

BOAT REPORT

SCAND

9200

DYNAMIC

The entire Scand range is now built for high performance, and this open-cockpit 30-footer even has a racing pedigree.



TIMES are changing and Norwegian boatbuilders Scand with them. Their single-diesel inboard family-style cruisers have recently been discontinued in order to concentrate fully on the performance-orientated open-cockpit Dynamic range, the 30ft (9.2m) 9200 featured here being developed from their race-bred 8600 model which itself was dropped a year or two back.

Design

The hull form falls firmly into the deep-vee bracket, with deadrise of 25° at amidships and 23° at the transom.

Extra lift is generated by four sets of lean sprayrails, fading in their run aft, and by a rather more generous width of chine flat. This larger-than-usual number of sprayrails cuts down on unwanted water-creep up the hull, and another benefit is excellent grip on the water, as we found with the 9200's bigger sister, the Scand 11000 (see MBM Jun 91).

The profile of the topsides and coachroof is at the same time both sleek and chunky, with a purposeful look to a very flowing set of lines. The slight raising of the coachroof, giving 4ft 8in (1.42m) headroom below, merges with the more usual prominent deckline before running unbroken around the cockpit coaming. The swept-back screen is barely noticed.

Rather than following the dedicated topside line, the GRP bolt-on bathing platform terminates the transom in a radiused moulding, reminiscent of the curves found on 1950s Chevys — fun, yet still setting off the boat's proportions as a whole.

Exterior

A full-headheight canopy, supported by the radar arch, does a more than adequate job of doubling the accommodation once you are moored for the night. It appears to be readily put up or down, with

the after portion folding out of the way into a recess set in the transom coaming.

However, there is little doubt as to where the emphasis lies on this 30-footer: the cockpit is begging to be taken to the sun.

The small sunbed behind the main bench-settee is quickly transformed into a triple sunbed, or occasional extra berths, by simply hinging the backrest forward on an offset frame, which then extends the mattress area ahead of the actual seat-base to make an area measuring 6ft 8in x 5ft 5in (2.1m x 1.6m). Back in its upright position, it forms the rather more sober arrangement of an L-settee, split by a neat counter-top/hinge-out table, supplemented opposite the helm by a comfortable, adjustable, inward-facing bucket seat with lifting squab.

The helm station itself is styled to flatter as well as function, with veneered instrument and switch panels set into a well-executed sweep of console moulding, coloured grey to guard against unwanted glare.

Engine instruments are positioned forward of a perspex-protected chart area, and a number of useful integral trays will take small items which are otherwise liable to disappear as soon as the throttles are opened. A comprehensive set of switch and breaker panels carries through past the wooden rally-type wheel to the single-lever throttles at the helmsman's right hand, leaving reasonable space to add further navigation aids to the compass and log provided.

In common with most Scandinavian craft, the 9200's helm is also equipped with a pair of extinguishers, in this case inset tidily into the coaming, with one plumbed through to the engine compartment.

Running around the inner edge of the swept-back screen is a robust stainless steel grabrail which continues along the coaming and right around the transom, with a break only where the centrally-located steps lead down to the bathing

platform. The latter has inset teak gratings, a shower and a chunky drop-down boarding ladder with its own set of stainless grabrails on both sides.

Stowage around the cockpit is plentiful, the two hatches in the faced-off sole giving access to a good-sized lazaret-style locker and exposing the top of the fuel tank, allowing ready access to the fuel cocks and a decent-sized removable inspection plate. Further storage is to be found beneath the seat-bases, although in one instance the innards of the battery switches and a few of the heavier load-breakers were badly exposed, susceptible to having gear (possibly damp and/or metallic) stowed around them.

Deck hardware is limited to six cleats, 10in (25cm) examples fore and aft with 8in (20cm) cleats set into the slight ridge of toerail amidships. The side decks themselves are on the narrow side, but with a little inward inclination and topped by a low guardrail. There is no handhold apart from these when you make your way forward, although we were pleased to see coachroof moulded with a non-slip finish.

A locker is provided just aft of the small anchor platform extension, but no bow roller.

Interior

A double hinged door and roll-top covering opens the cabin into the cockpit, and provides the cook with headroom out into the latter.

The galley area is equipped with a two-burner Wallas paraffin hob beneath a sliding counter-top, a stainless steel sink with a pressurised cold-water tap, and a good-sized fridge. A couple of drawers, a small cupboard and some stowage outboard should just about handle weekending.

Opposite lies the ventilated toilet compartment, with a sea toilet and basin but no shower.

The main cabin is dominated by the

Below: the 9200 features four sets of lean sprayrails, giving extra lift and excellent grip on the water. Left: aft of the radar arch, a small sunbed area converts into a triple usable as an occasional extra berth.





forward end of the compartment. Access to the leg and rear of the engine is rather more restricted, a further screwed-down panel having to be removed for major surgery.

All appeared neat and tidy, with the fuel filters to hand, associated pipe runs kept clear of feet, and substantial boxes secured either side to take the batteries. The compartment is to all intents and purposes kept watertight by a fully sealed forward bulkhead, and is serviced by both an electric and manual bilge pump, the latter also being plumbed via stopcocks to two further pick-ups in the forward bilges.

