

BOAT REPORT

Every once in a while a boat comes along that sets a new style in looks and design. With their aptly named Dynamic 7100, Scand have achieved just this, combined with a hull that will take you through the roughest of seas.

ESTABLISHED just 13 years ago, Scand Boats are now one of Norway's largest boat builders producing some 350 craft a year, from traditional Scandinavian double enders to a boldly styled, all new 36ft (11m), 47 knot cruiser bound for Med style sun-seeking. At a sedate pace we featured their 21 knot, centre cockpit "sea-going cottage" — the 7800 Nautic — in our May issue. And while it is not our usual policy to review another boat from any one manufacturer so soon, the smallest of their out-and-out performance range was deemed different enough that an invitation to test the 24ft Dynamic 7100 in its home waters off Norway's southern archipelago seemed churlish to refuse.

As with the Nautic, the Dynamic was designed by the highly acclaimed naval architect Alf Jensen whose boats regularly take the line honours around the Scandinavian racing scene — the Dynamic 7100 foremost amongst them. His deep-vee hull is of almost constant deadrise with the bottom sections running through at around 23° from amidships to transom.

The effective planing area which produces the actual lift is increased by no less than four pairs of spray rails set into slightly convex panels. The norm is for only a couple of pairs on a boat of this size but this more complex arrangement allows the flats to be reduced in width to ease out harsh slamming. It also gives a more useful spread of vertical faces to increase overall directional stability and reduce side slip in the turns.

A fine entry pushes into full topsides to give a healthy measure of reserve buoyancy. The usual dominant line of



SCAND 7100

THE SHAPE OF THINGS TO COME

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the side decks is lost between the darker strip of gunwale fendering and the easy curve and proportion of the coachroof and coaming. The practical effect is to allow adequate sitting headroom below, and good depth of cockpit, while accentuating the length and missile-sleek profile of the whole. Although pretty well lost to the casual glance, the side decks are actually a good width and angled inwards with a guiding ridge of toe-rail and moulded non-slip. The bordering guardrail runs from well aft but is really too low to be of any significant use — handrails sited on the cabin top would further improve matters when moving forward.

There is no foredeck as such, due to the full length of coachroof, so extra foot room is provided by a short anchor platform. Twin 8in cleats — further pairs lie amidships and on the quarters — service the headlines when in use, while a self-draining locker provides stowage for both these and any ground tackle.

Back aft the bathing platform is a substantial GRP moulding which not only gives a measure of protection to the outdrive leg but also runs an effective distance along the quarters. Teak gratings reduce the visual bulk of this fabrication and with the excellent handrail that tops off the cockpit coaming fashioned down towards the platform, the whole affair is a safe landing for those indulging in watersports.

With Scand's home coastline bordering an ever restless North Atlantic, it is obviously vital that not only are the hulls well found (and to this end they are approved by the Det Norske Veritas classification society), but also appointed to keep occupants safe and comfortable when cruising at speed. All seats are therefore generously upholstered and contoured with extra high backrests, while cockpit sides are thoughtfully lined with panels of cushioned vinyl.

The full-width bench settee seats four in comfort and with the back hinged down makes up into a serious sunbed, or for balmier nights a good sized extra double berth. The well braced, full cockpit canopy nestles neatly out the way with the minimum of fuss into a recess abaft of this, while a freshwater shower is located in the cockpit coaming. Both the helm and adjacent passenger seat are fully adjustable and can be swivelled round to face the removable moulded table.

Stowage is plentiful, with good sized pockets let into the cockpit sides



for various odds and ends, with storage for fenders and other bulky items under the bench settee and beneath the wood veneered sole. The battery box and main 12V isolator together with a manual bilge pump and fuel cut-off lie under the former.

Simple but functional in layout, all the controls at the helm position to starboard fall readily to hand and to the eye; the whole moulding being set at a comfortable angle whether sitting or standing.

