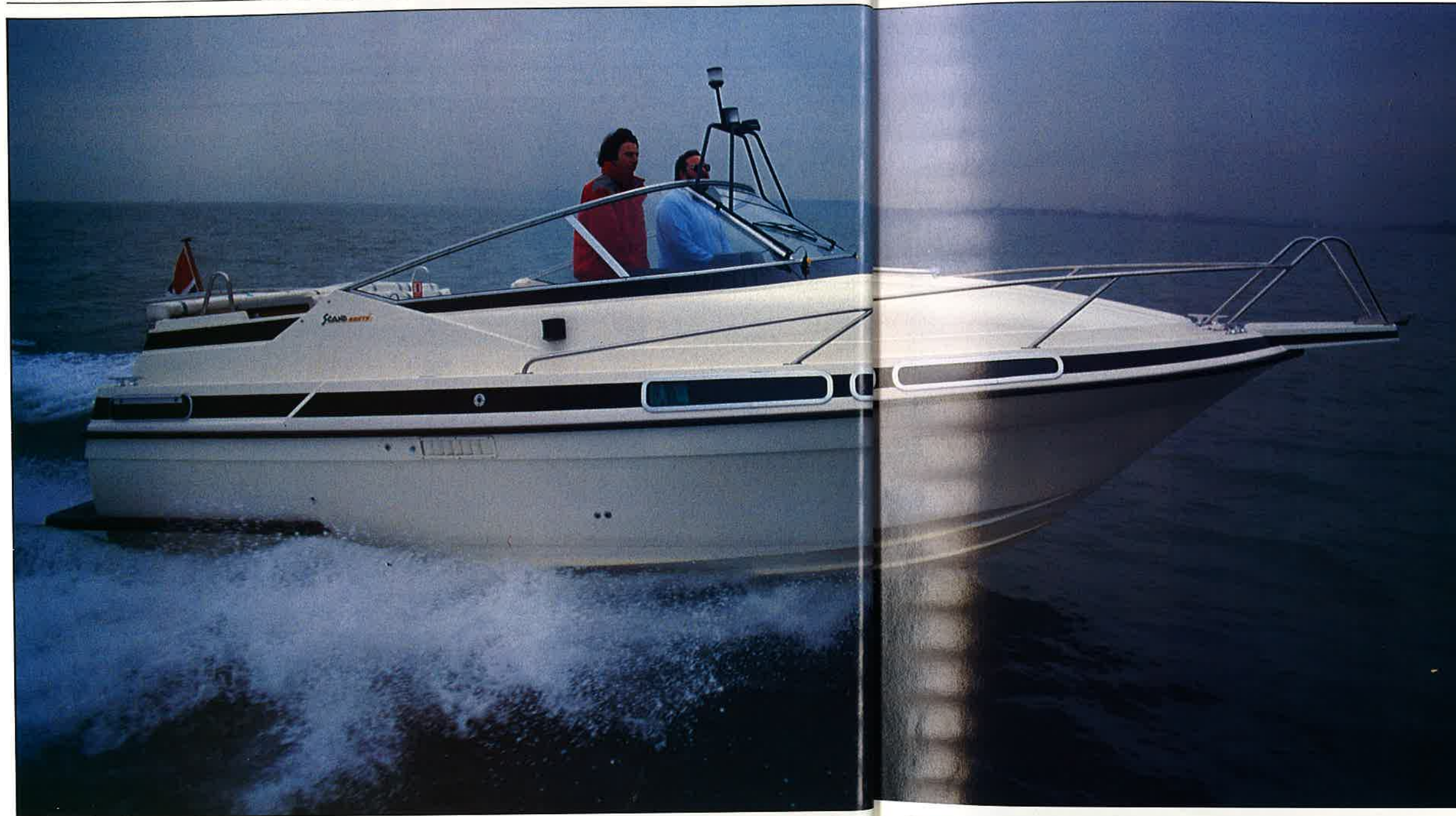


BOAT REPORT



SCAND 7800

Two separate cabins, a large sheltered cockpit, a speed better than 21 knots, giving over three miles for each gallon of diesel, and all in a 27ft boat. Scand's Nautic makes an ideal family boat.

WITH their home market feeling the pinch at present — due largely to the depressed state of the North Sea oil industry and its reduced income — Norwegian boat builders are looking for increased sales overseas. With the strong pound, many of their attractive sports cruisers are now available in the UK at competitive prices.

The firm of Scand are one of the latest to enter the British market via Express Cruisers of Lymington, who are already well established as importers of the Windy range. Although Scand manufacture boats up to 47ft, only the smaller models are being brought into the UK at present, namely the 24ft Dynamic and 27ft Tropic sports-weekenders, together with a 27ft centre cockpit cabin cruiser which caters admirably for the needs of the boating family wanting to cope with our frequently imperfect weather. It was this latter craft, the 7800 Nautic that truly impressed us at the last Southampton Boat Show, so we were pleased to get the opportunity to put it through its paces on the Solent this month.

