

BOAT REPORT

SCAND 11000

The destination: Cherbourg. The opportunity: an invitation from Express Cruisers. The means: a performance cruiser capable of 35 knots. The mission: a search for the perfect croissant.



AN INVITATION from Express Cruisers of Lymington to breakfast in France late last summer meant either a very early start or a craft bent on something more than just 20-knot performance. Knowing the gents concerned we suspected the latter, and duly accepted, joining them for a round trip to Cherbourg aboard their latest delivery from Norway, a 36ft Scand 11000 furnished with some 660hp by twin V8 Volvo AQ 740DP petrol outdrives.

Scand are now concentrating solely on their performance cruiser craft, of which the 11000 is the largest; the emphasis being clearly on the performance aspect, and on the sun-seeking side of cruising.

Design

Every designer wants his creations to be distinctive, and the marketing men demand it. Some boats emerge brash, others radical. Whilst the 11000 is certainly head-turning, it diplomatically blends the raw greed of power and speed with a flowing set of mild curves, which run without a break from anchor to bathing platform.

Eivind Amble is the man responsible for this subtly bold design, which benefits from a deep-vee hull (26° deadrise at amidships, 22° at the transom) and convex curvature to its underwater sections. Curved panels are not only stronger but tend to soften the ride into head seas, and the cutaway forefoot ensures there is little for the boat to trip on in a following sea.

Other points which come to light upon studying the lines and lay-up specification are the inclusion of a thin layer of Coremat foam in the forebody laminate, intended to reduce wave-generated hull noise, and the fact that the outer pair of sprayrails are nearly as deep and wide as the chine flat. This makes good sense, because once the boat is planing its waterline shrinks back to this outer rail — the larger flat portion providing efficient lift, the deeper vertical portion an edge when turning.

With the two saloon hatches and foredeck lockers set flush, the curvature of the coachroof is uninterrupted, and matches the reverse sheer of the deckline, creating a single line for the eye to follow before it takes in the swept wraparound screen and almost delicately poised radar arch.

Exterior

Not only is the 11000's cockpit huge, but just as importantly it is well-proportioned and versatile. The after section is furnished with wide, comfortable settees which are long enough to use as sunloungers or, if you drop the dinette table on the starboard hand one, a full-blown sun-mattress or occasional double berth. A serious wet-bar to port, complete with fridge, a generous amount of work-surface and further bottle stowage opposite, makes for easy entertaining — important when the cockpit can readily seat a dozen thirsty souls.

On our breakfast run we found there was room for a co-driver to perch beside the skipper on the sit/stand squab seat without becoming over-friendly, while a further mini-settee opposite enabled a second pair to socialise.

All the main instrumentation, including log, echo sounder and electronic compass, is set into a kindly-angled fascia, thoughtfully shaded by a

visor. Ready-use switch panels are laid out beside the wheel, with the power trim and tab controls (complete with mimic panel to avoid any confusion) set clearly in front of the single-lever throttles. A central portion of the console has been left as a chart area and there is some scope for adding further electronics — our test boat already having an Autohelm pilot fitted — although if your needs run to a radar you may be pushed for space.

The 7in (18cm) sidedecks are bordered by low guardrails; whilst the robust screen makes a reasonable handhold abreast the cockpit, a rail adorning the coachroof would provide more security when moving forward. Apart from the teak grating covering the anchor extension, which matches those set into the bathing platform, there is little in the way of a flat working area, although the coachroof does carry on the moulded non-slip texture of the side decks.

Two lockers provide just the right amount of stowage. The chain and Simpson-Lawrence windlass are tucked out of harm's way in the forward one, the second easily swallowing a couple of fenders and the usual foredeck warps. Other deck hardware is of reasonable stature, with 10in (25cm) cleats fore and aft, and further 8in (20cm) ones set clear of toes and obstructions amidships.

Back aft, the bathing platform is reached via a central walk-through transom and a wide teak and stainless steel ladder. Stowage is in abundance, both beneath the seat bases and below the simulated-wood sole.

The two large deck hatches also give access to the manual bilge pump manifold, which services the three separate hull compartments, and the stainless steel 150gal (700lt) fuel tank. We were pleased to find the latter equipped with cut-offs as well as that comparative rarity, a removable inspection hatch.

