



Boat Report

# Faeton 780 Moraga

Made in Spain, this walkaround wheelshelter design has a fishing boat's pedigree. Does it work just as well as a sporty weekender?





## Helm

The helm offers the upright steel steering wheel which is traditional for this type of craft, and a fairly basic angled dashboard where the engine instrumentation is tidily clustered.

Standard specification runs to a VHF set, which is mounted on a hinge-out locker lid by the driver's feet, and a compass, on top of the dash. There is plenty of spare space for mounting ancillary electronic equipment. Open trays on the dash top and at a slightly lower level to the right provide stowage.

The throttle is a bit of a reach away, but in general the location of the bench seat is fine. There is a substantial footrest for both driver and passenger, and the latter also gets two grab-handles, one to the left of the dash and one on the inside of the wheelshelter to port.

A recent trend in the small-boat market has been for walkaround decks and more open cockpit space. The layouts of fishing-orientated craft have been adapted to suit, enhancing their attractiveness by offering greater flexibility of use, while the designers have been introducing rounded lines for a more sporting effect.

The Faeton range from Spain are new to this market sector, but the 780 Moraga is typical of the genre. It retains a strong identity with its roots, so fittings for sportsfishing abound, but it is aimed at the buyer who wants a little style along with functionality.

It has versatile cockpit space aft of a wheelshelter, and limited but practical cabin space under an easily accessible foredeck. Flowing lines throughout its length give the boat purposeful

yet well balanced looks.

We tested a 780 fitted with a single 170hp Yanmar diesel, the smaller of two shaft-driven engine options; alternatives are a 230hp shaftdrive Yanmar, or a Mercruiser or Volvo Penta outdrive in the 270hp to 310hp range.

## Performance & handling

Yanmar's 170hp 4LH-DTE gives the boat a top speed of 22.5 knots with the engine pulling 3400rpm.

Acceleration is in typical oil-burner fashion: the throttle is pushed forward, the engine thinks about it for a while before building up enough revs to get itself motivated; then the turbocharger kicks in. The Faeton gets on the plane at around 2600rpm, but performance is pretty flat once it is there.

At the helm we recorded noise levels of 62dB(A) at

## Cabin

The design and specification of the cabin reflect an emphasis on convenience rather than outright comfort.

The walkaround decks inevitably impinge on the space available, but the builders have minimised their effect by giving the accommodation plenty of depth, so there is generous headroom. A spacious feel is enhanced by the all-white mouldings, and by plenty of light coming in through the door, deck hatch and porthole.

Right forward, the dinette can be converted into what is a fair-sized double berth, with storage under the seats and, for smaller oddments, behind the back cushions.

The small galley moulding incorporates a single-burner hob and sink, but you have to reach over the former to get to the latter. Perhaps these would have been better arranged the other way round?

Plenty of stowage is provided in two shelved cupboards, and open lockers at the edge of the worktop.

The adjacent companionway step lifts to reveal more locker space, and further stowage possibilities are offered by good access to the void under the cockpit sole.



## Cockpit

Formal seating in the cockpit is restricted to the wheelshelter and its lee, where the double helm seat is part of a back-to-back arrangement for just four persons.

In between is a raised bait-preparation area incorporating a sink and a stowage bin under hinge-up covers which can double as worktops; there is even a showerhead on a wander lead, for cleaning up the fish.

In addition, the helm bench hinges forward to reveal a large draining stowage bin, where live bait could be kept, and the base of the unit has lockers to port and starboard with pull-out trays, for storing tackle.

The side mouldings of the wheelshelter incorporate open lockers, the battery masterswitches being located in the starboard one. In keeping with the perceived expectations of today's boat buyers, drinks-holders abound.

The large aft part of the cockpit is completely open for fishing activities. If supplementary seating is required, it is available in the form of a hinge-up seat at the transom, although this restricts locker access when in place. An emergency tiller is hidden under the seat when it is in the stowed position.

A central hatch in the sole gives access to the shaft and bilge, and there are generous floor lockers on each side with lift-out mouldings to make it easier to take stowed gear off the boat. Rod-holders are set in the teak-topped coamings.



## Toilet

The toilet compartment opposite the galley is fitted with a porcelain pump-out toilet, mounted on a plinth. Space is a bit restricted, although there is ample headroom when you are seated.

An open shelf provides the only stowage, and there is no basin or shower arrangement.



tickover, 79dB(A) at 2000rpm and 82dB(A) at 3000rpm, all of which are quite acceptable.

The boat's handling matches the performance of the power-unit, being solid but without any excitement or entertainment about it. The steering wheel takes too many turns to effect a response, so the handling is dulled.

Seakeeping is dependable, as the 780 pushes through any

waves. In the process it produces plenty of spray, but the wheelhouse is the place to be; the only leak we spotted was through the wiper housing. The hull jarred off some of the larger wakes we found, but always came back for more.

With this engine and drive configuration, the boat will most likely be bought for pure fishing use, with out-and-out speed not really an issue, so its





## Decks

There is excellent access to all deck areas. Indeed, on a craft of this size it would be hard to improve on the ease of movement offered.

Steps up from the cockpit to the side decks are lit at night, and handholds are offered both by the bow rails and by grabhandles on the wheelshelter roof.

A good-sized bow locker and bow-roller come as standard, while a windlass is on the options list.

The bathing platform has a hinge-down boarding ladder to port, and a transom door to starboard.



performance and handling suit its purpose. Choosing one of the outdrive engine options might enhance the capabilities of the craft to meet more of a sporting role.

## Conclusions

With the 780 Moraga, are Faeton offering an adaptable all-purpose motorboat with sporting pretensions, as intimated by the styling, or just a very comfortable fishing craft?

With the 170hp shaftdrive engine as tested, the answer is definitely the latter. With a sterndrive, though, this could change, as the boat's handling and performance are bound to respond better.

Its Spanish builders cannot match the solid build quality of typical American imports offered in the same market at a similar price. However the design and specification are hard to fault. □

## Engine room



Hinging the whole of the helm seat console up and aft allows you to get at the engine, but make sure you remember to empty the contents of the draining locker under the seat first.

The installation is very competent, and it is easy to carry out both daily checks and more serious work. The battery is mounted forward of the engine, and the fuel/water separator to port.

The central sole locker lifts so you can get at the fuel tanks, shaft, exhaust hosing and rudder.

## FAETON 780 MORAGA

### BUILD

glass-reinforced plastic

### RCD

category B

### DIMENSIONS

#### LOA

26ft 6in (7.80m)

#### HULL LENGTH

24ft 6in (7.49m)

#### BEAM

9ft 1in (2.80m)

#### DRAUGHT

2ft 4in (0.73m)

#### DISPLACEMENT

2300kg (5071lb)

#### FUEL CAPACITY

55gal (250lt)

### ENGINE

170hp Yanmar 4LH-DTE

### PRICE

from £32,411 ex VAT

### SUPPLIERS

Tameside Marine,  
Bodmoor Heath Lane,  
Kingsbury, West Midlands  
B76 0EA.  
Tel: 01827 872727.

### BUILDERS

Tur Marine,  
04560 Gador, Spain.  
Tel: (34) 950 645311.