

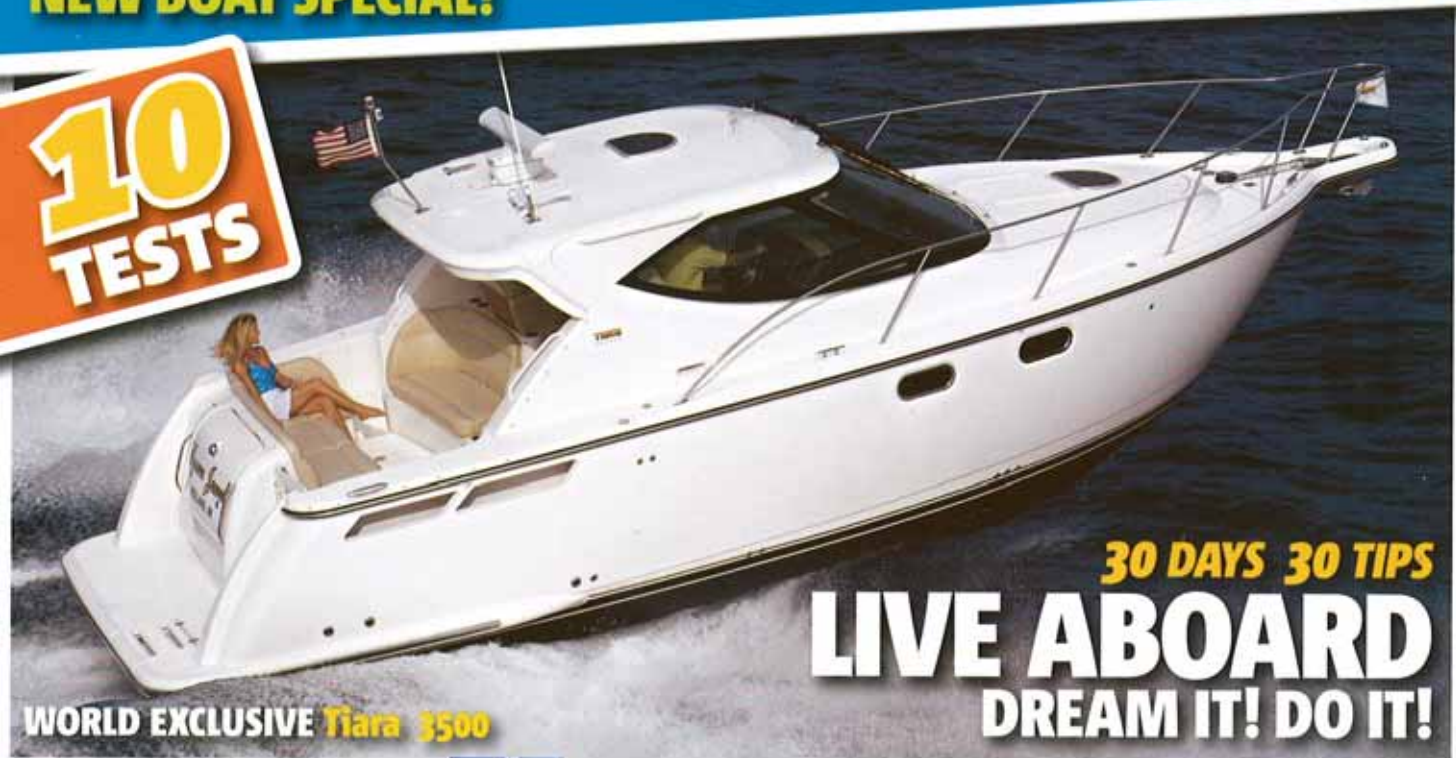
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Marquis 40 SC

A-NUMBER-1

Audacious and curvaceous. BY ERIC COLBY

The Marquis 40 SC has everything you'd want in a Euro-style express yacht. Sexy lines? Heather Locklear, eat your heart out. Impressive handling? Even when she was on *Melrose Place*, Heather wasn't this smooth.

