



If you accept the principle that all boats are a compromise, then we would like to introduce one of the best all-round family cruisers . . . the

Caribbean Commodore Deluxe

Introduction

The Caribbean Commodore is a boat I have liked for some years. As I recall, it was first released in 1973 when the demand for boats of this size was considerable, and there was quite a number of similar boats being produced around Australia.

In the last few years however, the industry has tightened up somewhat, and the number of manufacturers producing boats of this length have diminished. It is not coincidence that the best boats of 1973-74 are still in production today, and one of these, the Caribbean Commodore was clearly one of the best.

Like its sister, the Pride Bahia Mar, the Caribbean Commodore has not only stood the test of time, it has stood the test of hundreds of families around Australia — and not been found wanting.

Nevertheless, Caribbean have a policy of continually upgrading their boats even if it is only because a mould has come due for

replacement. As a result, the Commodore may not seem too different at first glance (it would take a keen eye to pick any difference) the fact remains it is quite different in its ride and handling characteristics from the Commodore we have come to know and like so much.

Design

The Commodore is essentially the classic half cabin. About half of the boat is cabin area, with the remainder divided between the aft cockpit and the forward deck area.

Of necessity, the Commodore Deluxe is a little bit of a compromise, because it has two full length berths in the cabin, a small galley area, and tries to retain the biggest possible cockpit within the overall length of 20'.

The Commodore measures 6.12m (20'1") with a maximum beam of 2.41m (7'10" 1/2") and an approximate weight (with the sterndrive) of around 26001bs (1179kg). International Marine rate the adult capacity between 7 and 9 adults, with the horsepower range between 80 and 200hp. The Commodore is available as a sterndrive, or with the transom modified for outboard power.

For 1978, the Commodore has a brand new hull bottom. Originally, it was designed with a 20° deadrise at

the transom, but this has now been increased to 21°.

As well, the Commodore's forward sections have been modified quite considerably over the original hull. The truly eagle-eyed enthusiast may even pick that the new hull has a very direct relationship to the bigger 22' Concorde model. This hull, as fitted to the

Concorde, is commonly regarded as one of the best produced in Australia and it was a natural configuration for International Marine to use in their new-look Commodore series.

Another impressive feature of the new Commodore Deluxe is the fixed hardtop now installed as standard equipment. This, combined with the toughened glass windshield and windscreen wipers, adds considerably to the comfort and convenience of this cruiser. (In fact, International Marine have added these features to most of their larger models, registering another 'first' for the International group—Ed.)

You've got to hand it to the International Group; they might not change their boats every year, but

**F&B
RETRO
BOAT TEST:**
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1978



Left: Have to keep reminding ourselves that this Mk 2 Commodore was photographed in August 1978 and published in October that year - but it was first launched in 1973!

PS: I wonder how many Pittwater readers today recognise the (long gone) RAN's torpedo range in the background of the colour photo.