

HURON | ONTARIO | MICHIGAN | ERIE | SUPERIOR

# Lakeland BOATING

JULY 2015

## CARVER C43 COUPE

TAKING  
LUXURY TO  
A WHOLE  
NEW LEVEL  
p. 30



**GLASTRON GT 200**  
A sportscar on water p. 34

**REMEMBER THE EASTLAND**  
Unspeakable tragedy that befell the  
Great Lakes marks its 100th anniversary  
p. 42

**PORT OF CALL**  
Lake Winnebago, WI: 1,000 events  
to keep you busy year-round p. 46

**PRESERVING THE PAST**  
E.J. Mertaugh Boat Works keeps the  
classics afloat p. 38

**SPOTLIGHTS** CAROLINA CAT ★ PURSUIT ★ SCARAB ★ STRIPER





# Carver Yachts C43 Coupe



*The biggest may be the best.*  
*by Capt. Tom Serio*

PHOTOS COURTESY OF CARVER YACHTS

*I*ll let you in on a little secret: I like hulls. Yes, I know they are a key part of a boat and should not leak, and you want to keep that end of your boat pointed down. What I like is to look at them, see the contour, measure the deadrise, count the lifting strakes, and check the hard/soft chines or spray rails. Hulls are the unsung heroes of boats, but one of the most critical components when considering comfort, handling, speed and efficiency.





I was fortunate to see the hull of the new Carver Yachts C43 Coupe as she was being gingerly lifted from her resting place on terra firma and rolled to the haul-out bay for the sea trial, courtesy of the team at Sovereign Marine Group in Stuart, Florida. From here, I could “read” the hull and get an idea of how the C43 would run.

She has a modified V-hull, which starts with a sharp entry in the bow and is great for slicing waves and head seas. Next is a lifting strake that runs from the point of the bow well aft that actually helps lift the boat as it increases speed. Then there’s the hard chine (one of its jobs is to help control rocking) and a knockdown rail that helps keep the sea from running up the side of the boat. At the transom, the hull deadrise is 14 degrees, creating a flatter surface for speed and lift.

My first impression of the hull was that the C43 would be fast, controlling and dry. And I wasn’t far off, as I found out during the sea trial.

### Feature-packed interior

Interesting also is that the hull really doesn’t taper in as it goes towards the waterline. The C43 has a high freeboard and beamy, 13-foot, 10-inch hull that Carver carries as far forward as possible while remaining esthetically pleasing. The exterior styling is indicative of the volume of interior space that makes the C43 feel like a larger yacht, inside and out.

With the boat in the water, I climbed aboard wanting to see more.

With a new line of yachts from 34 to 43 feet, Carver has retooled its molds as well as its thinking in order to deliver a high-value, affordable yacht. From the style side, Carver uses a glass aft bulkhead between the salon and aft deck, which consists of three panels. The left panel is a wide, swing-out door for easy access. For added openness, unlock the middle and right panels, which fold accordion-style to the right side, blending the two areas into one.

The aft deck will be a favorite place to gather. A plush, L- shaped settee with backrests flanks a wood table. Enjoy an

al fresco dining experience while taking in the surroundings. Extending the recessed power sun shade allows for coverage on sunny days. Another settee to starboard will keep the crowd localized.

Located mid-ship is the galley to port, and it’s a convenient location for serving guests inside or out. It has a streamlined style that offers counter space and appliances, but doesn’t “get in the way.” My test ride included an undercounter, side-by-side Nova Kool fridge, twin basin stainless sink with Delta facet, two-burner Whale flat cooktop with vent, and an under counter Cuisinart microwave. Flooring consisted of vinyl planking for ease of maintenance and a uniform look.

To starboard is the U-shaped upholstered lounge with hi-lo wood table (filler cushion convert this to a berth). It’s generously sized for a large party, or to just stretch out and catch a game on the 32-inch LED TV over the galley.

Lighting management is essential, and Carver seems to have nailed this on the C43. Flooding the interior with light is not only achieved via the large glass aft doors, but also through the low-profile galley that doesn’t obstruct the view from stem to stern. Above, you’ll spy the retractable electric sun roof with sun shade for lounging under the stars, inside or out. The forward twin pane windshields offer superior visibility, and the side helm windows have sliders for fresh air or to take a peek when docking.