Design

Whilst designing a pocket cruiser that manages to sleep four in two completely separate cabins — one forward, the other abaft of the central, raised cockpit — the Norwegian naval architect Alf Jensen, has kept the overall superstructure lines low, and well proportioned on a hard chine, planing hull that features a conventional shaft drive. Underwater sections are convex, creating a particularly full medium-vee, with a midships deadrise averaging out at 19°, flattening to 14° at the transom. A pair of sprayrails either side, a knuckle



FAMILY FAVOURITE

BOAT REPORT



Far left: a single Volvo TAMD31 130hp diesel nestles under the cockpit sole, immediately aft of the central helm position. Left: an overview of the comprehensively-equipped cockpit. Above: the forward cabin.



SCAND 7800



in the topsides and pronounced flare to the gunwale forward all assist to give a dry ride. A skeg provides a measure of protection for the shaft, and directional stability. Freeboard is generous, enabling Jensen to keep the lines of the coachroof low while still giving adequate, if not full standing headroom below.

Visit any Norwegian yard and their representatives are not slow to point out the strength of their hulls. Scand are no exception, with their boats inspected and approved by Det Norske Veritas — Norway's equivalent of our own Lloyds Classification Society.

Exterior

If you are mooring the Nautic end on to a pontoon, go in bows-to, as the moulded anchor platform forward lends itself best to easy boarding, being ably equipped with a divided stainless steel pulpit. The guardrails continue aft, decreasing in height towards the cockpit. The side decks are angled slightly inwards, and are finished with an effective deep non-slip surface. Unfortunately this does not continue over the coachroof, an area which would also benefit from being equipped with grabrails.

Twin 10in cleats at the bow and a further pair sited on the quarters provide substantial mooring points, while the ground tackle — anchor, chain and line are housed in a good sized foredeck locker. This also has space enough to accommodate some of the mooring lines and the smaller fenders, while a large locker beneath the cockpit sole will look after the rest.

With the increased height of the transom superstructure, due to the cabin beneath, Scand have fitted a suitable combination of well-braced guardrails, and a stainless steel ladder to provide access to the GRP bathing platform. The aluminium extrusion around the platform extends a good distance along the quarters, giving useful protection to that area.

Although the forecabin is equipped with a dinette, the large cockpit forms the main socialising area. Its coaming is high, the wrap-round windscreen is generous in both height and length, and with this centre section of the boat protected by a robust, two-part canopy, the whole area can be used whatever the weather or time of day.

The cockpit, in common with the rest of the accommodation is finished in teak veneers and joinery that gives a warm, friendly feel. A full-width, generously-upholstered settee runs across the rear, complimented by a pair of reversible helm/navigator's seats further forward. From its stowage to port, a teak, fiddled table can swing out completely, giving

space for six to dine in comfort. Alternatively, it can be left partially folded if the whole width is not required.

A well-equipped and of course well ventilated galley runs along the starboard side. It comes complete with an Engel fridge, twin-burner Wallas paraffin hob and single drainer stainless steel sink. Our test boat only had a pressurised cold water system, but subsequent craft will be fitted with a calorifier as standard. Stowage at the cooking station itself is limited to a single drawer and a cupboard.

Abaft of the settee, a sunbed covers the raised cabin top, this being sensibly enclosed with a substantial guardrail that also gives a helping handhold when boarding the boat amidships.

Moving over to the centrally positioned helm, the skipper is well catered for with a comfortable, high-backed fully adjustable seat. This swivels to face the bench settee and table, while the navigator's chair simply tips back through 90° to make up the required seating arrangements.

In addition to their generously-built hulls, most Scandinavian boats have two further sea-going facets: a suitable chart area, and sensibly, plenty of glass holders located in all the right places. The Nautic didn't disappoint in these respects, particularly in the former department, with a perspex covered chart space of

BOAT REPORT

◀ decent proportions located directly in front of the helm.

The console is equipped with the usual Volvo instrumentation, plus VDO Sumlog speedo/log and compass as standard. Electrical breaker panels and ready-use switches run down to the left of the large, stainless steel and teak wheel, the single-lever throttle being sited to the right. Odds and ends can be stowed in small cave lockers along either coaming, while the area adjacent to the main console has deep moulded fiddles — enabling the skipper or navigator to leave binoculars, pilot book or handheld VHF in moderate safety.

The aluminium-framed windscreen, while being generous in height and offering good protection, still blends well with the superstructure lines. An unusually-sited hinged 'mast' is located on the front of the screen, and carries steaming and anchor lights plus any aerals.