But the 40 SC stands alone among production boats built in the United States, carrying a Class A rating according to guidelines established by the European Directive for Recreational Craft.

Class A is a big deal because a boat must be built to withstand Force 8 (40-knot) winds and 13' seas. Among the multitude of construction requirements to meet Class A are that stringers can't be more than 1'2" apart and that only a limited number of through-hulls can be used.

To meet those requirements, the 40 SC is built with sectional liners for the cabin decking and the salon. The hull bottom is solid fiberglass whereas the sides are cored with closed-cell foam below the waterline and balsa above. Stringers are molded fiberglass and those in the engine compartment are cored with foam. The deck

is reinforced with 1¾" aluminum tubing that's inset with balsa to provide strength. When the hull and deck are put together, the joint is bonded with fiberglass.

The strength was evident during my flinch-free ride on test day. The 40 SC hit 40.6 mph at wide open and cruised at 30.9 mph at 3000 rpm. As we've come to expect from IPS-equipped boats, its handling rivaled skinny-beamed offshore go-fasts as the boat made quick S-turns and carved tight arcs in each direction.

By comparison, both the Fairline 44 Targa (\$925,980 with the IPS 600s) and the Cranchi 43 HT (\$653,389 with the test engines) carry Class B ratings. The Cranchi is faster at 43 mph and its construction features molded stringers with Kevlar reinforcement. Fairline builds its boat with an interior liner, and the hull and deck are bonded together. Its top speed is also estimated at more than 40 mph.

MEAT LOCKER. Engine access in the 40 SC is excellent, thanks in part to the space-saving design of the IPS drives.



A BEAUTIFUL BODY BUILT TO BATTLE BIG SEAS. TOP END: 40.6 MPH.

BOATING

Certified Test Results

Marquis 40 SC

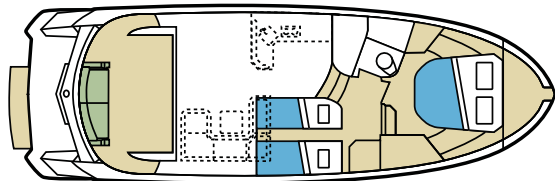


HIGH POINTS Only domestic boat in its class built to Class A European standards. Extendable cockpit lounge is great. Bi-fold salon door gives the area a bigger feel. Outstanding handling.

LOW POINTS Fuel lines should be double-clamped. View over the foredeck cushion is obstructed. Bow cushion on top of foredeck hatch is hard to snap down. Galley counter and drawers should be fiddled.

	SPEED			EFFICIENCY				OPERATION		
	rpm	knots	mph	gph	naut. mpg	stat. mpg	n. mi. range	s. mi. range	run angle	sound level
900	5.7	6.6	1.6	3.6	4.1	968	1114	0	69	
1200	7.1	8.2	3.2	2.2	2.6	601	692	0	70	
1500	8.5	9.8	6.4	1.3	1.5	359	413	1	70	
1800	9.7	11.2	11.0	0.9	1.0	239	275	5	73	
2100	11.8	13.6	19.4	0.6	0.7	164	189	6	76	
2400	17.1	19.7	21.0	0.8	0.9	220	253	4	78	
2700	22.1	25.4	26.6	0.8	1.0	224	258	4	77	
3000	26.9	30.9	27.4	1.0	1.1	265	304	4	76	
3300	30.8	35.4	33.6	0.9	1.1	247	284	3	79	
3630	35.3	40.6	44.4	0.8	0.9	215	247	3	79	

Advertised fuel capacity 300 gallons. Range based on 90 percent of that figure. Performance measured with four persons aboard, five-eighths fuel, half water. Sound levels taken at helm, in dB-A.



Monthly Payment \$4,844

(6.75% interest with 20% down on test boat power, tax not included; 20-year loan to qualified buyers estimated by Excel Credit)

LOA	40'10"
Beam	13'11"
Draft (max.)	3'7"
Displacement (lbs., approx.)	31,000
Transom deadrise	16°
Bridge clearance	13'9"
Max. cabin headroom	6'5"
Fuel capacity (gal.)	300
Water capacity (gal.)	140
Price (w/standard power)	\$583,995
Price (w/test power)	\$796,345

diesel tractor drives with 336 cid, swinging T4 propsets through 1.82:1 reductions.

