

ROLF MAGNUSSON has a well-deserved reputation as a successful yacht designer in his native Sweden. The half tonner *Ballad* from his board. She brought his name to international notice and more than 1,500 yachts to this particular design have been sold.

Magnusson's brief from Scanmar Boats for the Scanmar 33, however, instructed him to forget about International Offshore Rule yachts and simply design a really handsome and fast cruiser with an overall length of not more than 33ft (10.06m). The Scanmar 33 is the result of Magnusson's deliberations. The first yacht was launched in late 1979 and, to date, more than 400 have taken to the water.

The designer has drawn a very easily driven hull with sweet, relatively full lines. The iron keel is bolted to a sump which, if necessary, can hold about 30 gallons (136-38lt) of bilge water. The rudder is large, deep and fully skegged, the skeg itself developing forward into a ventral fin which washes out into the canoe body of the hull at the trailing edge of the ballast fin. There is no doubt that the underwater configuration and the well-balanced ends of the hull contribute towards the yacht's excellent tracking characteristics and her ability to sail herself on any course in light to moderate conditions.

A wedge-shaped coachroof is run right forward to merge with the side decks in the region of the anchor well. The standard of moulding of both hull and deck is very good. They are very fair and the deck is nicely detailed to receive deck hardware.

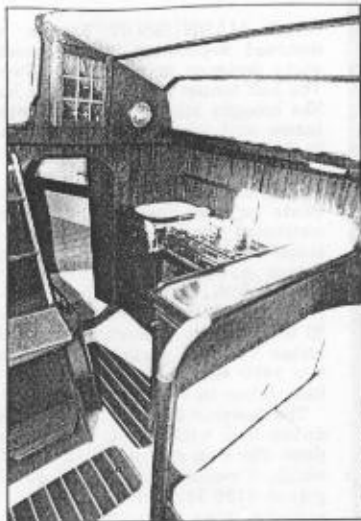
The cockpit is large, extremely comfortable and careful thought has been given to getting coaming heights and rake correct and to finding the best heights and widths for the cockpit seating. All cockpit seats are skinned with laid teak and the sole of the well is provided with a neatly made teak grating.

Whitlock steering is driven by a 36in (915mm) dia pedestal-mounted wheel. The wheel spins from lock to lock very freely with no backlash in the rod linkage. There is plenty of room around the rim of the wheel for the helmsman to move forward if he wishes. The cambered helmsman's seat across the after end of the cockpit has access through it on the starboard side to a large lazarette, while the gas bottle stowage with overside drainage is reached through a lid in the seat.

A hatch in the starboard seat of the cockpit leads straight down into the after cabin, providing an escape route from the after end of the accommodation. A soft bag is available which can be attached inside the hatch opening and this converts into a useful stowage area.

Winch handle stowages are formed in the cockpit sides each side of the wheel and the single lever engine control comes conveniently to hand on the starboard side of the cockpit beside the wheel.

Two-speed genoa sheet winches are mounted on the coamings just forward of the wheel and the mainsheet is



taken down to a track raised about eight inches (200mm) above the grating. Without leaving the wheel, the helmsman has everything to hand to enable him to sail single-handed.

The forward end of the cockpit ends in a wide bridgedeck which is raised slightly above the level of the cockpit side seats. There is provision to run an alternative mainsheet track across the after edge of the bridgedeck.

The accommodation hatch is wide and extends well forward to give easy access. The fit-out is in striped, saple-faced plywood and African mahogany both of which have been stained a matching, rich red mahogany colour. This might be a little strong for some people's taste, but it is attractive and gives the saloon a cosy appearance.