The wheel is a padded affair, with the engine instrumentation set behind it in a recessed fascia which helps to keep dial faces out of the glare of direct sunlight. The ready use electrical panel lies to the left hand leaving the area next to the cockpit coaming clear for the single lever throttle and power trim controls. By the skipper's right knee, twin recesses in the lower coaming house the fire extinguishers, one being the usual hand portable appliance, the larger being piped to the engine compartment. Other standard items are the VDO speedo/log and Silva compass.

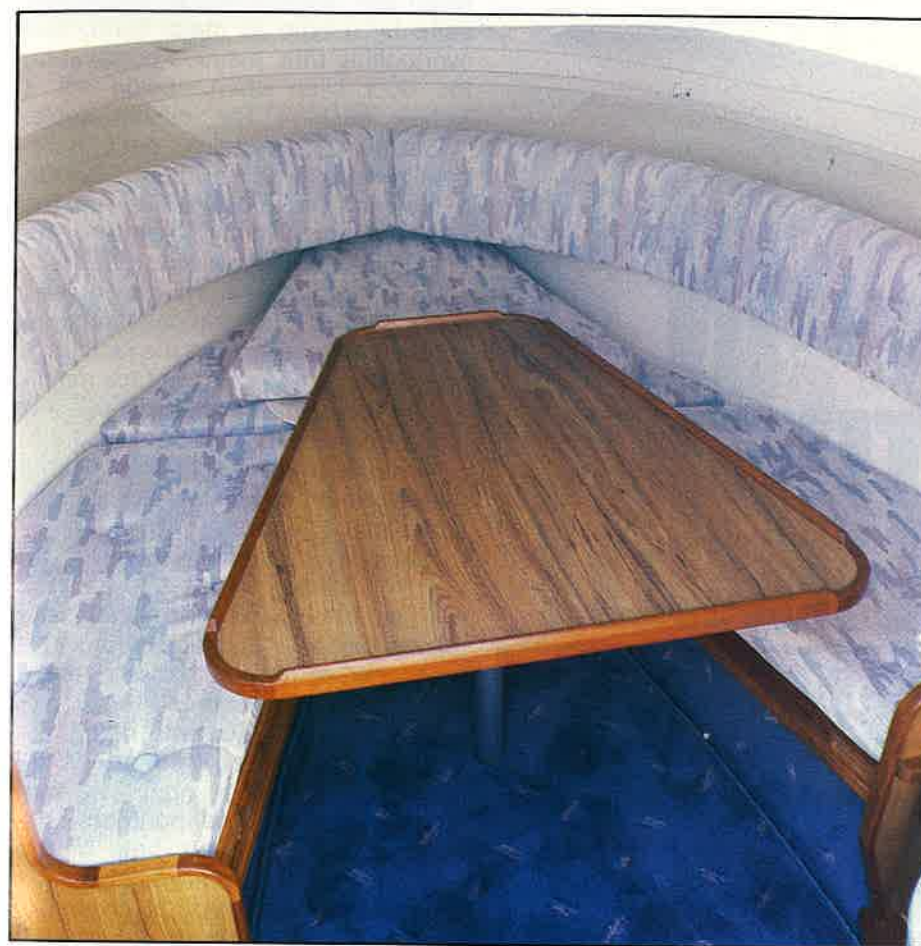
Access below is via a wide companionway which effectively opens the interior sociably into the

Previous page: the Scand is a striking boat from whichever angle it is viewed. Above: the cockpit with its practical yet stylish high-backed, wrap-round seats. Right: the interior, with overnight accommodation for two — WC to starboard, galley to port.

cockpit. A galley area immediately to port is equipped with just an enamel sink with pressurised cold water. The barest of victuals can be stowed beneath. A pump-out toilet lies opposite under a hinged seat — the toilet itself being an optional extra. The rest of the interior is taken up with the usual vee-berth arrangement with accompanying infill from the drop-down table. The berth is a good size and well upholstered with a comfortable run of backrest that fashions a deep fiddle for a shelf arrangement outboard — important when the seat lockers are none too large. An opening hatch provides natural light and ventilation.

