

# Two's company

Same hull, different layouts, we check out the alternative versions of Jeanneau's new 7.5 REPORT BY MARK TURLEY



The walkaround 7.5WA in action

## The brief...



You have to hand it to Jeanneau, they are everywhere. A couple of months ago, I was extolling the virtues of their two new 50-footers and now here we are checking out their twist on the cuddy market. **Mark**

The 7.5DC day cruiser comes suitably packed with useful cruising details

**LOA:** 24ft 1in (7.35m)  
**PRICE:** 7.5WA from £49,950, 7.5DC from £51,983  
**TOP SPEED:** 40 knots  
**BUILDERS:** Jeanneau  
**ENQUIRIES:** www.jeanneau.co.uk

**T**here is no denying it; we have featured plenty of Jeanneaus of late. But then this builder's answer to the economic downturn has been either to launch innovative new models or alternatively redesign just about every boat in its entire range. Be it at the upper end of the scale – like the brilliant 500S we featured in June's issue – or down at cuddy level by way of this brace of new 24-footers.

## Design & build

In fact the term 'brace' is not entirely accurate as the Cap Camarat range tends to base no less than three different layouts on any one length of hull and as well as the cockpit/cuddy orientated DC and the sundeck style Walkaround models featured here there is also CC centre-console derivative. However, this really has no cabin or facilities to talk of and therefore have left it to the two that do to see how their respective layouts cater for long days afloat and the possibility of overnighting.

Both models have the slash window design that Jeanneau incorporate in nearly every build now. Even on these small cuddy type interiors, it certainly makes a difference to the overall feeling you get when ducking below; not just the extra light they let in, but the sense of being on something truly designed, rather than in a plastic cave. More light and ventilation is provided in the case of the DC by a couple of skylights with opening mini-hatches. A fine idea until you come to open them and find they hinge inwards and are full of water! This aside, the main difference between the two cuddies is that along with the usual vee-seating that makes up to a double

berth, the DC version manages to fit in a further berth athwartships, tucked under forward portion of the cockpit. A useful, family-friendly feature for the day cruiser that allows three to sleep aboard, whereas the WA manages just the usual vee-based twosome.

Both boats have a separate toilet compartment, but you'll find the WA's sink down below in the cuddy while the DC's is part of a proper mini-galley arrangement located in the cockpit. The DC's cockpit does a nice job of providing lounging and comfortable seating but oddly any form of table is omitted, a shame given they managed to find space for that neat galley. In any event, if you are serious about utilising the catering facilities, especially if overnighting is on the cards, then you will also need the DC's full canopy package to enclose the cockpit. When not required, it stows tidily out the way within the transom coaming.

The WA's cockpit, on the other hand, can benefit from a table (it is part of an upgrade package), while to help keep a walkway free to the transom one side of the U-seating is engineered to fold out of the way. Of course the main benefit of the Walkaround concept is that the whole deck is at your daytime disposal and true to form, a gentle preamble past the helm console, finds a decent-sized sundeck area to make use of.

Access to the DC's foredeck is still pretty easy with a walk-through screen and steps built into the companionway door leading to a teak pad.

As with all outboard-powered craft from Jeanneau (and Bénéteau) today, these 7.5s are Polish-built. Jeanneau tell us they are very happy with the efficiency and quality of its eastern operation, but the finish here was sketchy in places. Below decks, the de-facto joinery left a lot to be desired, being miserly in quantity and with plenty of mastic to fill the gaps.



## From the helm

*Simple but still effective*

Both boat's helm positions are geared for two people, the DC model having a bench while the Walkaround has a pair of fully adjustable pedestal seats. Both arrangements share the fact that they have flip-up bolsters so you can lean rather than sit and shallow arm rests to the sides so you won't slide off. The helm positions themselves are fine with wheels and throttles nicely to hand, and there is plenty of free console space to add some electronics.

## Interiors

*Power of three wins it for DC*



The WA's sunpadded foredeck delivers sufficient headroom at the cabin entrance, but it soon becomes restricted. Still, the vee arrangement makes into a generous double and the moulding near the entrance-way has space for a sink, fridge and cupboard. The DC's mattress area also comes in at a good size, but here you have more headroom throughout. But the winning feature must be the



## Exterior

*DC cooks up a better deck*

The DC's cockpit enjoys plenty of protection thanks to high coamings and a full-length screen, plus it has a number of tucked-away tricks. These come in the form of the canopy storage round the back of the U-shaped seating and the simple hinge out infill that turns the seating into a sunpad should you need more than the chaise longue-type lounge running down the port side. However, it is the galley facilities – a sink and hob – tucked across from the helm (plus the option of a fridge within the seat plinth), which gives it the edge when compared to most other cuddy boats. The bulk of the rear seating hinges up to reveal a stowage compartment akin to a lazarette.

Similarly, the WA is also blessed with generous cockpit storage with a huge locker set across the transom. The cockpit's L-shaped seating is extended by dropping down an extra length of bench tucked in the port hand coaming. The forward sunpad area is sunk below the gunwale line, giving it more privacy and protection than cushions sitting on a typical raised foredeck.

Both boats have a decent sized anchor locker that can be fitted with a windlass.

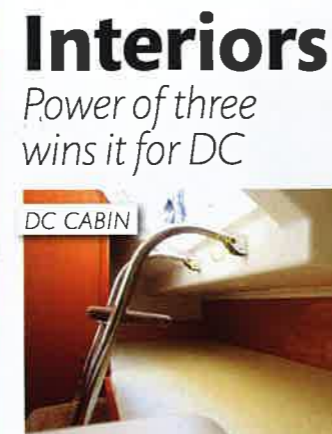


## Performance & handling

Clearly, with 250hp strapped to the back of boats weighing in the region of a tonne-and-a-half, there is never going to be any shortage of get up and go, and these are 40-knot boats without a doubt. All of which is fine as long as the hull can competently handle the pace and the inherent liveliness that ensues. There are no worries on this count here and the hulls lapped up the horsepower in all the right ways. They bowled across the shortish chop in

a wholly confident sprint that showed absolutely no sign of any nervous side-to-side twitch which comes when the hydrodynamics get too much for some planing surfaces. Similarly, pushed into turns, the hulls didn't lose their grip but carved in and out without any sign of them breaking free or needing to be nursed.