Interior

Unlike most boats of this length, where sleeping compartments are either partitioned off with the thinnest of bulkheads or merely curtained from one another, the Nautic is clearly split into two separate cabins. The interior accommodation therefore offers true privacy for two couples, while the covered cockpit will sleep a hardy youngster or two.

Entry to the aft cabin is gained via a sliding portion of the main cockpit settee just abaft of the galley. The double bunk is to port with an adjacent locker/seat next to the short companionway. Under these steps is a compartment containing a pair of 60Ah batteries and their associated switches. Clothes stowage is adequate, with a good nest of cave lockers and a half-height hanging locker set into the forward bulkhead. Vinyl-cushioned head and side linings, pale in colour, help to accentuate the daylight from the opening ports sited on the quarters.

Headroom is adequate, although not full height. Under the bunk is stowage for larger items of equipment and spares, as well as access to the rudder stock — complete with emergency tiller — and the propeller shaft stern gland.

The forecabin is larger, again with access from a companionway sited to starboard, and includes a dinette which seats four or five. Seats are of a good width, with a padded backrest and deep shelves outboard. The

lockers beneath are painted out and provide ample stowage for bedding and bulkier items of clothing. Further attire can be hung in the low hanging locker at the forward end of the vee-berth; cave lockers either side providing a lodging place for smaller items. An opening foredeck hatch provides ventilation, while a number of fixed ports make for a light but cosy interior, enhanced by the teak finish.

The toilet compartment sited to port of this cabin houses a Brydon WC and plastic basin, but no shower. The sea-cocks are readily accessible beneath the dinette table's raised pedestal.

Engine

The Nautic is only available with single diesel units, from 54hp-130hp, sourced from the Volvo and Yanmar ranges. Our test boat was fitted with the largest option, a Volvo TAMD31 producing 130hp at 3800 rpm.

The engine is sited under the cockpit sole, accessed by three lifting panels. With the aluminium fuel and water tanks in boxed-off compartments in the wings, the whole installation is well found, if rather tight. However, all day-to-day service points, along with the majority of areas earmarked for normal seasonal DIY maintenance — air and oil filters, alternator and a good-sized cooling water filter are all readily accessible. Cabling and pipes are secured clear of the hatches and routed out of harm's way. Sound insulation covers both bulkheads and hatch lids. Whilst this was reasonably effective, it could have been thicker, with better attention to its attachment.

We were pleased to find the engine compartment serviced by both electric and manual bilge pumps, with a further manual unit serving the separate, forward bilge. A Halon extinguisher adjacent to the helm is piped into the compartment.

Handling and performance

The Volvo TAMD31 installed on our test boat gave a more than adequate top speed of just over 21 knots, at which it is consuming some 6.4gph (29 l/h). However the tank capacity is only 34 gal (150 lt), giving an unnecessarily low 110-mile range. Noise in the cockpit at full throttle, was reasonable at 85 dB(A), the forecabin suffering rather more with levels reaching 87 dB(A). Dropping the

revs back to 3000, the Nautic still achieved a steady 15 knot cruising speed, with a comfortable reading of 81 dB(A) registered at the helm — normal conversation was perfectly audible here at this level.

The ride at 21 knots was smooth and predictable, the slightly rounded sections easing the loading on the hull, taking out that weariness-inducing slamming that can make family boating less pleasurable than it ought to be. Nudging along at our 15 knot cruising speed, Jensen's medium vee hull proved a soft, sea-kindly ride — even when encountering the usual, unpredictable, confused slop off the Needles. At 3000 rpm consumption will be around 4.3gph (19.5 l/h), enabling this 15 knot pace to be kept up for around 8 hours.

The mechanical steering was light and well balanced, the large diameter wheel and good-sized rudder helping in this respect. High speed turns were trouble free, as was manoeuvring in the marina, while travelling in a straight line, even off the plane, was easily achieved. This latter proved a pleasant change compared to outdrive boats, and would be appreciated by river-based owners.

Conclusions

Equipped with the 130hp diesel unit, this 27 footer is well suited for coastal cruising, while the smaller 54hp installation would make an attractive package for estuaries and inland waterways. Aptly described in the brochure as "a sea-going cottage", the Nautic features a soundly-built hull, combined with a layout, price and specification which makes for a practical, enjoyable cruiser.

Loa	27ft 0in (8.23m)
Hull length	25ft 6in (7.80m)
Beam	9ft 5in (2.85m)
Draft	3ft 3in (1.00m)
Weight	2.4 tons
Fuel	34 gal (150lt)
Water	23 gal (100lt)
Price ex VAT with single 130hp Volvo	£31,647

Builder:

Scand Boats A/S, PO Box 486, 4801 Arendal, Norway. Tel: 041 85077.

UK Distributor:

Express Cruisers, Quay Street, Lymington, Hants. Tel: 0590 79355.