However, we were less happy about the main battery switches and an auxiliary breaker panel, housed as they were beneath one of the seat bases where wet corrosion-causing warps would surely be stowed.

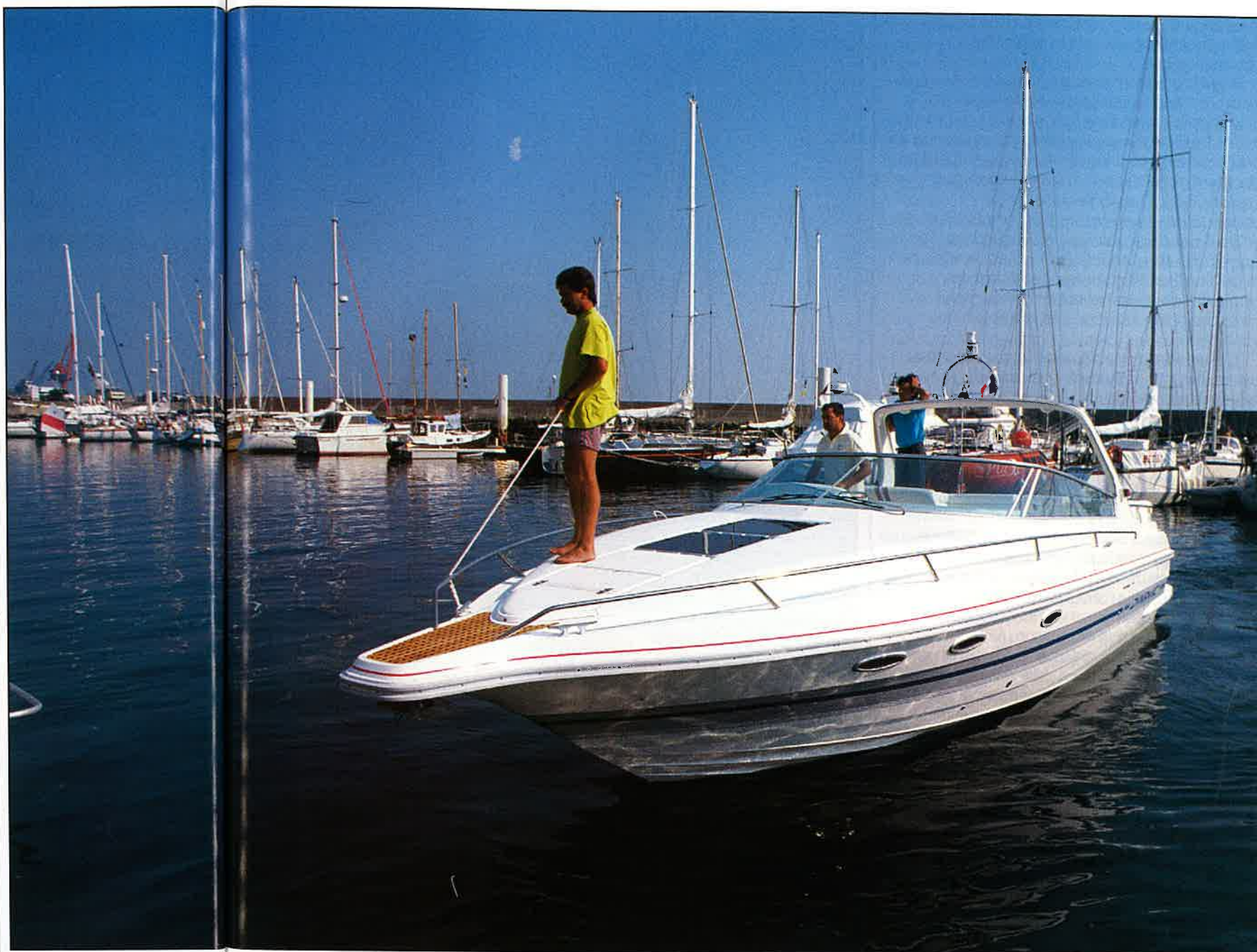
Interior

Having stretched the cockpit to these magnificent proportions, Amble anticipates that the majority of the day-guests will make themselves scarce, and has left the accommodation open-plan rather than trying to squeeze in any separate cabin. The result is a spacious, comfortable interior for the four it can sleep down below.

