

Meridian 411

TESTED BY
BOATING
The World's Largest Powerboat Magazine



Big Smile

Make yourself at home.

Launching a kayak or wetting a line from the aft deck of many motoryachts—even those with a standard swim platform—can be clumsy. But a sedan, like Meridian's 411, offers good interior accommodations plus the convenience of a cockpit. It's a balanced design for boaters who spend lots of time aboard, cruise with a big crew, and want to get to the water with minimal hassle.

Convenient access to the bridge is also important. Aboard the 411, steps, not a ladder, make it so. Once there, you'll discover a comfortable space featuring a three-person companion lounge and a crescent-shaped lounge aft of the helm seat. There's also a wetbar with drinkholders and a counter ringed by a rail.

Running the 411 is another pleasant surprise. Yeah, it's a motoryacht, but this one doesn't just plod along. I noted quick acceleration and the ability to cruise comfortably at 26 mph in three-footers. Hook a turn and you won't feel any outboard lean, a disconcerting trait displayed by some motoryachts. Top speed is 30.8 mph.

The 411's easy docking ability is no surprise. The boat is equipped with bow and stern thrusters that are wired to a single, multiplexed control installed at the helm. Move the lever in the direction you want the boat to move and...*presto!* It obeys your command. Meridian calls this system Docking on Command, or DOC. I call it a joy to use when the wind is blowing.

Interior accommodations incorporate two staterooms, two heads, and one of the sweetest salon layouts you'll find. Here, the dinette is raised, providing a great view through the big frameless windows. Six can sit at the solid-surface table. The crescent lounge seats eight, and you'll love the built-in recliner portion this sofa features. Stretch out on it and enjoy a comfortable view of the TV. The headliner, which is fiberglass with Ultraleather and wood-veneer inserts, is gorgeous. And Meridian uses drawers, a better solution than

BOATING

Certified Test Results

Meridian 411

rpm	SPEED			EFFICIENCY				OPERATION	
	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
900	6.1	7.0	2.6	2.3	2.7	842	969	1	58
1200	8.2	9.4	4.8	1.7	2.0	613	705	2	63
1500	9.5	10.9	10.0	0.9	1.1	341	392	3	65
1800	11.1	12.8	14.6	0.8	0.9	274	316	6	68
2100	14.5	16.7	21.4	0.7	0.8	244	281	6	70
2400	19.0	21.9	24.7	0.8	0.9	277	319	6	72
2700	22.9	26.3	33.2	0.7	0.8	248	285	5	75
2900	26.8	30.8	40.1	0.7	0.8	240	277	5	75

Advertised fuel capacity 400 gallons. Range based on 90 percent of that figure. Performance measured with two persons aboard, half fuel, full water. Sound levels taken at helm, in dB-A.

LOA	46'0"
Beam	14'2"
Draft	3'9"
Displacement (lbs., approx.)	25,000
Transom deadrise	7°
Bridge clearance	15'0"
Minimum cockpit depth	2'2"
Max. cabin headroom	6'7"
Fuel capacity (gal.)	400
Water capacity (gal.)	150
Price (w/standard power)	\$345,600
Price (w/test power)	\$396,730

STANDARD POWER Twin 420-hp MerCruiser 8.1S Horizon V-8 gasoline inboards.

OPTIONAL POWER Twin gasoline inboards to 840 hp total; twin diesel inboards to 710 bhp total.

TEST BOAT POWER Twin 355-bhp Cummins MerCruiser 370B diesel inboards with 359 cid, 4.02" bore x 4.72" stroke, swinging 24" x 26" four-bladed Nibrall props through 1.95:1 reductions.

STANDARD EQUIPMENT (major items) AM/FM/CD/DVD w/4 speakers and 6-disc changer; flat-screen TV; 11.5kW genset; 30a shorepower; full canvas; spotlight; windlass; salon icemaker; 2 electric heads; Docking on Command system; transom shower; trim tabs.

High Points Bow and stern thrusters make docking easy—but this boat also maneuvers well on shifters alone. Canvas goes up in a wink, thanks to bungee cords. Windshield canvas protects interior from UV fade.

Low Points Annoying control box rattle could be stopped by installing a bushing at the throttle linkage bracket. Side light and spotlight wires pass through a bulkhead without chafe protection. Main breaker not labeled for amperage or service.

Toughest Competitors The Altus 42 from Ocean Alexander is more traditionally styled. It features a standard second station and real wood, instead of laminate, interior paneling. With the same power as our test boat, it costs \$345,000, but its semi-displacement hull makes for a slower boat. Also check out Silverton's 410 Sport Bridge (\$366,130 with twin 425-hp Crusader 8.1 MPI gasoline inboards).

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bins, to create stowage out of what would otherwise be dead space. The galley sole stowage and the base of the d are all well thought out examples of this concept.

—KEVIN FALVEY