

Mark says...



Interboat has various dayboats in its model line-up but this 28-footer looks just the job for going further afield as it can push above displacement speeds

BOAT REPORT

INTERCRUISER 28



MOTOR BOATS TESTED

Intercruiser 28

Dayboat doyen Interboat cruises into weekender territory with this stylish 28-footer

REPORT BY MARK TURLEY



The 28 offers semi-displacement performance with the right horsepower

The Dutch are well into their dayboating and while Interboat's craft might look traditional and cute, with clinker topsides and coir fendering, this yard has always managed to include modern amenities like toilet compartments and cockpit galleys into its sedate craft. But now Interboat is offering cruiser models for clients who like to up their speed every once in a while and go further afield. This 28-footer, which pushes into weekender territory, is a case in point.

Design & build

The 28's hull form varies slightly, depending on the amount of horsepower is fitted – 52hp for displacement work or 170hp (and a bigger fuel tank) if you want to hit the high teens. In either case, it is inboard power doing the work. Models sporting faster engines do away with most of the keel but otherwise, the round bilge form with flat underwater sections aft is the same regardless.

A clever twist on both examples is the introduction of a chine inboard of the tightly

radius bilge. This generates lift quickly and means that rather than the boat ploughing through the water in displacement mode, the bow wants to trim up, so even the smallest-engined 28 manages to lift into a fluid, low-resistance ride.

Above the waterline, things are pretty shipshape too, with an attractive spoon-shaped bow and a topside broken up with coir rope fendering and an additional rubbing strake. Detail is worked into the raised gunwale, so that the cleats are inset rather than set on top of the teak capping, and the sharp yet retro-looking superstructure is a culmination of classic curves and punchy, harder lines.

The interior layout is open-plan

» The 28's hull form varies depending on the power fitted »



Even when messing about on the river, a protected helm and good side decks are a must

FACTFILE

Intercruiser 28

LOA: 27ft 10in (8.5m)

PRICE: from £118,073

TOP SPEED: 6.8 knots

motorboatsmonthly.co.uk

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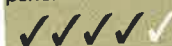
The fitout is clean and unfussy but traditional at the same time

with the main (and only) cabin incorporating a large dinette forward, a galley and enclosed toilet facilities. The inboard engine set up means there is no room for a mid cabin, a possible issue for family boaters.

Back in the cockpit, a transom door leads through to a crescent-shaped bathing platform for easy access, but this entranceway can be infilled to complete a U-shaped seating arrangement aft. The helm seat's backrest can be rearranged so the crew can all face each other.

Design & build

Two power options offer alternative performance



Exterior

The bathing platform rounds off the stern and helps reduce the chances of it being bashed during manoeuvres. Another nice touch is the fact that the topsides have a mid-height strake to help alleviate fenders rubbing directly against the hull.

The cockpit seating will readily accommodate family and friends out for a jolly. The windscreen and coaming offer a good degree of protection, but if you need to batten down there is the standard, two-part canopy.

Lockers within the seat bases provide the



Dual-purpose helm seat



This all-over canopy comes as standard

“The shower and hot water are optional extras”



You need a table to get the best out of this sociable U-shaped seating arrangement



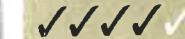
A removable seat allows access to the bathing platform

majority of the stowage but a run of sideboard tucked along the port-hand coaming is well placed for accessing items of kit that are regularly used. A cockpit table for the crew to socialise around is an optional extra.

The double-helm seat provides a comfortable perch for two, although the overly simple pull-out backrest felt awkward – something that swings and locks in place would be easier. The helm console has sufficient space for additional electronics, if you're not confining yourself to inland waters. Access to the side decks is fairly easy and the raised gunwale and no-nonsense guardrail work well. The mooring hardware is well arranged and the anchor locker is a good size, but a windlass is an optional extra.

Exterior

Pleasant cockpit that is easy to move around in



Accommodation

Headroom through the main cabin is a shade under 6ft but it does not feel restricted in any way, just cosy. The dinette forward is capable of accommodating six, and the coachroof's stretched window makes it easy to check what is going on outside when seated – a definite plus. The wooden table drops to form a generous double berth and stowage is pretty good in this area, with lockers and shelves let in wherever there is a void.



Mid-height step makes deck access easy



Decent uncluttered side decks



The generous windows flood the saloon with light and give a great view out



This functional galley doesn't have an oven

To port is a tidy galley with a twin-burner gas hob, sink, fridge and so much storage that you might consider doing away with a cupboard or two and having a proper oven installed.

On the other side of the companionway is the part-moulded toilet compartment, comprising decent joinery and lots of stowage. Here, the shower is an optional extra, and you only get cold water, unless the calorifier package is specified.