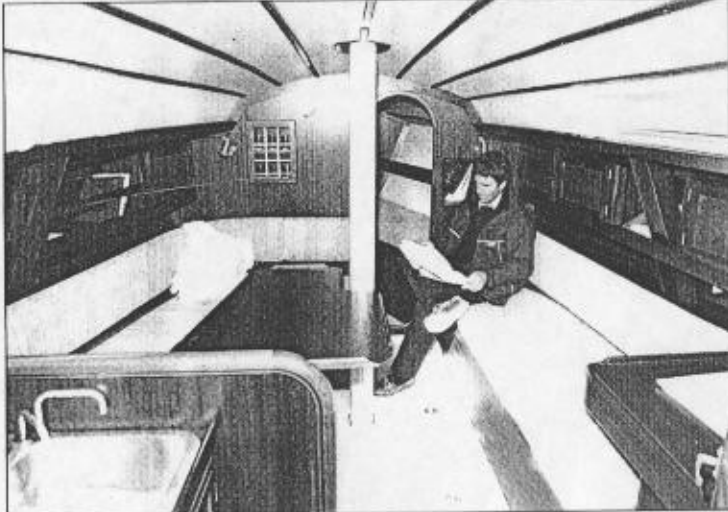
In general the standard of joinery is good, but the sliding door between the forecabin and the main saloon is thin and does not run smoothly. The hinged door to the head compartment on the starboard side of the accommodation ladder is flimsy. The suppliers tell us that they have plans to improve both these items.

Toe-to-toe berths are provided in the forecabin, they can be turned into a double with an infill piece and there is lined stowage beneath. The berth height has been kept low so that there is a pleasant appearance of space in the forecabin.

A U-shaped dinette encloses the cabin table to port of the centreline in the saloon and there is a settee berth to starboard. The arrangement is simple, but very comfortable. Headroom is a little more than six feet (1.83m) beneath the main hatch and the deckhead is neatly finished with narrow panels of soft lining.

The after end of the starboard settee forms the navigator's seat for the aft-facing chart table, but the edge of the settee extends rather too far aft beneath the table. The chart table will take a half-folded Admiralty chart and there is plenty of stowage for the navigator's books and instruments.

The head and shower compartment



Above left, the galley has two large sinks and plenty of stowage. Note access to after cabin. Above, the saloon is simple yet comfortable. The cabin table is lightly built. Below, the ergonomics of the large cockpit are very good. The steering is precise and it is easy to move forward from the wheel.



just to starboard of the accommodation ladder is roomy and has plenty of headroom. Stowage for toiletries is generous and all sea-cocks are readily accessible beneath the wash hand basin which, like the galley, is served with pressurised water. It was good to see that double clipping of piping to sea-cocks was standard throughout the yacht. The head also has a stainless steel holding tank as standard.

The galley to port is well planned. There is a large main sink with a draining sink beside it, pressurised water is fed through a flexible, rose-headed faucet which can be removed from its holder to wash and rinse individual items. The ice box is stainless steel lined and there is generous cupboard and drawer stowage. The food is cooked on a neat two-burner Optimus stove and oven.

Access to the after cabin is through the galley. The berth area runs the full width of the hull so that one could sleep three or even four children across the ship. Smoked acrylic ports set in the topsides provide some natural light. The layout is not too satisfactory, in our opinion, and it would be better to reduce the sleeping accommodation to a double berth and convert the starboard side of the cabin into a useful cockpit locker. There is already access through the starboard cockpit seat.

Dimensions:

LOA	33ft 0in	10.10m
LWL	27ft 5in	8.30m
Beam	11ft 0in	3.30m
Draught	5ft 9in	1.75m
Disp	10,143lb	4,600kg
Sail area	532ft ²	49.4m ²

Price: £29,500 ex VAT.

Designed by: Rolf Magnusson.

Built by: Scanmar Boats AB, Varmdovagen 703, 13200 Saltjo-Boo, Sweden.

UK agents: Scanmar Yachts (UK) Ltd, Hamble Point Marina, School Lane, Hamble, Hants. Tel: Southampton (0703) 455540. Telex: 47235.

A Volvo 2003S saildrive engine, delivering 28hp, is installed beneath the accommodation ladder. With the engine box removed access is very good indeed.

The Scanmar 33 is one of the easiest of yachts to handle under engine. The large rudder and generous auxiliary power enable one to thread one's way in and out of the tightest berths with complete confidence. Whether going ahead or astern, the yacht steers accurately the instant way is established. From full speed ahead — about seven knots — way can be taken off completely in little more than half the yacht's overall length.

The large seven-eighths rig provides a very satisfying performance in light to moderate winds. Like most modern yachts, the Scanmar 33 prefers to be kept on her feet so one must be prepared to take a reef or two in the mainsail relatively early as the breeze freshens.

On all points the yacht was lively and responsive and remained delightfully balanced on the helm.

The Scanmar 33 is an excellently thought-through design with a very handsome outboard appearance. She sails as well as she looks, has one of the best cockpits that we have seen and accommodation which is well suited to family cruising.