

Mamba 350

Here's why people are talking about the new cat in town.

BY JEANNE CRAIG



SPECIFICATIONS

LOA: 35'2"
Beam: 10'9"
Draft: 22"
Disp.: 8,800 lbs.
Fuel: 300 gals.
Contact: Mamba Marine Inc., mamba350.com
Base Price (w/test power): \$208,500

PERFORMANCE

TEST POWER: (2) 300 hp Suzuki outboards. Speeds measured by GPS off Sarasota, Florida, in 15 to 20 knot winds with full fuel and three people on board. Speeds measured at the helm in dB-A.

RPM	MPH	GPH	DB-A
1,000	5.8	NA	70
1,500	7.8	3.2	72
2,000	10.1	5.2	76
2,500	15.0	8.4	79
3,000	21.6	11.0	83
3,500	29.4	15.0	85
4,000	35.5	18.0	89
4,500	41.2	24.8	99
5,000	45.9	30.8	93
5,500	51.0	40.8	94
6,000	56.0	43.0	94

SMOOTH AND STEADY: Hysucraft technology has been used in commercial applications for years, but the Mamba is one of the first recreational boats to showcase the benefits, which it did off Sarasota, where 15- to 20-knot winds had whipped up whitecaps. Once up on plane, the Mamba displayed great stability in uneven surface conditions. Because much of the boat's weight is supported on the foil at cruising speeds, the hulls are less exposed to the impact of the waves. "The 350 is suitable for many sea conditions," says Pike. "You can run in heavy weather and not feel like you're getting beat up." Like many people who have run cats, Pike often felt unnerved by the sensation of being shifted outboard in turns. So, he built the Mamba to roll to the inside. Boasts Pike, "That's the result of the way we've integrated the foil with the hulls."

Richard Pike stands tall in the cockpit of the Mamba 350 and tells me he's dreamed of running a boat company for 20 years. "Then retirement came and off I went," he says. Pike, who had a long, successful career in money management, now couples his passions for business and boating as the founder of a new company, Mamba Marine, which has an interesting catamaran. I'd heard buzz about the 350 before the sea trial. The boat debuted at the Palm Beach boat show a few weeks earlier, yet already there were posts about it on marine networking sites, including one that said, "The 350 looks stunning, which I can't say for most cats."

Indeed, the Mamba's lines are aggressively sporty. The boat's look evolved over the four years it took Pike to bring it to life. Just as striking are the details (systems elegant in their simplicity, for instance); they were executed to please a person who has owned boats before.

"Those who love cats swear by them," says Pike. "They're active people who like to fish and dive." He knows this firsthand, having run and owned a number of sail and power cat

designs over the decades. "I've tried them all," says Pike, who built the Mamba to be semi-custom, meaning the cockpit can be set up to the owner's preference. Anglers can add bait stations and fish boxes; divers can keep an open cockpit and go without a transom door.

And then there's performance. The 350 is based on Hysucraft technology developed by Karl Gunter Hoppe, the South African naval architect Pike recruited for this project. Hysucraft incorporates a lifting foil between the hulls that the Mamba seems to fly on. With less running surface in the water, there is less drag and resistance, so efficiency is maximized. With 600 hp, the test boat cruised at 35 mph, burning 18 gph. "The performance will appeal to a seasoned yachtsman," says Pike, "as well as the person who may never have considered a cat." ❖



WHEEL TIME. It handles like no other cat.