STANDARD EQUIPMENT (major items) 10kW Kohler genset; 2-zone a/c; fire suppression system; 5 batteries w/ switches; 60a/20a battery chargers; shorepower w/50' cord; hot and cold transom shower; 11-gal. water heater; 3 bilge pumps; CO detectors; Danforth compass; isolation transformers; Maxwell 800 windlass; SeaKey satellite-based boat security w/90-day trial subscription; Racor fuel/water separators; boarding ladder; power-extendable cockpit; LCD digital displays for each engine; analog fuel and volt gauges; tilt wheel; windshield wipers; 26" LCD TV; AM/FM/CD/DVD/Sirius satellite stereo w/4 salon speakers; galley w/microwave, 2-burner Ceran stove, Vitrifigo refrigerator/freezer; head w/showers and vacuum-flush commode.

STANDARD POWER Twin 375-hp Volvo Penta IPS 500G V-8 diesel tractor drives.

OPTIONAL POWER Twin diesel tractor drives to 670 bhp total.

TEST BOAT POWER Twin 435-bhp Volvo Penta D6 IPS 600 in-line-6

CONTACT Marquis Yachts, Dept. B, Box 1010, Pulaski, WI 54162, 920/822-1575, www.marquisyachts.com.

The cockpit hatch opens to full vertical position on gas struts, and there's a hanger where you can stash the ladder. There's diamond-plate decking on walking surfaces, and the engines are dressed up with custom Marquis emblems.

For a 40' boat, there's good space between the engines, and you can easily get to all the steering accessories, trim tab lines, and other items on the transom. My lone gripe about the rigging is that the fuel lines weren't installed with twin hose clamps, which are more secure. The water lines, however, were double-clamped.

When you emerge from checking the engines, relax in the cockpit. A highlight is the extendable aft lounge and table. With the press of a button, the whole structure moves aft 1'5", instantly making the area feel like the cockpit on a 43- or 44-footer.

Side passageways offer easy access to the bow, and once you're out there you can tend to the lines or windlass. You can also open the front section of the foredeck cushion and the deck hatch underneath to get into the master stateroom. The cushion snaps to the hatch, but it's an awkward process. The primary piece of the cushion secures with a better track-and-bead system.

DINE IN STYLE. Once the anchor is secure, join the party in the salon. I liked the bi-fold door that created an open feel from the helm to the transom.

Forward to port, the galley has all the appliances—with a faux stainless-steel look—you need to whip up a meal, and there's some good stowage in lockers and a pull-out drawer. The countertop and lockers should have fiddle rails to retain spills and contents.

When I drove the 40 SC, all the instruments and electronics were in clear view. Marquis was smart to put the controls to starboard and the IPS joystick to port. This keeps people from hitting one when trying to work the other. Forward visibility was compromised, though. I was straining most of the time to look over the foredeck cushion, but I couldn't stand up to drive without hitting my head.

Stairs alongside the helm lead down into the 40 SC's belowdecks area. The stairs open up to provide cavernous stowage in an area that's more than 6' long and 1'8" high. It's a great use of this space.

To starboard, the kids can snooze or watch a DVD from twin berths. You'd better like watching from a prone position, though, because headroom is only 2'4" from the mattress to the top of the cabin. There's a good hanging locker and locker underneath.

Forward, the master stateroom is a great combination of comfort and practicality. The queen berth opens on twin gas struts (they weren't strong enough to hold it up), and there are two drawers in the base.

The single head has a standup shower, though I'd like to see more than a ½" gap at the top to help release steam. If the water gets rough, you can grab a towel rod to keep from stumbling. And you'll be glad to know the 40 SC is built to take it. ↴



EXTRA POINT

It seems that every builder of express boats is dressing them in colors, especially bright red, and then charging extra for their finery. Not Marquis. The 40 SC's bright hullsides come standard.