

Clever clogs

A 35ft aft cabin with numerous layout and engine options? This Intercruiser has it all REPORT BY MARK TURLEY



forward accommodation either, where the deckheads throughout are moulded rather than panelled.

A choice of seating is offered in the saloon, either a conventional L-shape or, as featured here, a face-to-face dinette, in either layout you have a good view out the side windows.

A capacious sideboard runs down the port side, ending in a return that partially hides the galley. This also mainly resides to port and has a useful amount of free counter top space, oven and hob, and thoughtful storage, but if you need more space then it can spill over the alleyway (like here) and annex the starboard side, too. Alternatively you this space can be used as an en suite for the forward cabin with its generous island berth and curved array of cupboards. As well as being longer than is strictly necessary, the berth is set low down for a boat, which means it feels more like a domestic bed than a bunk. With fiddled side tables either side and lots of unusual cabinetry it really is a pleasant cabin – full marks.

On deck, access up from the bathing platform is via a safe, if steep, set of close-tread steps. The bank of seating on the aft deck extends to the full beam of the hull and while no table is fitted as standard there is plenty of space for one. Within the seat bases there is a useful amount of storage and rather than impinge on it by utilising some of it as a dedicated gas locker, bottles are tucked out the way forward, adjacent to the chain locker and its manual windlass.

Breaks in the guardrails give access when alongside and the 12in wide side decks are bordered by chunky toerails with handrails along the cabin top. The forward pram-type canopy arrangement that fills in above the screen is standard, but the rear section is an option. In keeping with many Dutch craft, the 35 is not designed to have a solid radar arch, the preference being to mount antennas on a short mast located on the forward coachroof.

The brief...



New 35ft aft cabins are pretty rare beasts, and when they look as good as this they need checking out.

Mark

LOA 35ft 3in (10.75m)
PRICE from £207,830
SPEED 7.5 knots
BUILDER Interboat Sloepen & Cruisers
ENQUIRIES Val Wyatt Marine
 Tel: 0118 940 3211
 www.valwyattmarine.co.uk

The old adage about boats being a compromise might be overused, but it is, nevertheless, a constant reality for builders. Juggling deck space against the demands of suitable accommodation whilst trying to avoid vertiginous looks are just a few of the headaches. It's the same story for every cruiser out there, but can there be a more difficult proposition than a 35ft aft cabin? It has to offer comfortable, practical and grown-up cruising facilities for a minimum of four, and still look like a boat you'd like to own. British builders have managed such a feat in the past, the Broom 370 being the latest example, but now a Dutch company – regarded for its 'sloepen' dayboats – is offering a very tidy looking 35-footer packed with no-cost options.

Design and build

The first point to make, given the boats provenance is that Interboat manufactures in GRP not steel. This gives them an edge over many other Dutch yards whose ferrous offerings sit fair and square in displacement mode. Whereas this semi-displacement hull will lift its nose and push into the mid-teens with just a single 220hp engine fitted.

We tested the same hull in its open cockpit Intercruiser 34 guise last year and fitted with a single 330hp unit it nudged 20 knots. However, just to ring the changes, the boat featured here is focused on out-and-out inland work and therefore has the least potent option of a single 68hp Vetus diesel.

One thing this boat does have in common with its steel competitors is choice. There

are half-a-dozen different interior layouts offered and they won't cost you any extra either. Hence, you can have double berth cabins both ends complete with self-contained en suites or mix things up, whereby one or other has a pair of singles. With most of these the galley stays 'down', but if preferred it can be run along the saloon's port hand side opposite the dinette.

The layout in this instance is a neat family

"The layout is a neat family orientated one"

orientated one, with a generous double forward for mum and dad, leaving the aft cabin with its crossover bunk arrangement for friends and family. Setting these berths perpendicular avoids the usual problem of non-couples crowding each other's space and also maintains decent sitting headroom over both bunks.

This aft cabin format also makes a great den, with plenty of floor space, a desk for homework (yeah, right) and stacks of storage. On the downside though, headroom here is something less than 6ft. This extends to the separate, but otherwise roomy, and neatly finished shower and toilet compartments found off the adjacent lobby.

Up in the saloon, headroom is restored and there is no shortage through the





Performance & handling

As mentioned, the boat is offered with different engine options depending upon envisaged use. Our model had the base 68hp Vetus unit, giving a top speed of a prim 7.5 knots along with all the well mannered, steady steering characteristics you want for displacement work, helped by the run of keel.

This set-up will be good for river and estuary use, but with more power we reckon the 35 will happily take you across the channel. The retro-styled 34 we tested in 2011, fitted with a single 330hp Volvo Penta D6 was happiest running in true semi-planing mode from the mid to high teens, where it simply strolled along, looking every inch the Gatsby,

Of course the aft cabin boat may well have slightly different characteristics due to its alternative weight distribution, but clearly this hull likes to lift her nose and accommodate the extra power, meaning that any longer passages can be carried out at speed before settling into displacement mode for inland work.

Exterior

A blend of timeless and traditional

It is not easy to make an aft cabin boat look good from astern, but the designer has managed it here by adding some soft curves and breaking up the transom with a pronounced knuckle at deck level. This also allows the aft deck seating to be set further back. With the difficult bit dealt with, the rest comes together nicely, falling in a safe band that shouldn't date, while also tipping its hat to tradition by virtue of the coir fendering and deep gunwale.

Other plus points are the good width side decks, solid guardrails and the fact that fender baskets are provided as standard.



AFT DECK



HELM

From the helm

Room for plotters, but not people

The helm position is typically Dutch, which means a vertical wheel, a simple console and single pedestal bucket seat, rather than anything where a couple can share the driving.

