

“ Now, following the success of the 60 and 52, comes the company’s new baby grand, the 48...”

Tradeboat, August/September, 2006.

Bill Barry-Cotter sometimes jokes that it takes 40 years to build a Maritimo. In all seriousness, he means that it’s the culmination of his lifetime’s work - a career that’s made him Australia’s most awarded boat builder. This experience can be seen all over Bill’s new baby, the Maritimo 48, a long-range luxury cruiser with all the hallmarks of the extraordinarily successful 60 and 52 marques.

“ You can see the Maritimo lineage in the robust house lines and in things like walkaround decks, Aussie-sized cockpit, internal stairs to the flybridge, efficient warped-plane hull with low shaft angles, and long cruising range aided by big tanks. ”

Tradeboat, August/September, 2006

“ The reason these boats sell so well is that they have a “Built by Bill” label on them. ”

Ocean, July/August, 2006.





“There are very few craft in this size range with that feeling of something special...”

Modern Boating, September 2006.

Having seen the best and worst of thousands of ocean-going vessels, Bill has picked the features he admires and added a few of his own. For example, the superb finishes, the ‘sunken’ galley and the beautifully styled timber and stainless steel stairwell have Bill’s fingerprints all over it.

“The step down aft galley allows the servery to be lower and not intrude on the natural flow-through of the sight lines from the internal helm to the transom.”

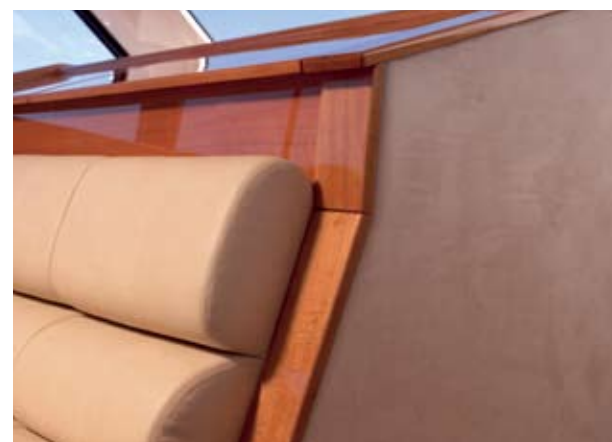
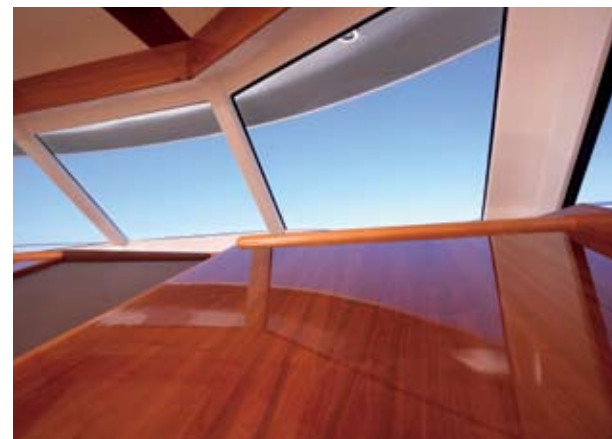
Pacific Motor Yacht, July/August 2006

“Maritimo is highly regarded for their practical interior appointments.”

Ocean, July/August, 2006.

“The large map storage areas along the forward bulkhead are still present and are one of my favourite features in the Maritimo range.”

Seaspray, October/November 2006.





“To port is one of the main cabins. I won’t call it the master or VIP suite, as the two main cabins could both form a master or VIP with ensuite.”

Seaspray, October/November 2006.

At night, an illuminated handrail guides you down the companionway to your accommodation where all the attributes of the larger Maritimos are in evidence. There’s a concealed washer/dryer in the twin bunk cabin, zoned air-conditioning (as it is throughout the entire boat), large luxurious ensuites flooded with natural light and a wardrobe located under the island bed in the stateroom that ingeniously lifts up on gas struts, revealing a cavernous wardrobe area.

“The new 48 is a big but manageable boat perfect for cruising with a couple or the family and kids.”

Tradeaboat, August/September, 2006.

“Good bathroom design is all about practical solutions with aesthetic considerations and in the Maritimo 48 both have been harmoniously catered for.”

Pacific Motor Yacht, July/August 2006.

“The other feature I liked in the forward cabin was the use of the areas up high. Instead of having vacant space, Maritimo have put storage cupboards all the way along the cabin at ceiling height.”

Seaspray, October/November 2006.





“ Available in a Sports Bridge model with an aft helm location...or a Cruising Bridge with extended flybridge and forward helm. ”

Tradeboat, August/September, 2006.

Yet another Bill Barry-Cotter signature feature is the Maritimo flybridge. More like a second saloon, guests seem to gravitate here not only for all the mod-cons - including wet bar and fridge - but also to fully appreciate the Maritimo's exceptional ride, power and performance.

“ The Sports version looks like a regular sports fishing convertible, with the helm, fully equipped instruments panel and two very well-upholstered seats aft in the upper enclosed deck, behind which is another smaller open deck. **”**

Ocean, July/August, 2006.

