

Off the Trailer

FRENCH EVOLUTION

Jeanneau has combined the benefits of a centre console, bowrider and a cuddy cabin to create the multipurpose Cap Camarat 7.5 CC Series 3.



By Jeff Webster

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Above: The raised sheerline to the topsides helps suppress spray in blustery conditions.

Below: Flush decks from bow to stern with ample space to walk about.

Leading French boat manufacturer Jeanneau continues to expand, refine and rejuvenate its powerboat range with innovative and interesting new models such as the Cap Camarat 7.5 CC (Centre Console) Series 3.

In just 7m (23ft) of hull length, Jeanneau has squeezed in a spacious double-berth cabin and a luxuriously appointed bowrider seating/living area. While the basic layout remains unchanged

from the Series 2 edition, the cabin has been substantially enlarged and the interior upgraded.

For many people, the 7.5 CC is the Goldilocks model in the five-boat range spanning 5.5 to 10.5m (18 to 34.5ft). It's the smallest to feature a lock-up cabin while also being light enough (about 3350kg) to be towed behind a large SUV/light truck.

Our test boat was paired with a 250hp Yamaha ultra-longshaft V6 four-stroke outboard and rode on a Redco tandem-axle aluminium trailer.

POWERFUL AND PLAYFUL

The deep-vee hull was designed by noted naval architectural firm Michael Peters Yacht Design. It features a finely angled, raked entry at the bow to provide wave-cutting performance and safe handling in a following sea.

The hull bottom also has full-length lifting strakes that double as spray chines forward, along with spray-suppressing high topsides and a rounded keel aft with a deadrise of about 20 degrees. Tested on choppy Moreton Bay waters, I found the test boat to be an excellent, all-round performer. It's stable at rest, well balanced at speed and comfortable through chop.

Our test rig was optioned with trim tabs, but they are useful mostly for adjusting lateral list when running beam to the sea and wind. Fore and





design nous has gone into maximising every millimetre of available space



Top: Two-person-wide centre console has a lockable cabin hatch to port and a functional helm station to starboard.

Above: Clever design elements throughout, such as the hinged cockpit bench seats.

Right: A surprisingly spacious private cabin is situated two steps down into the hull.



aft trim is easily handled by trimming the engine up and down – though you can dig the sharp nose right into the oncoming waves with the tabs to keep the hull planted in rough conditions.

The 7.5 CC is rated to a maximum of 300hp but achieves excellent performance with the mid-range Yamaha 250 as tested. Acceleration is swift from idle through to a top speed of 37.9 knots (70.1 km/h) at 5900 rpm. The most economical cruise speed is found at 4500 rpm, burning 56.3lt/h for a maximum range of 211nm (390km) from 95 per cent of the 330lt fuel supply.

Underway, the Cap Camarat is fast, fun and playful. The electric power steering is sublime, and the capable hull carves easily through tight turns and high-speed manoeuvres to cater for social towspport activities.

SPACE MAXIMISED

Considerable thought and design nous has gone into maximising every millimetre of available space. Consider that it has bow and stern outdoor seating/entertaining zones, as well as a decent-sized cabin complete with a 1.8m double berth. There's full standing headroom in the central companionway when the double bed is configured as a single berth with a portside lounge seat.

The cabin has a sliding door/hatch, so the optional starboard toilet can be used in complete privacy. Lockers beneath plywood timber hatches provide storage for clothing, towels and personal items. A forepeak hatch provides access to the front of the cabin from the foredeck and lets breeze into the interior to cool sleepers on summer nights.

Good-quality fixtures and fittings are used internally, though the standard of finish is a little utilitarian. The cabin walls have a plain flow-coated fibreglass finish, for example. Vinyl or carpet lining here would improve the aesthetic.

CENTRE HELM STATION

Take just two steps from the cabin and you are at the wide, centre-console helm station, protected from the elements by an optional fibreglass hardtop. The helm station is set up with the steering wheel and throttle offset to starboard, beneath a broad glass panel dash and fascia that easily accommodates engine instruments and the optional Garmin GPSMap 8412xsv multifunction display.

There's space for the switch panel, trim tab buttons, and the joystick for the optional bow thruster (which does help with manoeuvrability at docking speeds). You'll also find various storage nooks, two cupholders, a moulded footrest, a full-width brow trim piece overhead to reduce glare, a compass, and a curved acrylic windshield.

Standard model Cap Camarats come with twin pedestal bolster helm seats. Our test boat was optioned with a leaning post with fixed helm chairs with flip-up front bolsters for maximum driver comfort while seated, or while standing at the helm. The optional leaning post incorporates a refrigerator, a sink with freshwater tap, and a plumbed livewell. Non-fishers can swap out the livewell for a gas cooktop instead.

OUTDOOR LIVING

The bow and stern seating areas give families plenty of options for day boating. Half the crew can be enjoying evening prawns and cocktails up the front, while keen anglers can dangle a rod or two over the stern.

The modular design of both cockpit and bow areas is excellent. At the bow, for example, there is a U-shaped seating area topped with removable



cushions. Drop-in backrests convert the two side seats into forward-facing chaise longues. You can also add optional infills to create a huge upholstered sunpad.

The rear cockpit is similarly versatile. Hinged bench seats unfold from the side decks and the transom wall to provide seating for six people around a pedestal cocktail table. The optional table can also be relocated to the bow.

Fold all the aft bench seats up and there's ample cockpit space and freeboard for fishing and safely moving about. Beyond the transom there are extended boarding platforms incorporating a swimladder and a rope locker.

Above: The front seating compartment can be transformed into a huge sunpad.

Below: The hull is designed for a single ultra-longshaft outboard to a maximum of 300hp.



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Other features include a large sub-floor lazarette, a portside fish box, and an optional stainless steel targa bar/skipole.

PRICING AND PACKAGING


The Jeanneau Cap Camarat 7.5 CC is a terrific allrounder. You really can cover off a variety of boating and watersport activities with this cleverly designed trailerboat.

The layout works for a couple looking for a cosy overnighter, but the boat is equally adept at accommodating a large family for day cruising, adventuring, swimming and picnicking. Outfit the boat with fishing options and it becomes a very effective offshore fishing platform.

Above: Optional central leaning post/helm chair comes with a fridge, sink and large livewell.

Below: The Jeanneau is fast and manoeuvrable, carving tight turns with ease.

Pricing starts at \$197,591 with a 225hp Yamaha four-stroke outboard and a tandem-axle trailer. This gets you a basically outfitted boat, but ideally you need to hit the options list to maximise the potential.

Key options on the test boat include the Garmin display, Fusion stereo, bow thruster, alloy-framed fibreglass hardtop, trim tabs, Premier trim level, 250hp Yamaha outboard and more, with the driveaway package price rising to \$275,125. 

JEANNEAU CAP CAMARAT 7.5 CC

LOA: 7.74m

Hull length: 6.98m

Beam: 2.51m

Hull weight: 1592kg

Towing weight (approx): 3350kg

Fuel capacity: 330lt

Water capacity: 80lt

Power (max): 300hp

Power (as tested): 250hp Yamaha V6 four-stroke

Price from: \$197,591

Price as tested: \$275,125

More information: Northside Marine, tel (07) 3265 8000. Web: northsidemarine.com.au, or: jeanneauaustralia.com

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