Two will find themselves on the huge 6ft 8in x 5ft (2.04m x 1.52m) forward dinette once the six-seater table has been dropped, the second pair retreating aft under the hinged companionway steps. This is little more than a good-sized sleeping area, with sitting headroom and a full 4ft-plus wide mattress but no offset dressing area or indeed any clothes stowage.

This is rectified back in the main saloon, where underseat lockers are supplemented by rows of small cupboards running at headheight above the settee backs, as well as by a hanging locker.

The Scand's inviting cockpit should ensure a steady flow of well-intentioned friends, but these then have to be fed and watered. While the exterior bar is set to handle the latter, an al-fresco



Above and left: the late, late breakfast show. Arriving in Cherbourg Marina after a rapid but comfortably cushioned run through the Channel chop, it is time to break out the orange juice and croissants.



Photographs by Joe McCarthy



meal should quickly emerge from the equally well-appointed galley set to port of the companionway.

There is plenty of readily accessible stowage for crocks and larger items, with a large moulded-in chest-style fridge to keep salad and meats fresh. For warming through 'something you prepared earlier', a small microwave is fitted as standard, together with a Wallis two-burner ceramic hob. The whole galley area is constructed of well-tailored GRP mouldings, so all it will need is a quick wipe over and you can be back in the sun. Mouldings have also been used to fashion the toilet/shower compartment opposite, which benefits from a thoughtful measure of dry stowage and extractor-fan ventilation.

The standard specification includes leather upholstery offset by thick-pile carpeting and effective mood-lighting.

Breakfast time

Our departure was planned for 0600, allowing time to cover the six-mile spin from Lymington to the Needles, get a quick happy-snap of us deserting Blighty, and then settle down for the 60-mile dash across the Channel, to be tied up for a well-earned fresh croissant breakfast at 0830.

Alas, Richard Knott, the leader of our two-boat flotilla and supplier of our Windy 9800 photoboot, preferred to dream on about the previous night's barbecue rather than introduce himself to another gloriously sunny day. It was probably just as well, because warming up a pair of Volvo 330hp V8s so early in the morning would not have endeared us to many people.

The delay allowed us to give the engine compartment the once over, and Simon Lyth of local Volvo agent SAL Marine a chance to do his pre-flight checks. This being the 11000's shakedown cruise, Simon had obligingly consented to come with us — the fact that the patisseries of Normandy beckoned had nothing to do with it, of course.

He had little difficulty rummaging around the 7.4lt engines tucked under the two large, gas strut-supported hatches. This installation is the



Above: mission accomplished, in some style thanks to the 11000's spacious and versatile cockpit area. Left: neat GRP mouldings make for an unobtrusively functional galley. Right: the cockpit is thoughtfully laid-out with a shaded fascia and an ample chart area, the toilet compartment ventilated by an extractor fan.



most potent offered and fills a good part of the space, but there is standing room to the front of the compartment and spanner-wielding room to the sides; the legs are rather more boxed in.

Scand offer a broad selection of twin Mercruiser and Volvo petrol and diesel options, the most expensive being a pair of 220hp Mercruiser outdrive diesels which put the bill at £89,756 ex VAT. We had previously had the good fortune to try Volvo's Duoprop 200hp diesel units (at a couple of hundred pounds less) on the prototype 11000 in Norway, and can vouch for the responsiveness of the package, which drove her to a top speed approaching 35 knots.

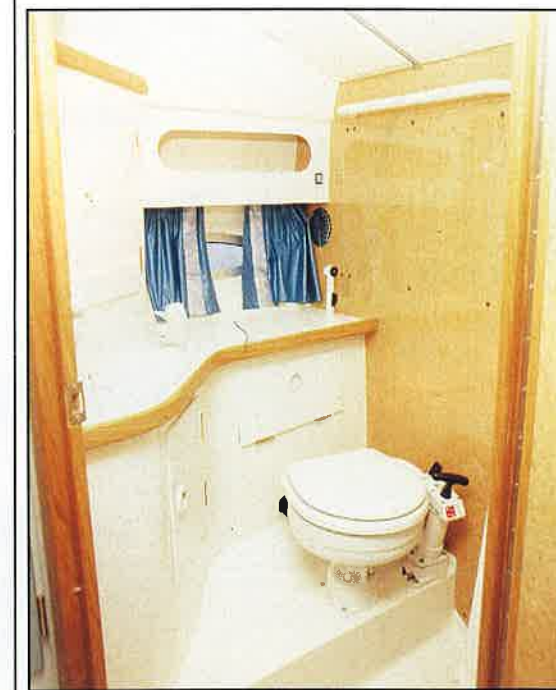
We were pleased to see as neat and competent an installation as one could hope to find: cables, filters and pipework securely clipped out the way of Simon's size tens, and a reasonable measure of insulation. In addition to the manual bilge pump arrangement, safety equipment includes a further small automatic unit in the engine compartment. The extinguisher system is activated from the helm.