Formica surfaces with solid teak trim and a textured interior moulding will be easy to keep clean without undue fuss, while still giving a smart, fresh feel. The optional fridge unit which can be sited under the cockpit sole is really a must and we

SCAND 7100



maintained, giving the 7100 a creditable range of over 200 miles — at 7gph (32l/h) — on a full 65gal (300lt) tank.

If Dynamic sums up the 7100's performance, predictable typifies her handling characteristics. We enjoyed superb late spring weather over in Norway, with little or no wind, so ferry wakes had to imitate the shorter seas over and above a low Atlantic swell. Playing in the most awkward of these, at any point the Scand rode safely and easily, landing squarely off the larger seas. High speed runs over the short, stiff wakes gave the deep vee hull little trouble and a commendably soft ride. Breaking the peace of still fjord waters and with the helm hard over the 7100 stuck to the tightest of turns, the DuoProp leg delivering a useful measure of power under the most unsympathetic conditions, enabling the boat to turn on its heel and accelerate out on her new course without hesitation.

This smallest of the Scand range impressed us for all the right practical reasons — a strong, sound build with a generous and thoughtful measure of general fit out and upholstery, both to take the knocks and conversely to protect its occupants. Combine these attributes with exciting performance plus predictable, safe handling characteristics and the Dynamic makes for a fast enthusiastic overnigher in a bold, firm style.

understand that modifications to the galley unit to include some form of cooking facilities are in the pipe-line. Obviously both features will give that greater degree of flexibility and comfort when overnighing, either just as owner and mate or with a further couple tucked up in the cockpit.

Our test boat's engine installation was a Volvo AQ271 fitted with DuoProp. This is the mid-range option, smaller 205hp units from Mercruiser and Volvo are also available — priced at £20,950 and £21,894 ex VAT respectively, the latter including a DuoProp leg. Mercruiser can supply up to 330hp with their Bravo V8 installation — costing just under the £23,000 mark — and with Volvo's similarly rated big block 7.4 litre V8 now in production no doubt this will shortly also be available. The only diesel option is the Volvo AQAD31 package delivering 130hp, priced at £24,053.

Access to the engine compartment is via a wood hatch set into the sunbed moulding, and while it isn't full width, service points for both engine and outdrive are clear of obstructions. Sound insulation covers the compartment sides and forward bulkhead but not the hatch itself,

Scand relying on the thick, snug fitting mattress to absorb sound energy. This works to reasonable effect, the highest levels we recorded being 86dB(A) towards the after portion of the cockpit at full revs, 4800rpm, while hovering around a comfortable 80dB(A) at cruising revs of 3000rpm.

Wiring and cable runs are clear of hot spots and the hatch access, with the annealed copper fuel line and water separator soundly secured away from clumsy feet. The compartment is serviced by both manual and electrical bilge pumps, together with a formidable blower arrangement that also ventilates the adjacent fuel tank space. The 65gal (300lt) tank is of stainless steel and we were pleased to see it constructed with a good sized inspection hatch.

The Dynamic is aptly named, reaching 25 knots from rest in a mere five seconds, powering up to 30 knots a second or so later. Top speed we measured as 45.5 knots, with fuel consumption in the order of 20gph (91l/h), giving a range of 140 miles. Dropping the revs to 4000rpm still gives a no nonsense 37 knots and a more economical 14gph (64l/h), while 3000rpm allows some nine hours of comfortable 23 knot cruising to be

LOA	24ft 8in (7.46m)
Hull length	22ft 2in (6.98m)
Beam	8ft 2in (2.49m)
Draught	2ft 9in (0.83m)
Weight	3674lb (1670kg)
Fuel	65gal (300lt)
Water	7 gal (30lt)
Price with Volvo AQ271	£22,934 ex VAT

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