“ The Cruising flybridge...has the helm positioned forward and to starboard, where a central window opens up to provide a through-breeze, and the rest of this spacious upper deck is occupied by lounge-dinette areas designed for day tripping, entertaining and sleeping if needed. **”**

Ocean, July/August, 2006.

Sports Bridge



Cruising Bridge





“Not always present on imported boats, the 48 has a watertight engine room with a fully moulded liner and checker-plate centre walkway.”

Tradeboat, August/September, 2006.

A hallmark of Maritimo, the engine room aboard the 48 is large, uncluttered and finished to the same exacting standard of the exterior. In fact, with a structural integrity second to none and possibly the cleanest, neatest and best-protected engineering and electrical systems available, some scribes have gone as far to say that the Maritimo range is “over-engineered!” But with Bill’s background, it was never going to be any other way.



“At 8 knots, consumption is only about 12 litres an hour, giving her an extraordinary range based on standard 3,600 litre fuel tanks.”

Ocean, July/August, 2006.

“The good, simple engineering is not to be scoffed at and it’s all accessible with just a little stoop through a cockpit door and down a moulded stairwell.”

Tradeboat, August/September, 2006.

“The engine room is fully lined with a surfeit of servicing space to encourage owner maintenance and there is a trick venting system to keep salt at bay.”

Tradeboat, August/September, 2006.





“Snappy, off-the-wheel steering derived from race-boat technology makes this a fun boat to drive.”

Tradeboat, August/September, 2006.

A vessel that can plane effortlessly at low speeds and ride “softly” on the water will be far more frugal on fuel as a consequence. Which sums up the performance of the Maritimo range to perfection. Designed with an advanced variable deadrise planing hull, engines and fuel tanks positioned amid ships, the Maritimo 48 has superb balance and poise. Apply the power and you’ll never bury the stern, ride bow high – or use fuel inefficiently.



“Carving through Broadwater passages, the power steering gave us near to perfectly balanced control as one can get, and the turning circle at speed is the tightest we have seen.”

Ocean, July/August, 2006.

“The boat loped along at 20kts at 1750rpm, where both motors consumed a paltry 122 lt/hr. That’s impressive by my yardstick, giving a safe cruising range of more than 500 nautical miles.”

Tradeboat, August/September, 2006.





“I’m guessing there will be plenty of shuffling of deck chairs and al fresco dining on this 48.”

Tradeboat, August/September, 2006.

Living the high life on the high seas comes naturally aboard the Maritimo. The rear doors slide right open to expose the aft deck, island barbecue and swim platform access while the flybridge is like a second saloon and even has its own balcony. In fact, there are four entertaining areas – and no less than four fridges to go with them!



“A big difference between Maritimos’ and other cruisers is their genuine walk-around layout, opening up large deck areas of the boat that are otherwise often little used.”

Ocean, July/August, 2006.

“The cockpit...is an open, uncluttered area that is multi-purpose in its design – great for fishing, entertaining or just relaxing with a good book in some quiet secluded bay.”

Pacific Motor Yacht, January, 2006.

“50 – 100 pounders can still be played standing up, using the “island” for support, which is the favourite fishing method of Greg Norman and his mate Jack Nicklaus.”

Ocean, July/August, 2006.





“It would be no trouble for a husband and wife team to handle safely.”

Modern Boating, September 2006.

From the fail-safe battery arrangement that ensures the engines always start on demand to a keel which makes the hull run straight even in a following sea -the Maritimo 48 is among the safest vessels afloat. Deep walkways and exceptional visibility give you confidence when kids are aboard, while the user- friendly design and 'turnkey' operation make living in luxury on the water easy for as few as two people.

“The 48 has a bowthruster, but it manoeuvres so well in a tight spot with the levers that unless there's a decent wind blowing, or a current running through the marina, it doesn't need one.”

Modern Boating, September 2006.

“...the walkways down each side, enveloped inside the sheer line and bulwarks...are in fact brilliant security for anyone venturing forward in rough seas to attend to anchoring chores at the bow.”

Pacific Motor Yacht, January, 2006.





“The steering is positive and direct, just as one would expect - it comes straight out of the race boats.”

Modern Boating, September 2006.

More efficient hull shapes, superior propeller and shaft technology, enhanced electrical and steering systems and safer fuel tankage are just some of the advances transferred from Maritimo's Offshore Racing program to the luxury yachts. The luxury yachts are built on transverse framework in an identical manner to the race boat as against the traditional longitudinal frame employed by more traditional builders.



SPECIFICATIONS

LOA	15.70M	51'6"
BEAM	5.12M	16'9"
DRAFT	1.33M	4'4"
FUEL	3600L (APPROX)	945 US GAL
WATER	800L	160 US GAL
WEIGHT	22 TONS	24 US TONS
ENGINES	2 X CUMMINS QSM11 670MHP	
CRUISE SPEED	30K (APPROX)	



Cruising Bridge



Sports Bridge

“The Maritimo is a long range motor yacht with an emphasis on engineering and daring design traits.”

Trade-a-boat, August / September, 2006

It's not easy to make comparisons with a Maritimo Offshore. That's because no other cruiser has been built with the vision of its maker, Bill Barry Cotter. In fact, there isn't a vessel afloat that looks, feels or performs like the Maritimo. It simply manages to be both timeless and ahead of its time. It truly is oceans apart.

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