With Richard's Windy now meandering down the river towards us, it was time to fire up and get underway. By 0700 we were making our way past the Needles. But, once out in the Channel, it was clear we were not going to make up much lost time. Although there was little wind as yet, a low swell just off the bow kept the boats sufficiently airborne to be wearing after a while, so we throttled back to an easy 3000rpm.

Unfortunately our lead boat's Decca lost itself while still within sight of the Isle, so our course-keeping was less than spot-on. However, with 52 miles on the log from the Needles we picked up the cliffs to the west of Cherbourg's embracing breakwater, and with it plum on 60 miles at 0915 we dropped off the plane and ducked in through the western entrance.

This checked out with the passage plan, giving us an average speed of 26.7 knots, although in fairness it was probably under-reading slightly; our radar gun registered 28 knots at these revs.

It had been a fast, comfortable passage, with those tedious troughs of water between crests barely seeming to kiss the hull, and her fine entry



making short, cushioned work of each wave. The well-upholstered helm position equipped with its hinging-up squab seat made the 11000 a pleasure to drive, and the swept-back screen did a sound job of protecting most of the cockpit, not just those tucked in behind it.

After a later breakfast than expected, the consensus was that lunch should also be consumed on the Continent. So it was not until the afternoon that we awoke the French from their siestas with a healthy dose of Swedish engineering.

That is not to imply the installation was particularly noisy, as our slumbering photographer verified on our return journey. Sleep came easily on the rear settee, where the noise levels were later recorded as 84dB(A) at 3000rpm, although this rose to a surprisingly high 91dB(A) at full throttle, 4400rpm. A spread of readings at 3500rpm — which registered a speed of 35 knots on the radar gun — gave levels of 82dB(A) down below and at the helm, and 86dB(A) towards the rear of the cockpit.

Maintaining 3000rpm, but with some tide now running slightly against us and pushing us west, our crossing time nudged up to just on 2½ hours. Whilst the sea breeze near the coast pushed up a modicum of chop, tucking in the legs a further degree or two meant the 11000 took no notice. Nor did the comfortably comatose photographer.

Back in the Solent we completed our test runs,

which showed a top speed of 43 knots. Handling at speed is precise and predictable, the deep-vee hull gliding through turns as sure as if it were on rails.

Returning to Lymington before the pumps shut, we topped up with four-star. Our day's run of some 160 miles had consumed in the order of 130gal (590lt), nigh on a tankful bearing in mind a built-in 20% leeway; consumption averaged 20gph (90lph) with most of the lengthier runs holding at 3000rpm. Operating the V8s to their maximum potential will certainly double this consumption figure.

Conclusion

Rarely are we disappointed with any craft imported from Norway, and the 11000 ranks well up in our estimation. Their usual sense of practical detail is enhanced in this case by eye-catching style.

Quality of construction and fit-out is high, both on the engineering front and in terms of the interior and the inviting cockpit layout. The boat is built to give sound service in the way she handles herself at speed, and equally so once passage-making stops. Whilst her accommodation is somewhat limited for a boat of this size, the onus is on cornering the sun, and on this count this Scand must be a serious contender in the market. □

Scand 11000

Loa 36ft 1in (11.00m).

Hull length 33ft 6in (10.20m).

Beam 10ft 7in (3.26m).

Draught 3ft 3in (1.00m).

Displacement 5.5 tons.

Fuel 160gal (700lt).

Water 45gal (200lt).

Price from £79,927 ex VAT. £84,167 as tested with twin Volvo AQ 740DP 330hp petrols.

Builder Scand Boats, PO Box 486, 4801 Arendal, Norway. Tel: (47) 41 85077.

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