

A good hardtop can add a tangible feeling of security to a sports cruiser and give the crew the extra confidence needed to undertake more adventurous cruises



You wonder why evolution takes so long sometimes. Consider the hardtop sports cruiser. The concept has been around for decades, but until recently the only sports cruisers that sported hardtops were giants from the likes of Mangusta and Pershing. Then, abruptly, a whole bunch of boatbuilders realised that the manifold advantages of the form were just as applicable right down the range, and now we have hardtops on sports cruisers as small as 23ft (7m).

It's not difficult to see why. Wherever we go boating, the weather is becoming increasingly unpredictable, so it's reassuring to be able to shelter from the blazing sunshine or a sudden squally rain

shower. And at the end of a relaxing day's boating, anything that means you don't have to take part in an angry wrestling match with a cloud of unco-operative canvas covers has to be a good thing.

A hardtop can even change the way you go boating. The majority of open-topped sports cruisers are used primarily for weekend or dayboating. However, a good hardtop can add a tangible feeling of security to a sports cruiser and give the crew the extra confidence needed to undertake more adventurous cruises.

Nowhere is this trend more apparent than in the market for 35ft sports cruisers. French manufacturers Jeanneau were among the first to pioneer the concept with the launch of the Prestige 34 in 2004.



Design – How the hardtop works

1st Bavaria 35 Sport HT 2nd Jeanneau Prestige 34 3rd Elan Power E35

But it was Slovenian sailing boat specialists Elan who proved just how good a compact hardtop sports cruiser could look with their first ever motor boat, the Power 35.

The latest yard to jump on the covered bandwagon is Bavaria. With a reputation for keen handling hulls and keener prices, the brand-new 35HT looks certain to stoke up even more interest.

Between them, these three craft represent the least expensive twin-cabin hardtop boats you can buy. The question is, which one should you buy?

We spent four days putting this trio through their paces. Despite their similarities, they each have strongly defined characters – what emerged were three winners, not two losers.

Style, of course, is a personal matter, but there was universal agreement among those involved with our four-day test that the Elan has by far the most stylish hardtop. It is also very rigidly constructed, with four substantial forward mullions supporting the roof. However, both the Bavaria and the Jeanneau have classy electrical sunroofs, where the Elan makes do with a fiddly, manually operated canvas sunroof.

But the main reason the Elan was pushed firmly into last place was because of its worryingly poor view out. Those same wide mullions intrude on the view, but the biggest problem is the severe tint on all the screens. The dark front screen only has a single short wiper that clears far less of the forward view than the twin

wipers on the Jeanneau. And if you are 5ft 6in (1.67m) tall or under, all you will see when you stand up for that wind-in-the-hair experience is the impressively deep moulding of the hardtop, not the water in front. Changing to clear screens, elongating the wiper considerably, and adding a full-width folding foot-rest similar to the Jeanneau's invaluable offering will transform the workings of the Elan's hardtop.

Although the Bavaria does not have the impressive 6ft 4in (1.93m) headroom that the Jeanneau provides under its hardtop (like the Elan, it has around 3in/75mm less), it does benefit from opening side windows that neither the Jeanneau nor the Elan offers. But it pips the Jeanneau into first place because of its better view out. Although the view forward through the lightly tinted screens is fine, either standing or sitting, the helmsman on the Jeanneau has to contend with the deep eye-level side mouldings, whereas the Bavaria's helmsman and crew have an unimpeded view through their completely clear screens either under way or at anchor. And if you are going to willingly sacrifice the benefits of a completely open-topped sports cruiser, maintaining a safe and unimpeded view out at all times has to be an important consideration.



The Bavaria has, by a whisker, the best hardtop.

Out On the Water

1st Elan Power E35 2nd Bavaria 35 Sport HT 3rd Jeanneau Prestige 34

With the Elan and Jeanneau running what are now defunct engines, we were expecting the Bavaria and its next-generation D4s to get something of a flyer in the performance stakes. It wasn't, however, an auspicious start for the German contender. The lack of engine-bay sound insulation meant that every belt and piston could be clearly heard under the hardtop. The D4s are superb engines – small, powerful and silky smooth – but even their comparatively hushed tone requires a bit of damping.

By contrast, the Jeanneau's old-school 230hp KAD43s purred away at tickover with only the faintest evidence of anything mechanical going on under the hatch. The Elan's beefier KAD44s were noisier than this, but nothing close to the Bavaria.

Once out on the water though, the Bavaria started to shine: the boat practically drives itself. Even at its 37-knot top speed – the fastest on test – the handling remains calm and manageable. This excellent performance is, in part, due to the D4s, which pull all the way up their 3,600rpm range. But the ease with which you can use the power is down to Bavaria



2nd Bavaria 35 Sport HT



1st Elan Power E35

and the J&J design team. Changes to trim with the legs or tabs are relaxed, the bow lifting slowly and steadily to suit the conditions. Even when the leg trim is pushed out to +4°, the hull feels planted. Because you don't have to be right on your game to get the best from the boat, and because of its extra weight (the spec sheet says it's two tonnes heavier than the Elan), you get a feeling of stability that is ideal for longer voyages.

The Elan demands more from the skipper – but, boy, does it pay dividends. You don't have to play hard all the time, as the Elan can slip into docile cruiser mode, eating up the miles at a good rate of knots. But with very little persuasion it becomes much more of a driver's boat. Cutting across waves, the deep-vee hull remains utterly composed. It bangs less than its two rivals and encourages you to make the most of its nimble handling. The Elan's KAD44s don't possess the pick-up of the D4s, but its top speed of 35 knots was only just down on the Bavaria's. What's

Easy does it: the laid-back Bavaria is a manageable boat to drive, and also the fastest on test.



