



Activa 55

TRUE QUALITY, CRAFTSMANSHIP AND DESIGN

BY ARMANDO EASON

OCCASIONALLY WE'LL NOTICE SOMETHING and think wow that's amazing. Upon closer inspection the wow eventually turns into "so what." However, the wow factor with the Activa 55 became more unbelievable the more we inspected the boat.

The first thing you'll notice on the Activa 55 is the quality, craftsmanship, design and manufacturing. Naval architect Charles Chang, who has built more than 500 quality yachts, American designer Howard Apollonio and Richard Boland who has delivered more than 100 new motoryachts on the West Coast, left out nothing in creature comforts, crew safety and quality craftsmanship.

The hull of the Activa 55 is a modified-V design with lifting strakes and keel. It is constructed of solid fiberglass laminate below the waterline. Most of the above-the-waterline is constructed using a vacuum-bagged foam

core method, which saves weight without sacrificing strength or integrity. The vinylester resin is coated with four coats of epoxy to seal the laminate below the waterline. Approximately 95 percent of the yacht is manufactured "in house" for quality control and cost savings.

This unique manufacturing method along with the proprietary hull design affords the mariner a range of more than 2,000 miles without refueling. At 800 rpm, (just over 7 knots), the bulletproof QSM 11, 670 hp Cummins engines will sip 3.2 gph per engine according to the Cummins vessel data.

There are three removable stain-

less steel guardrails on the swim platform that can be inserted inboard on the swim platform to easily get on and off from the water or the dock. This feature is convenient for landing that big fish or boarding passengers. There are also three built-in storage boxes in the platform for use as fishboxes or storage.

When entering the large cockpit through a hinged cockpit door, you will immediately notice the stainless steel mooring cleats (#316 stainless), which are inset for beauty. There is a large hatch leading to the walk-around engine room and huge lazarette. Just off to port are the aft station engine controls and thruster joystick. Immediately below the counter are a freezer and three storage drawers.

Molded into the fantail is a built-in live baitwell, which almost goes

An Inside Look

unnoticed because of the sweeping lines and quality of craftsmanship. A built-in sink with hot and cold water is just to starboard of the well with storage underneath.

The well-laid-out lazarette offers more than ample storage and plenty of room to maintain and repair all of the boat's operational hardware. A Cummins Onan 13.5 kw genset is just below the ladder for easy access and maintenance. Off the port and starboard are two main fuel tanks with sight gauges. These gauges enable you to double-check your electronic fuel gauges. Four AGM house batteries have easy access for scheduled checks. Also in this area are the four main engine starting batteries.

The generator, freezer and all other machinery are mounted on vibration dampeners, which eliminates the noise and vibration when the equipment is in use. To port is a stainless steel water heater and workbench. Even with all this equipment and hardware, there is still plenty of room for storage.

Activa only uses ball valves for durability and safety. All the valves, switches, circuit breakers, water lines and fuel lines are color coded for instant reference. The battery control switches and inverter are mounted well above the sole for easy operation and safety. There are several GFI-protected 110v outlets when you need a power tool or extra lighting.

Entry into the engine room is through a battleship-type door; thick, soundproof and solid. Two QSM 11, 670 hp Cummins engines are mounted on stainless steel runners that are through-bolted to stringers. This added feature reduces noise and vibration, and adds strength to the vessel's mid section. The port engine is plumbed and can be used for an emergency bilge pump as needed. The Quick Shift Twin Disc MGX 5095 with trolling valve transmissions has built-in overrides for safety. Smart Craft engine controls with start/stop controls and full gauges are mounted centerline for easy use.

Four air-conditioner compressors are located just forward for easy inspection and maintenance. The Fire Boy fire suppression system and Reverso oil change manifold systems are within easy reach. This user-friendly sys-



TESTER'S OPINION

"During my entire time on the Activa 55, I found myself continually saying wow."



The salon is beautiful and offers a feeling of warmth, comfort, safety and openness. The galley overlooks the spacious salon and is divided by a matching-grain teak divider.

tem will assist in the vessel's trim (for better fuel consumption) and to assist in proper fuel usage. There are four air blowers: two intake and two exhaust. This allows increased air exchange in the engine room for added fuel savings. The engine room is lined with sound dampeners so engine noise is barely audible throughout the rest of the yacht.

The weather decks are designed so the fisherman can travel completely around the boat without having to move his rod and reel around any obstacles such as stanchions or upright braces. The eyebrow over the cockpit is built with such internal strength that supports are not needed. The rail height offers the yachtsman secure passage without obstructing the view so he can lean over to grab fenders or lines safely. The stainless steel handrail is handcrafted by Activa and the welds are flawless. The handrail is oval-shaped for added beauty and stability.

The foredeck is open, well thought out and easy to get around. The Max 2200 anchor wench can easily lift the

all-chain rode. There is hot and cold running water to wash off the chain rode. Courtesy lights are present to illuminate the space at night for ease of operation and safety. Everywhere you move on the yacht you find strategically placed handrails. You're never at a loss for a sturdy rail.

The 12-by-13-foot sky lounge offers a 360-degree view. This spacious area has custom carpeting that adds comfort and noise reduction. There is a stainless steel sink with hot/cold water, ample drawers and storage. An overhead hatch opens for ventilation and added light. A beautiful L-shaped leather settee has storage underneath. A Norcold Combo refrigerator/icemaker is just forward. A pair of beautiful Admiral Series Stidd helm seats offers the helmsman hours of comfort. The low-profile console gives the operator a full view of what's ahead. Just aft is a Davco bifold davit for lifting the dinghy onto the spacious platform.

