

Off the Trailer

# ADVENTURES AHOY

Versatility is the modern buzz word in boating and nowhere is it more applicable than on Jeanneau's new Marlin 895.



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## The Marlin 895 is really quite some chameleon

*Below: The comfortably compact interior benefits from the trawler-style cabin with excellent vision and light from the extensive glazing.*

World-leading powerboat and yacht manufacturer Jeanneau boasts that with its Marlin 895 “Big adventures await!” Having driven it, I’m sure that’s the case. Every ounce of Jeanneau’s long experience in recreational boat design and

construction moulding has been invested in what I believe to be their most versatile package in outboard-powered craft to date.

The Marlin 895 is really quite some chameleon – it can adapt to each and every boating environment from offshore fishing to backwater exploration, perhaps a chardonnay cruise or harbour-side brunch, and then it’s off for some speedy watersports before hosting the family and friends for a watery weekend. You can even take the kayaks and SUPs, perhaps a donut and other large water toys with the pack racks on the cabin roof. Yes siree, this Marlin 895 is certainly built for adventure.

But for all the adventure there are facilities for the lighter, more relaxing moments, too. The Marlin has a terrific cockpit with easy pop-up seating, a beautiful recessed bowrider that easily converts from L-shaped seating and dinette to sunlounge, and a flowing interior complete with dinette, bathroom, large master V-berth and a transverse double bunk under the saloon.

When it comes to appeal and visual aesthetics, the Marlin 895 has it in droves. I personally believe it’s the most attractive of the Jeanneau powerboat range, even with its upright trawler-style windscreen that, I confess, took me a while to get used to. The large saloon leads to a voluptuous hull that is well-defined by appealing colour offsets, tempting graphics and completed with alluring tinted side windows providing natural light to the downstairs accommodation.

### SPACEY CRAFT

The 28ft V-shaped hull performs very well, especially considering the big high sides, wide 2.99m beam and full entry that give her plenty of volume. There’s an enormous amount of flowing internal space given the easily traversed starboard side deck and a smaller one on port. Then there’s the sliding side entry to the helm, quality stainless-steel rails and a dockside door making movement around the boat so easy. The same applies to the transom set-up with its easy boarding entry out to the rear platform on starboard, with yet another convertible entry opposite.

The Marlin 895 showcases Jeanneau’s sliding transom layout in which the entire fibreglass module easily tracks forward into the cockpit to allow full tilt on the outboards to reduce maintenance immensely. That same rear module







*Above: The 895 has an asymmetrical footprint to port, creating a full walkaround starboard side deck.*

*Below: Transom bait station boasts a seven-pot rod rack.*



flooring and a matching cockpit table that could be removed or replaced with a leaning post/work station if serious offshore fishing is your forte.

The Marlin 895 also has the security and comfort of a full lock-up saloon and features a flowing rear door that slides open easily bringing the outside in, and the inside out when you want it. Inside I noted that while Jeanneau has had numerous attempts at perfecting the convertible dinette with a forward dual seat with pivoting backrest, I think it has finally achieved the desired outcome on the 895. The seat converts from the rear-facing dining position to the forward set-up quickly and easily.

And the helm is a ripper. I felt completely comfortable and in full control, whether seated on the upholstered bolster with my feet on the footrest, or in the standing position. Visibility is terrific all around the boat and all of the operational controls and instruments are close at hand.

Our demonstration package had twin throttle controls for the pair of gutsy 200hp Mercury FourStrokes, a Raymarine Axiom 9 multifunction display, Mercury VesselView 403 digital instrument panel, Side-Power thruster and Zipwake trim tab controls, plus key start, switch panels, refreshment holder, compass, VHF, Lewmar electric anchor winch control and Fusion sound system head unit. Overhead is a large opening sunroof allowing for lots of natural light and ventilation, which is also enhanced by the sliding side door.

The helm seat sits on the forward section of some nice timber cabinetry with a compressor bar fridge below. The combination unit extends rearward with plenty of storage. There's even a sliding drawer with wine racks opposite under the dinette. The 895 doesn't have a lot of cooking capacity, however there is a dedicated lift-up section under the passenger dash where you can place a single-burner gas stove with small sink recess beside. I would personally prefer taking a twin-burner unit outside (weather permitting) and cooking on the transom module. It's certainly safer and much more practical.

## COMFORT BELOW

Downstairs is a nice forward stateroom in the bow with plenty of natural light from the narrow hull windows plus an escape hatch on top. The centre of the bed base slides easily to form the complete bed with bunk inserts. It's all nicely trimmed and upholstered and also features a small



## As expected, the 200hp V6 Mercury outboards performed flawlessly

wardrobe to the side. The centrally positioned transverse bunks are never easy for big blokes, but I would certainly be happy to spend a few nights in this double berth. I must say that the bathroom is quite small; in fact, I found it almost impossible to close the door should you wish to visit the head. That said, it's a small criticism of a very compact unit that also features a vanity with pull-out shower and dressing mirror.

The overall ergonomics, trim, fittings and design features offer a very clever combination of Euro style and genuine aquatic practicality with the added bonus of terrific stability and sporty performance. The boat rides very well, especially considering its SUV convertible design criteria.

As expected, the 200hp V6 Mercury outboards performed flawlessly, punching the hull out of the water quickly with minimal bow lift. The Zipwake trim tabs accentuated the performance, keeping the hull on a very even keel.

We powered through to a comfortable cruise speed of 23.9 knots (44.2km/h) at 4000rpm with the engines using a thrifty 30lt/h each side. Speeding up a bit, she likes 30 knots (55.5km/h) at 4700rpm, but really jumped to attention at 33 knots (61.1km/h) at 5200rpm using 56lt/h each.

There was a bit of bow-lift in the unloaded boat at a Wide Open Throttle of 5700rpm, where we achieved a speedy 37 knots (68.5km/h) using 65lt/h each side. That is more than enough for a boat of this style, and certainly lots of fun at the helm. She cops a bit of windage when

*Below: For fishing, just remove the cockpit table and fold up the seats.*






# It seems Jeanneau really has thought of everything this time around



manoeuvring at low speeds with her high sides and saloon, but that's easily handled with twin outboards and a bow thruster.

If you wish to pull into a beach or nose in riverside, the Marlin 895 features a well-designed forward boarding ladder, and when it's time to wash off there's hot and cold freshwater plus saltwater wash-down on the rear deck. Our review boat has teak decks in the cockpit and rear platforms that

really give it some added class. There's good storage potential under almost all seats and bunks, plus a large area under the cockpit floor.

All of this adds up to be a very well-rounded, innovative, accommodating, comfortable, contemporary, powerful, easily handled crossover package that in Jeanneau's own words is a true "SUV of the seas". It seems Jeanneau really has thought of everything this time around, with a truly versatile craft to suit all nautical pursuits. 



*Right: Helm module is well equipped and all controls are easily reached.*

JEANNEAU MARLIN 895	
Length overall:	8.83m
Beam:	2.99m
Fuel capacity:	400lt
Water capacity:	100lt
Power:	2 x 200hp Mercury V6 four-strokes
Base price:	\$260,000
Price as tested (approx):	\$300,000
More information: 38 South Boat Sales, tel: (03) 9772 8976. Web: 38southboatsales.com.au; Jeanneau Australia, web: jeanneauaustralia.com.	