Accommodation

Pleasant for weekending but no mid cabin

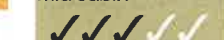


Table corners hinge to aid access

ENGINE OPTIONS

The best way to contain noise is to jump on it before it has a chance to travel too far, and boxing an engine in with insulation invariably pays dividends. Interboat's answer is to build a frame around the engine, clad in a special foil-faced duvet material. The test boat's insulating panels were simply Velcroed together, making them easy to remove for servicing and day-to-day checks. But did it work? Fitted with the standard 52hp unit, we registered a lowly 72dB(A) on the sound meter at maximum revs, while the Cabrio version, with its turbo-charged 170hp Volvo D3, was only slightly noisier at 76dB(A). The yard's containment idea on insulation has paid off with a very quiet ride.



Interboat's neat idea of boxing in the engine reduces noise and all the service points are still accessible

BOAT REPORT

INTERCRUISER 28

Performance & handling

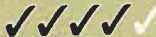
If you're after a rivercruiser, then the four-cylinder 52hp Vetus unit fitted as standard is fine. The test boat achieved slightly over 5mph at 1500rpm and a shade under 7 knots (9mph) at 3000rpm, with the bow lifting rather than burying itself in a wall of water. The hull's response to more power and speed is spot on and although we couldn't try a 28 with the more potent 170hp Volvo D3 installation, we did run a Cabrio 27 – based on the same hull – which achieved a clean, well-mannered 17 knots flat out. The only problem is the 'larger' fuel tank, still tiny at 44gal and restricting the range to sub-100 miles should you want to push the speed into the teens on longer passages.

Range aside the hull turns smoothly, staying firmly upright and feeling very composed. At displacement speeds it tracks well and turns sharply when asked, without fuss.

Slow-speed visibility is good but if the 28 performs like the Cabrio at higher speeds, you'll need to apply tab to ease the bow down – standard practice on semi-displacement hulls.

Performance & handling

Clever push-on hull may lead to high fuel bills



Specification & value

The standard spec is good on some things, like the teak sole in the cockpit and the full canopy, but if you want more than a dayboat, you'll need to shell out for shorepower and hot water. Then there is a bow thruster to consider and a coloured hull, rather than standard cream, will cost extra too. All-up, with the standard 52hp engine, this is a £120k boat, which puts it fair and

square among its contemporaries. But if you fancy the extra turn of speed the hull can provide, this comes at a £15,000 premium (which includes a larger fuel tank and trim tabs).

Specification & value

Base price looks attractive but the options soon add up



MBM verdict

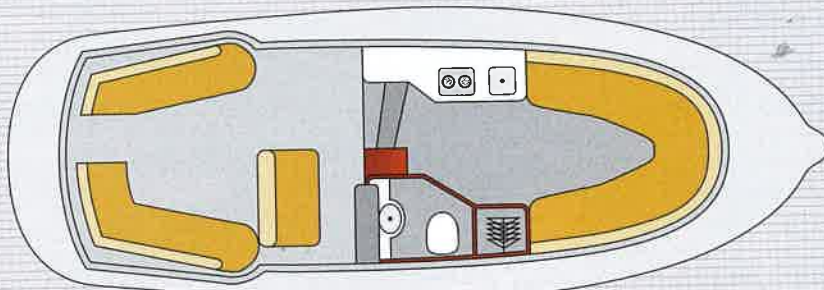
This is a good-looking, sociable boat that is clearly well suited to inland work, but it has a clever trick up its sleeve, thanks to the lift generated by its interesting hull form. The yard's attention to detail is excellent, although those wanting separate

MBM rating

sleeping quarters may need to look elsewhere.



Intercruiser 28 technical data



specifications

BUILD	GRP
RCD	C
LENGTH OVERALL	27ft 10in (8.5m)
BEAM	9ft 10in (3m)
DRAUGHT	2ft 7in (0.8m)
DISPLACEMENT	3.5 tonnes
FUEL CAPACITY	22/44gal (100/200lt)
	depending on the engine installation
WATER CAPACITY	22gal (100lt)

key dimensions

WIDTH OF SIDE DECKS	7in (18cm)
HEADROOM IN THE CABIN	5ft 10in (1.7m)
DINETTE BERTH	6ft 6in x 6ft (1.9 x 1.8m)

performance

Engines	single Vetus M4.55 diesel
Configuration	4cyl 1.8lt 52hp @ 3000rpm
conditions	wind NE'ly, Force 3, sea calm
Load	fuel 30%, water 50%, crew 3

Rpm	knots	gph	lph	mpg	range	noise
1500	4.8	0.4	2	12	216	61
1800	5.3	0.7	3	7.6	137	62
2200	5.8	1.1	5	5.3	95	66
2500	6.1	1.8	8	3.4	61	69
2900	6.8	2.6	12	2.6	47	72

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were recorded at the helm.

prices

STANDARD BOAT	inc VAT
with single 52hp Vetus diesel	£104,089
BLUE HULL	£1519
BOW THRUSTER	£2518
HEATING	£2518
SHOREPOWER	£1259
CALORIFIER AND IMMERSION	£1085
COCKPIT TEAK	standard
DELIVERY AND COMMISSIONING	£3038

All prices converted from Euro at £1 = €1.15190

BOAT AS TESTED £118,073

ENQUIRIES Val Wyatt Marine
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the rivals



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