Another well thought out feature is the “basement.” Through a large hatch in the galley floor, drop down two steps into a cavernous dry storage area. With racks to hold four, 14-gallon tubs plus a few along the side, extra lines, fenders or gear, Carver once again displays its practical use of space. It makes for an excellent storage compartment to house provisions for an extended cruise.

### Impressive performance

My mission for this run was to let Capt. Steve Campbell take the C43 out of the slip to open water and turn her over to me. I wanted to feel the steering, throttles, joystick and handling right from the driver’s seat. And she didn’t disappoint.



Riding on hull #1, the C43 sported twin Cummins 480-hp diesel engines with v-drives, which really responded when put to the test. At WOT, we were cruising at 33 knots (38 mph), then pulled back to 26 knots at 2600 rpm, then to 19 knots at 2200 rpm. At 2200 rpm, the burn rate is about 21 gallons per hour, and that’s for both engines. Better economy is found at 9.7 knots (1600 rpm), with a rate of 10.8 gallons per hour.

Financially speaking, the C43 can be an economical boat to run. Power when you need it, savings when you want it. Impressive when pushing more than 29,000 pounds of heavy yacht. Hard-over wheeling had the C43 leaning well into the turns, but nothing scary.

Joystick operations was easy and responsive, thanks to the Cummins Inboard Joystick system that’s coupled with the bow thruster. Not only was I able to safely maneuver around larger yachts with ease, but the directional approach of the joystick eliminates the need to think about which gear goes forward and which one goes in reverse when spinning or crawling sideways.

Capt. Steve allowed me to dock the C43, trusting me not to hit the boat in front while preventing any scratches on this new ride. Two big pluses here helped me get her in flawlessly. For one, there was instant response on the stick in any direction. Secondly, the joystick is mounted to the left of the starboard helm, which allowed me to stand mid-ship, face aft and comfortably see everywhere while bumping the joystick. A nice setup!

At the helm, the Teleflex hydraulic tilt wheel with rubber

grip is mounted on the left side of the dash, more towards center and not up against the side window, resulting in a center line of sight fore and aft. Breakers and switches are mounted in the dash, along with the Bennett Trim Tab controls and electronic throttle controls. A raised console houses the electronics, such as a multi-function display, SmartCraft Vessel View monitor, VHF radio, and depth and temp gauges. All of the important gear is located near the helm, including the AC and DC breaker panels, housed in separate cabinets below the helm seats.

### Sleeping beauty

I’ve stayed overnight on several Carver models, and by the looks of the accommodations of the C43, this should, indeed, be a “home away from home” experience. Forward is the master with queen island berth, end tables and cabinets. Natural light pours in from rectangle side windows and an overhead hatch that doubles as an egress. An ensuite head includes a Raritan electric toilet, vessel sink, fiberglass shower stall and hull-side window with port.

A guest stateroom is located to starboard and nestled under the helm, with twin berths that have a filler cushion to convert them to a full-size bed. A hull-side window has an opening port with screen. Guests use a day head with handheld shower, Raritan toilet and side window. Mini skylights in each head stream light in and are mounted inside, just below the windshields.

Access around the deck is easy. Molded-in steps, grab rails and the high railing add to the boat’s comfort and safety. The large forward deck is ideal for laying out or propping up a few chairs to catch a sunset at anchor.

Below, the engine room is easily workable, with access to systems that need checking or changing, like filters, sea strainers, batteries, the 11kw Kohler generator, etc. Along with style, space, seaworthiness and comfort, the C43 Coupe also is an exceptionally quiet boat.

Carver has yet another winner here. And trust me on that hull thing. ★



## Carver Yachts C43 Coupe

### Specifications

LOA: 42'  
Beam: 13'10"  
Draft: 3'7"  
Weight (dry): 21,450 lbs.  
Fuel Capacity: 350 gals.  
Water Capacity: 131 gals.  
Base Power: T-380-hp  
Cummins 6.7 L diesels  
Base Price: \$571,650

CARVERYACHTS.COM