The angled console has plenty of space for a plotter and other items of electronics. Amongst the usual run of engine gauges we were glad to find a helm indicator provided as standard, but on the downside there wasn't anywhere safe to put things down, especially since the camber to the coachroof was such that loose items stood little chance of staying put. A missed opportunity given that it's a moulding and could have readily had flat trays and cubby holes incorporated into it.



GALLEY



CUPBOARDS

JOINERY



SHOWER



TOILET



FORECABIN



AFT CABIN

Interiors

Plenty of wood and good fitout

The joinery shop at Intercruiser has a signature theme, which is working in maple and walnut to the woodwork. Owners who find

this mix of light and dark harks back to an earlier era, or is simply not to their liking, have the option of going for teak. Whichever of these materials you choose, you can

bet they will be both solid and well executed, with plenty of shelves in the umpteen cupboards and everything lined out. The galley (down in this instance) personifies

this and includes a generous chest-high shelf for crockery and hands-on items like tea and coffee.

The layout on this vessel, with the aft cabin fitted with a pair of bunks set at right-angles, is clearly great for non-couples or kids, and makes the senior cabin the forward one, which comes replete with an island double nearly 7ft long.

SALOON



"Conventional L-shape seating is available"

Specification & value

The standard spec is good, with everything you would want to find such as a bow thruster and heating, as well as a couple of nice 'extras' like the electric toilet and 2kW inverter. We also liked the fact that it comes ready antifouled, but we were bemused to spot that half a tank of water is included in the standard delivery package.

Also, Intercruiser's UK agent Val Wyatt quotes in euros (which includes the Dutch 19 per cent rate of VAT), because purchasers deal, in terms of payment, directly with the manufacturer, whereby the price is fixed in euros and covered by a Dutch contract. To convert these to sterling we have used a rate of €1.15 to the pound that makes the standard boat with the 68hp river/estuary engine come in at £207,830, putting it on a par with its UK competition.

Interestingly perhaps, if you check out something offering this sort accommodation in steel – say Jetten's 34AC – then, again, you are looking around the £200,000 mark.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	B or C
LENGTH OVERALL	35ft 3in (10.75m)
HULL LENGTH	34ft 0in (10.30m)
BEAM	12ft 0in (3.65m)
DRAUGHT	3ft 5in (1.05m)
AIR DRAUGHT	8ft 2in (2.49m)
DISPLACEMENT	7.3 tonnes
FUEL CAPACITY	88gal (400l)
WATER CAPACITY	57gal (260l)
WIDTH OF SIDE DECKS	12in (30cm)
HEADROOM IN SALOON	6ft 5in (1.96m)
FORE CABIN	6ft 10in x 4ft 10in (2.08 x 1.47m)
AFT CABIN	6ft 6in x 2ft 4in & 2ft 9in (1.98 x 0.71) & 0.84m)

PERFORMANCE

ENGINES	single Vetus DT4.70 diesel
CONFIGURATION	4cyl, 2.29lt, 68hp at 2800rpm
CONDITIONS	wind NE'y Force 3, sea calm
LOAD	fuel 50%, water 10%, crew 2

RPM	KNOTS	GPH	LPH	MPG	RANGE	NOISE
1400	4.9	0.5	2	9.8	686	66
1800	5.8	0.9	4	6.4	448	68
2200	6.5	1.3	6	5.0	350	70
2500	7.0	2.0	9	3.5	245	71
2900	7.5	3.0	14	2.5	175	74

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 taken in the saloon.

PRICES

STANDARD BOAT	inc VAT
with single 68hp Vetus diesel	£207,830
BOW THRUSTER	standard
HEATING	standard
SHOREPOWER/INVERTER	standard
TEAK ON AFT DECK & BATHING PLATFORM	£4,220
REAR CANOPY	£830

BOAT AS TESTED **£221,060**



Enginebay

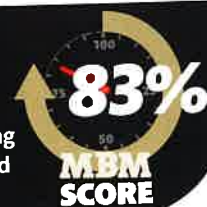
Engine options – all single – run from 68hp to 370hp, but a halfway house where you can expect to get something useful back in terms of speed for the extra expenditure, is going to be a 220hp D3 Penta Volvo, which will provide service speeds in the low teens.

Access to the compartment is via a hinged panel in the saloon sole. Everything you might want to check or get at is there even if some of the main service items like the raw water and primary fuel filter could do with being positioned more centrally.

That aside, the level of engineering appeared well found and the compartment benefited from being properly insulated.

THE VERDICT

It's great to have another mid thirties aft cabin model to bolster choice, and this Dutch yard have been clever in covering all the angles by offering several different useful cabin options, as well as service speeds. The build quality in terms of fitout and engineering is right on the money, too.



Meet the family



SMALLER

Intercruiser 34 from £221,000

LOA: 34ft 5in (10.50m)

This fine looking open cockpit model offers spacious, well appointed single cabin accommodation and is a real head-turner. Available with a range of single inboard engines.



SMALLER

Intercruiser 31 from £TBA

LOA: 29ft 6in (9.00m)

This new version of an earlier 30-footer is another smartly turned out open cockpit model but geared to sleep four. Single inboard engine options deliver up to 20 knots.

The rivals



Sheerline 1050 from £202,090

LOA: 34ft 0in (10.36m)

Tidy mid-thirties aft cabin cruisers in circulation with both the fore and aft cabins fully en suite. Available with single or twin engines.



Haines 360 from £207,900

LOA: 34ft 9in (10.59m)

Soon-to-be-released new model from this well respected yard. Two en suite cabins with the choice of single or twin engine options.