



Canopies fold back to open up the cockpit when required

HIGHLIGHTS

- Excellent cockpit
- Two cabins
- Great fun to drive

Marex 350 CC

When it's not reinventing the aft-cabin boat, Marex builds a fine range of more traditional Scandinavian-style cruisers. The 350 CC is one of them and it has been built by the Norwegian yard for well over ten years.

However, the renewed interest in Marex in this country since the aft-cabin revolution, and the update with a modern interior and new Volvo Penta engines, has led dealer

Wessex Marine to think this boat could well suit UK tastes.

It's hard to disagree. The 350 Cabriolet Cruiser has clever canopies that fold and slide into the radar arch to leave you with a very exposed and beautifully designed cockpit. It also has two double cabins and a bathroom with a separate shower plus a good range of single or twin diesel engines

on sterndrives. Who else is making sports cruisers of this class at this size?

The show boat was fitted with a single 370hp D6, which felt like a near-perfect match for the lively Hans Jørgen Johnson hull. Yes, that's Jørgen

Johnson of Windy fame. But it has to be said the 350's hull doesn't have that hot-knife-through-butter feel of its Norwegian stablemate. The ride isn't bad, it's just that the fuller bow sections pick up the lumps and bumps more than a true sports hull, although this improved when I lowered the running attitude.

The performance can't be knocked. We managed 33.5 knots with full fuel and water and at the most comfortable cruising speed of 25 knots the hull settled down nicely for a 50lph canter that you'd happily maintain for longer trips.



There's even a separate shower stand

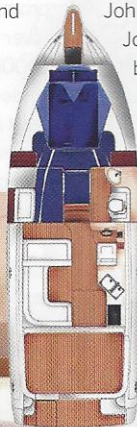
One thing that will make extended cruises more pleasurable is the excellent driving position.

Nothing handles quite like a single sterndrive boat, either. The 350 is surefooted, agile and, in general, a very easy way to nurture your inner hooligan. It's so well balanced in fact that there's a big question mark as to whether you need the twin D4 300hp engines.

She's a little tight below, so if that's your priority the 350 CC may not suit. But if you're after a first-rate cockpit and fast, efficient cruising, put your name down for a test drive. **Jack Haines**



The saloon is cosy and functional



Length 35ft 4in (10.78m) **Beam** 9ft 9in (3.31m)
Top speed on trial 33.5 knots (single Volvo Penta D6 370hp)
Price from £222,625 inc VAT (single Volvo Penta D6 370hp)
Price as tested £245,864 inc UK VAT
Contact Wessex Marine. Tel: +44 (0)1202 700702 Web: www.marex.no