Insulation of the forward bulkhead and hatch is of the loaded plastic type but without any absorbent foam. A single layer of foam is stuck along the compartment sides.

Performance and handling

With 540 horses to exercise, this Scand has performance with a capital P. The hull makes easy work of it, up to almost 46 knots at full throttle (4500rpm), although this comes at a cost: maintain this speed for an hour and you can say goodbye to around 40gal (185lph) of petrol.

Even with such a good hull, flat-out exuberance is unlikely to be required except in short sharp spurts. Level off to a cruising speed of 35 knots at 3600rpm and consumption is

Left: one of the hatches in the sole reveals the top of the fuel tank. Below: the galley is accompanied by a generous vee-dinette, and can also be opened into the cockpit area with its hinging table, L-settee and inward-facing co-pilot's seat. Below right: the neat helm station features a perspex-covered chart area and integral storage trays to supplement veneered instrument panels and a wooden wheel.



generously proportioned vee-dinette. The table here slides back and forth, as well as dropping on its pedestal leg, to make life easier clambering round it. Unfortunately, part of the metal channel used to form the slider is exposed and, although it has been chamfered off, it will inevitably cause a crewmember, or his or her clothes, to sustain physical damage at some time. Dropped, the table forms a 6ft x 5ft 10in (1.82m x 1.76m) double berth.

Whilst a small combination hanging/cupboard locker is provided, there is little by way of storage beneath the actual seat-bases, just a cut-out for a seat locker in the very forward area. The only other storage is behind the mirror-panelled forward bulkhead.

The low profile of the coachroof means headroom is restricted further forward, although this is certainly perfectly adequate over the dinette. The headlining itself is textured and moulded, with faced joinery offset by hard-wearing teak borders.

Engines

A wide range of petrol and diesel outdrive configurations are available, drawn from both the Mercruiser and Volvo stables. The majority are twin installations, although single 'big block' 7.4lt 330hp petrol V8 options are also listed, along with a single Mercruiser 454 Magnum boasting 365hp.

The boat we tested was fitted with a pair of 270hp Mercruisers, which made it one of the least expensive twin-engined options. For a pair of diesels, add anywhere between £6000 and £14,000 to the price we have quoted.

Access to the engine compartment could not be easier, with a decent-sized (but not over-heavy) gas-strut supported hatch under the sunbed allowing easy inspection of day-to-day service points and plenty of standing room to the

effectively halved, so, working in a safety factor, expect a clear six hours' running on a 130gal (600lt) tankful.

Other figures we recorded were 29 knots at 3000rpm, and a quick canter across Christchurch Bay at 40 knots — 10% below the maximum rating (4000rpm). Backing off to pick our way through the lobster-pot markers nearer The Needles, the 9200 stayed happily on the plane, nudging 22 knots at 2600rpm.

Sound levels were reasonable. At 35 knots we monitored 83dB(A) in the cockpit, although water noise against the hull in the cabin would be wearing if you were confined below for any length of time. Above 4000rpm, engine noise levels in the cockpit rose distinctly, to 87dB(A).

The Volvo outdrive options come with the added benefit of Duoprops, but the Mercruiser 350s on Alpha One legs on our test boat made for a good match with this hull. They powered it from rest to 25 knots in less than 6sec, and to 30 knots in just less than 10sec. Keeping the legs well tucked in, the way the 9200 liked to run, and easing off a little before the high speed turns in deference to the crew, the Scand pulled around quickly and easily, without any drop in performance.

Handling at speed was akin to running on rails, the hull being responsive to any fine adjustment of the helm but never quirky or oversensitive,

making for an easy drive.

Our only criticism relates not to the hull but to the lack of trim tabs as a standard fitment, on what is after all a performance-orientated boat. Wind-induced lean corrections have to be made by the dual-thumbswitch power-trim controls in the Quicksilver throttles, if you can remember which way round they operate while concentrating on the high speed world around you. It would be much easier just to tweak both drives out simultaneously for optimum running, and then make fine adjustments by using tabs.

Conclusions

On the performance front we have no quibbles and, for those who want a clear 40 knots plus, the petrol-engined package we tested is well matched, but then there is also plenty of pace on offer from the diesel line-up. Measured against the high standards and practical finish we expect from Scandinavian manufacturers, the 9200 comes up to the benchmark, boasting a solid fit-out with an eye on serious speed potential.

Other open-cockpit 30-footers will offer more in terms of accommodation, normally including a midships cabin. Whether this is important must be a matter of personal choice, but most would be hard-pressed to match the scope of Scand's inviting cockpit. □

Scand 9200 Dynamic

Loa 30ft 2in (9.21m).

Hull length 28ft 3in (8.60m).

Beam 9ft 9in (2.98m).

Draught 3ft 1in (0.95m).

Displacement 2.5 tons.

Fuel 130gal (600lt).

Water 26gal (120lt).

Price £46,883 ex VAT with twin Mercruiser 350 Magnams.

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