
ENGINE: 85hp to 100hp turbo-diesel

TODAY'S VERDICT

We called her a modern-day classic and we were right. Built in Nowra, NSW, the Arvor 20 is up to boat 158 and still selling fast. Engine size has increased from an 85hp to 100hp and the boat (Series III) now has better hatches and hydraulic steering. But with a little Nanni, even the early models are still gleefully gadding about. The perfect example of a timeless boat that makes as much dollars and sense today as it did more than a decade ago.



CARIBBEAN 40

TAB TESTED

June 1999; May 2003; April 2008

PRICE THEN

From \$442,000; \$450,000 as first tested; up to \$611,000 w/ twin 500hp QSC Cummins diesel engines in 2008

EXPECT TO PAY NOW

\$585,000 to \$700,000 (late models)

WHAT WE SAID

"For the first time since the 26, Caribbean has designed its own hull rather than adopt a Raymond C Hunt design. Unlike the Caribbean 26, 28, 35 and 45, the new 40 satisfies the present-day mandate for bigger and better accommodation and more room in a master cabin."

THE BOAT

MATERIAL: GRP
TYPE: Deep-vee monohull
LENGTH: 12.2m
BEAM: 4.3m
DRAFT: 1.15m
WEIGHT: 12,000kg
ENGINES: 2 x CAT or Cummins 430hp turbo-diesels, with fully electronic Cummins 500hp in recent boats

TODAY'S VERDICT

The formula for more accommodation proved such a hit that the 40 is the best-selling Caribbean of recent times. The factory was up to boat number 104 at the time of writing. Still hot property and smoother riding than the Riviera 40, while more accommodating than the Blackwatch 40. The perfect compromise and all you need to cruise the coast.



PRINCESS 65

TAB TESTED

June 2001

PRICE THEN

From \$2.9 million; as tested \$3.195 million

EXPECT TO PAY NOW

\$1.45m to \$1.8m

WHAT WE SAID

"In the P65 you can cross the seven seas, partake in long coastal hops, embark on that voyage of a lifetime. Yet the big boat can be handled with confidence by a footloose husband-and-wife team. Bosuns, cabin boys, wharfies, boilermakers, painters and dockers need not apply."

THE BOAT

MATERIAL: Fibreglass w/ balsa- and foam-cored decks
TYPE: Modified-vee planing hull
LENGTH: 22.9m (overall)
BEAM: 5.08m
DRAFT: 1.37m
WEIGHT: 25,500kg w/ twin 800hp MAN V10s (dry)
ENGINES: 2 x 1050hp MAN turbo-diesels

TODAY'S VERDICT

It was the Princess that introduced high rollers to high style and high-gloss living afloat in Australia. Perhaps as many as a dozen of the blueblood English P65s (and four of the fabulous V65s) were sold here. While her lines are a tad dated and she's no longer in production, this Princess remains true to name. Performance is in keeping with modern-day motoryachts and, for many experienced owners, the spectacular interior remains the measure of a luxury boat.