This yacht offers something one rarely sees anymore, a Sampson Post. Mounted just forward of the anchor

ACTIVA 55

SPECIFICATIONS

LOA	59 ft., 6 in.
Beam	16 ft., 8 in.
Draft to keel (wet)	4 ft., 2 in.
Fuel	960 gals.
Water	200 gals.
Engines	Cummins QSM 11, 670 hp

STANDARD EQUIPMENT

Cummins (2) QSM 11, 670 hp diesel engines, Onan generator QD 60 hz 13.5 kw, twin disc transmission MGX 5095 and EC 300 Controls (2), AGM batteries, FRP fuel tanks, full keel, Activa underwater exhaust, sky lounge w/air conditioning, settee, dual helm chairs and entertainment cabinet, molded-in stairwell, bow thruster (side power), dinette, galley w/drawer refrigerators and freezers (2 each), Fisher Paykel dishwasher, microwave (convection), BEP electric panels and engine start and monitor package in the engine room.

OPTIONAL EQUIPMENT

Zeus or IPS Pod Drive System, Caterpillar C 18 engines, interior pilothouse helm w/side doors, forward or aft galley, air conditioning, davit on upper deck, Sportfish Package: live baitwell, cockpit freezer, cutback bridge deck, outriggers, rod holders, cockpit controls, sport box for storage, (ipo) swim platform, wine cooler in salon, full electronics and entertainment package, and Glendinning Cablemaster.

CONSTRUCTION

The hull is constructed of handlaid solid fiberglass below the waterline and is foam-cored fiberglass sandwich vacuum-bagged above the waterline. The first three layers are made of an acid-proof resin. The bottom is additionally protected with four coats of epoxy barrier treatment and two coats of bottom paint. The decks, deckhouse, bridge deck and sky lounge are constructed with Nida-Core structural honeycomb coring material and closed-cell Divinycell foam and then vacuum bagged. The hull to deck joint is through-bolted every 5 inches and sealed with a waterproof sealant and fiberglass. The network of stringers, longitudinal and transverse and bulkheads are put in place with fiberglass to provide extra hull reinforcement and sole support. The engine stringers are steel beams cored with Divinycell and encapsulated with fiberglass.

BUILDER

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WEST COAST DEALER

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wench, this chrome post is used for safe anchoring, mooring, and maneuvering with dock lines. It also adds a look of ruggedness and beauty.

Other than changing a proven hull and superstructure, the team at Activa and Richard Boland Yachts will custom design and manufacture just about anything else to accommodate an owner's personal taste.

Entering the main salon, you pass through a stainless steel-framed sliding glass door. This beautiful yet sturdy door slides effortlessly and locks to prevent accidental closing while under way. The immediate impression of the salon is one of warmth, comfort, safety and openness. As you enter, just to starboard is the electrical control panel hidden behind a black glass and teak door. This panel is clearly labeled and very user friendly. All circuit breakers and gauges are at eye level for easy and safe operation.

To starboard is a built-in flat-screen TV; this can be interfaced with the GPS/plotter as a convenient repeater display. To port is a leather settee/sleeper with a recliner. Just forward is an ice-maker with storage. All built-ins are made with teak and high-quality hardware. All curtains are hidden in teak pockets when open to eliminate rattling and for better visibility when in the salon. A four-speaker Bose surround sound system will fill the area with crisp and pure-sounding music.

Just forward is the up-galley with all the conveniences the gourmet chef will ever want. The galley overlooks the spacious salon and is divided by a matching-grain teak divider. The teak and holly sole matches the lines of the salon's sole. A sealed granite countertop holds a beautiful stainless steel sink and built-in Princess electric stovetop. If you prefer, you can opt for a gas cooktop. The settee seats five comfortably with storage underneath. The custom teak table slides out for easy entry and exit from the middle seats. A teak-encased convection oven is mounted on the beautiful countertop; a four-drawer refrigerator/freezer with stainless steel fronts is just under the counter.

The companionway to the lower staterooms is beautiful. There is a custom, hand-crafted, one-piece teak rail

above the entry that is stunning. All the joinery work on this yacht is perfect. The bulkheads are curved and appear seamless. There are very few right angles in the staterooms, which gives them an open and comfortable feel.

The VIP stateroom, which can easily double as the master stateroom, has more than 7 feet, 6 inches of headroom. There are two cedar-lined hanging lockers port and starboard to the entry. The queen-size bed has ample storage underneath with gas-assisted lifts. The head has a VacuFlush toilet and a granite top with a stainless steel sink. There is also plenty of storage in the hanging locker for your guests. A huge stand-up shower with marble soleing is well lit and offers plenty of room.

The master stateroom is just to starboard in the center of the yacht. The walk-around queen-size bed has storage underneath with gas-assisted lifts. The bulkheads and walls are uniquely designed in that there are only three 90-degree corners. This warm and comfortable room has two cedar-lined hanging lockers, ensuite head with shower and a VacuFlush toilet. There are vertical portlights by the bed for added beauty and natural light. The Master and his guests will have an open and unconfined space because of the curved corners, ample light and 6-foot, 9-inch headroom in both the VIP and master staterooms.

When we got under way in San Francisco Bay, we used the powerful 9 hp bow thruster with remote control. We eased into the main channel with little effort. I immediately felt the power, control and solid ride that few other yachts this size can offer. At cruising speed, which is a quick 19 knots, there was little engine or hull noise when I checked the master stateroom, VIP stateroom, salon and galley. Just like on the flybridge, one can converse in normal levels. While backing, I noticed no chattering of the hull: truly a smooth and quite ride.

I was stunned to find the fit and finish in such perfect condition considering it had not been "delivered" yet. During my entire time on the Activa 55, I found myself continually saying "wow." 🍷