Ease off the throttle back to 4500rpm for ordinary but still swift running and you'll romp along at a comfortable 27 knots with an economy figure nudging towards 3mpg.



2ft 6in wide mattress area smuggled in behind the companionway steps. The outboard areas of both interiors have padded backrests that double up as useful fiddled shelves and there are the usual lockers within the bunk bases. By some strange quirk, the WA's toilet compartment is more generous in terms of elbow room than the cabin-toting DC, requires some breathing-in as you close the door.

## Specification & value

As ever, to get the best from a Jeanneau you need to go for a preference package. The exact content – and cost – of these varies between the two boats. They include the obvious items needed to fulfil their slightly alternative roles, like the WA's sunpad or the infill required to make the DC's cabin seating into a double berth. These must-haves aside, the upgrades variously include items like fridges, sea toilets and pressurised water systems. The other main optional extra would be the canopy packages, especially if you are drifting towards the DC model with its cockpit-sited mini-galley.

Lump these onto the base boats with a 250hp engine and you're still looking at a reasonably priced duo. It probably wouldn't do them any disservice either if you plumped for 200hp and saved a few grand for the preferred upgrades.



## Enginebay

The Walkaround model's outboard well is designed to be wide enough to take a twin installation if that's what takes your fancy, while the DC's is destined for a single lump. In either case horsepower up to 300hp can be accommodated. Both the boats we tested were rigged with something slightly less potent by way of single 250hp Yamahas. Built in fuel tanks are of a useful size with a capacity of 62gal (280lt).

## Technical data

| KEY DIMENSIONS       |                  |
|----------------------|------------------|
| BUILD                | GRP              |
| RCD                  | C                |
| LENGTH OVERALL       | 24ft 1in (7.35m) |
| HULL LENGTH          | 22ft 9in (6.95m) |
| BEAM                 | 8ft 4in (2.54m)  |
| DRAUGHT              | 1ft 7in (0.50m)  |
| WEIGHT (inc engines) | 1.6 tonnes       |
| FUEL CAPACITY        | 62gal (280lt)    |
| WATER CAPACITY       | 21gal (95lt)     |

| PRICE 7.5WA   |         |
|---|---------|
| STANDARD BOAT   | inc VAT |
| with Yamaha 250hp outboard  | £49,950 |
| PREFERENCE PACKAGE (inc windlass, sunpad cushions, toilet, CD/MP3 & fridge) | £4,736  |
| COCKPIT CANOPY  | £2,381  |
| MARINE TOILET   | £1,511  |
| BOAT AS TESTED  | £58,218 |

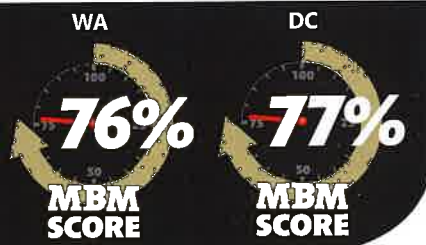
| PRICE 7.5DC  |         |
|--|---------|
| STANDARD BOAT  | inc VAT |
| with Yamaha 250hp outboard   | £51,983 |
| PREFERENCE PACKAGE (inc berth infill, fresh water system, toilet & CD/MP3) | £2,651  |
| COCKPIT CANOPY   | £2,341  |
| HOB & FRIDGE   | £1,556  |
| BOAT AS TESTED   | £58,531 |

| PERFORMANCE   |                                 |
|---------------|---------------------------------|
| Engines       | single Yamaha 250hp outboard    |
| Configuration | V6, 3.3lt, 250hp@6000rpm        |
| Conditions    | wind NW'ly, force 3, sea slight |
| Load          | fuel 50%, water 0%, crew 3      |

| RPM  | KNOTS | LPH | GPH  | MPG | RANGE |
|------|-------|-----|------|-----|-------|
| 4000 | 22.0  | 32  | 7.2  | 3.0 | 150   |
| 4500 | 27.0  | 43  | 9.5  | 2.7 | 135   |
| 5000 | 31.0  | 53  | 11.6 | 2.7 | 135   |
| 6100 | 40.0  | 79  | 17.4 | 2.3 | 105   |

## THE VERDICT

What's in a name? Well, in this case, everything you need to know. The DC delivers more useable cruising and overnighting options, as a day cruiser should, while the WA keeps it simple with masses of deck space, but still throws in a very useful cabin. The defining feature, for family boaters at least, may be the DC's third berth.



## Meet the family



**BIGGER**

### Cap Camaret 8.5WA from £69,694

LOA: 27ft 0in (8.25m)

This feels substantially bigger with a convertible dinette and midships sleeping area plus good WC and below decks galley.



**SMALLER**

### Cap Camarat 6.5 from £31,949

LOA: 21ft 2in (6.47m)

Both the WA and DC versions have cuddly cabins and spacious exteriors, but cabin facilities are limited.

## The rivals



### Karnic 2452 from £49,995

A well assembled sundeck boat with separate toilet compartment and a leaning post-style helm seat that also doubles as a galley.



### Bénéteau 750 Flyer Cabro & Sun Deck from £49,950

Direct rival Bénéteau has two similar models, but with air-step hulls, which are worth checking out.