

Scanmar 33

A well-balanced moderate design from the same board as the popular Albin Ballad

ROLF MAGNUSSON is the designer responsible for some of the more popular cruiser-racers to come out of Sweden in recent years, boats like the 30ft Albin Ballad, so it is no surprise that the latest, the Scanmar 33, bears more than a passing family resemblance.

Although this fin and skeg cruiser has been in production in Sweden for four years, with over 300 built, it was not until the 1983 Southampton Boat Show that she first appeared in this country, together with

her larger sister, the 35, and since then eight have been sold, no bad record for a new boat being launched by a new company into a difficult market. In profile she has the looks of a typical mid-seventies Scandinavian cruiser-racer, but with more freeboard and more substantial after sections. The externally hung keel is fitted to a moulded keel stub which provides a generous bilge sump inside. Running aft from this is a fairly deep bustle merging neatly into the full length skeg that carries the lower rudder bearing at

its base. Although she is not a particularly heavy yacht she has a solid feel from the weight of the fittings to her motion at sea. One of the tests required for new designs by the Swedish authorities is that the boat should be run hard aground, on rock, at a speed of 6 knots, to test the integrity of the keel and its attachment. The boat is then lifted and checked for damage. The Scanmar passed with no problems.

Hull moulding is by both spray and hand lay-up, the inner laminate being woven rovings and the deck sandwich construction with balsa core.

The Isomat mast, seven-eighths rigged, is keel stepped and with its swept spreaders and lowers and powerful backstay tensioner is quite bendy, unexpectedly sporty for a fairly restrained design. Not that it's difficult to use, in fact with all the slab reefing pennants (including one luff pennant) led aft to stoppers and winches on either side of the companionway, much sail handling can be carried out without having to leave the cockpit, a great bonus in terms of safety and crew efficiency. We found the boat easy to work with no obvious trouble spots as should be expected of a yacht that has been in production for this length of time. A few changes will be made to suit the British market, the most notable being a solid rather than split pulpit and the provision of a double bow roller.

The Whitlock wheel steering felt very positive with its rod drive and the helmsman has good visibility even when seated on the slightly humped seat, formed by the lid of the lazarette locker. A shallow cockpit locker to starboard and a couple of useful cubby lockers complete the stowage.

Below decks one is immediately struck

On board



The mast, keel stepped, carries a seven-eights rig. The non-folding saloon table can be extended with the cockpit table and also lowers to make the U settee a double

by the unusual colour of the woodwork, a very red mahogany. Where less red woods have been used they have been stained to match, and although very different to the standard teak finish we've come to expect on modern boats, to our eyes the effect was rather overpowering, though no doubt there will be those to whom it appeals. Interior mouldings are widely used for furniture bases and these have been separately ventilated to cut down condensation and keep the interior dry.

In keeping with modern fashion, the large and successful heads cabin is aft and to starboard with access to the enormous double bunk aft via a small opening to one side of the galley. This after 'cabin' is full width of the boat, under the cockpit sole, but only has sitting headroom, and although the bunk is over 8ft wide, it's only 5ft 6in long. It would, however, be ideally suited for children, making a good daytime play area with light from the two ports let into the hull, as well as a separate sleeping area.

The galley has a double sink, one of which is intended to be used for draining, and insulated ice box and two burner cooker with oven but no grill. As might be expected from such a safety conscious country, gas cut-offs and leak detectors abound, but on the other hand it is clear that the interior has been designed with the Swedish market in mind, where sailing habits are very different to this country—in particular we noticed the absence of good hefty grab bars and rails below decks. Narrow finger rails below the windows are all that are provided.

The saloon is large and open, with a dinette to port (converts to a double) and settee to starboard. Side lockers are fitted to starboard, but none to port, and even though under bunk lockers are lined, and hence should stay dry, we felt that stowage would be a bit on the short side for a full crew.

The saloon table is fixed and non-folding but can be extended to full width by the addition of the cockpit table which lives, when not in use, to one side of the companionway. Headroom throughout is

adequate, rising from 5ft 8in in the forecabin to over 6ft by the companionway. The double forecabin completes the accommodation. The vee berths make into a double with infill and below is the 26 gallon water tank — a larger 50 gallon option is to be offered on the UK market. Likewise the standard 9 gallon fuel tank is on the small side, though a larger tank can be fitted.

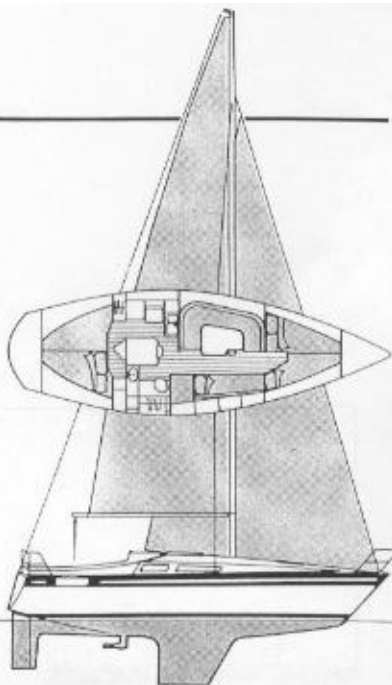
The engine fitted to the trial boat, a Volvo Penta MD series 23hp diesel, is to be



Of the two galley sinks, one is intended as a drainer. The low entrance behind Art Editor, Caroline Helfer, is to the after cabin

replaced with the new 2003S 28hp but it will still be a Saildrive unit, so the enormous after bunk area will not be compromised. Two 65 amp hour batteries are provided, each separately wired so one is reserved purely for engine starting. At cruising revs she easily maintained just under 6½ knots in quiet water and she handled well, with adequate turning circles both ahead and astern.

With between 15 and 22 knots of wind we took her out with two reefs in the main and No 3 genoa hoisted, apparently about the right combination for prevailing conditions. With this rig she never seemed pressed, indeed at times felt as if she could have carried a bit more sail. The helm had a very positive feel to it, with rarely the need



LOA	10.1m	(33ft)
LWL	8.3m	(27.4ft)
Beam	3.3m	(11ft)
Draught	1.75m	(5.7ft)
Displacement	4,600kg	(10,120 lb)
Ballast	1,900kg	(4,180 lb)
Engine	Volvo Penta 2003, 3-cylinder, 28hp diesel	

Tanks
Fuel: 40 lit (9 gal)
Water: 120 lit (26 gal)

Design
Rolf Magnusson

Builder
Scanmar Boats AB, Sweden

UK Agents
Scanmar Yachts UK Ltd, Office 121, Hamble Point Marina, School Lane, Hamble, Southampton, Hants (Tel: 0703 455540) or Little Dales, Workhouse Lane, East Fairleigh, Kent (Tel: 0622 44535)

Price
£30,650

for more than a few degrees of wheel to counteract weather helm. She's an easy boat to steer and in these conditions held her course well on all points and showed no tendency towards the twitchiness often associated with lighter designs. Equally impressive was the way she drove through the short seas with little pause and little drop in speed. To windward she maintained a comfortable 6 knots, on a close reach between 6¼ and 6½ knots and beam reaching over 6½ knots. We had the feeling that she is not a boat that is going to surprise with sudden bursts of speed, but rather she is one that will have the ability to maintain consistently high averages with minimum crew effort; desirable attributes for a cruising boat.

With a few minor modifications, like increased tankage and better grabrails below decks, the Scanmar 33 has to be one of the better cruising boats on today's market. Her sailing qualities have not been compromised by going for maximum interior volume yet she still manages a very creditable accommodation inside a moderate hull. **AB**