Driving ambition: the Elan scored highest in the handling stakes.

more, if you order an Elan now it will have the new D4s. There's one note of caution: be careful when you back off the throttles, as backwash can make its way over the bathing platform and into the cockpit.

The Jeanneau's bulkier looks come with the smallest horsepower engines: we again made certain assumptions, and again we were proved wrong. Not only is the Jeanneau capable of 35 knots but the pick-up of the boat is impressive, matching the 25 and 30-knot acceleration times of the Bavaria and pulverising the Elan. A closer look at the boat's specification shows her to be leaner than she looks and lighter than the competition, but more interesting is the inclusion of stainless steel propellers as standard on the DuoProp outdrives. If ever you needed proof that stainless props deliver better performance, this is it.

The Jeanneau gives you a sensation of speed that is highly addictive. Steering and grip also impress. Like the Bavaria, this is an easy boat to drive, the most neutral on test. Push the legs right out and she'll still respond to plenty of helm. This neutrality does mean that you have less ability to trim the boat though, and we'd like to see trim tabs included in the standard specification.

But somewhere along the line the boat's volume has to tell and the ride is not as refined or capable as the Bavaria's or the



Cutting across waves, the deep-vee hull remains utterly composed. No bangs, no rattles, just a clean dynamic thrust across the water, encouraging you to push that bit harder

Elan's. The buoyancy of the broad bows may be useful when running before the wind but ploughing into a head sea is distinctly uncomfortable. That said, the persona of the Jeanneau is more laid-back cruising than the hard running of the Elan. The boat can do 35 knots when the weather is calm, but most of the time she is happier cruising at speeds of 20-25 knots.

The boats each sport very different helm positions. The Bavaria has the smallest console but the ergonomics are good. The main drive controls are grouped behind the throttles with only the trim tabs a slight reach away. Unlike on the Elan or Jeanneau, you can't stick your head out

through the roof but the better forward view means that you don't really need to.

From the darkly tinted lair that is the Elan's helm station, you could be forgiven



She ain't heavy: despite her bulkier looks the Jeanneau gave 35 knots and good acceleration.

3rd

Jeanneau Prestige 34



for thinking that you were about to take off rather than cast off. The huge, centrally sited, battleship-grey console leaves you in no doubt that this is the business end of the boat. Two adjustable bucket seats back this up, while the navigator's position is tucked to the side where crew can busy themselves at the chart plotter and table. The arrangement is not perfect, though. With so much space available at the helm, we have to question Elan's decision to mount the fuel gauges below decks. You don't see Renault sticking their fuel gauge in the glove compartment.

The seated driving position feels natural, which is just as well, because with the sunroof closed the restricted headroom leaves you with no option but to sit.

At the Jeanneau's broad helm station, two can sit on a basic bench, conducting the voyage from the chart plotter sited in the middle of the dash, exactly where you want it. As with the Elan, the curse of the unnecessarily tricky fuel meter strikes again. You have to press and hold a rocker switch to find out the juice situation; otherwise, the dial reads disconcertingly empty. Can we nip this design feature in the bud? We motorboaters like to keep a constant eye on our fuel levels: it comforts us to know we have some left.

On Deck

1st Jeanneau Prestige 34 2nd Bavaria 35 Sport HT 3rd Elan Power E35

Something of a whitewash here, with the French boat in a league of its own in all three important areas: deck stowage, safety and ease of movement, and overall functionality and sociability. Although it is the shortest boat, the Prestige has around twice the stowage space available on the other boats, and it is easier to use and more intelligently arranged, especially compared with the Elan. It is the only boat with a dedicated on-deck liferaft space, and the only one with a fender-sized anchor locker.

The Jeanneau also has a huge, accessible void under the helm seat, two moulded under-seat lockers, and plenty of space for odds and ends. But its killer feature is that it is the only boat with a separate lazarette, running across the boat forward of the engine room. For serious cruising, or carrying a few watersports toys around, this will prove invaluable.

During our four days of testing, we often had to handle the boats single-handed, and in these circumstances it soon became clear just how much easier and safer it is to move quickly around the Jeanneau's decks and moor the boat. As you step directly from the main deck onto the generous



Stowage in the cockpit is superb, with huge voids to take fenders and toys.



port side deck (which is wider than the starboard side) you are still protected by a mini bulwark, not the shallow toerail that borders the narrow 4-6in (100-150mm) side decks on the Elan. The bathing platform is not closed off at the sides like the Bavaria's, and there's a big swathe of teak on the corners; these two things make for sure-footed boarding.

All the boats have sociably arranged seating for six, although the Elan lacks the additional two-seat couch of the Bavaria and the comfortable sunbed/recliner on the Jeanneau. As crew numbers grow, it also becomes noticeable how much more free deck space there is on board the Jeanneau, especially at the back end of the cockpit. The Bavaria is fine in this respect, although not quite a match for the roomy Jeanneau. But the Elan feels cramped; if two people want to pass comfortably in the cockpit, one has to step aside.

Amazingly, these contrasting senses of size are not reflected in different dimensions: the Elan is only 5in (125mm) narrower than the Jeanneau and all of this is accounted for by the French boat's bulwarks and wide side decks. Contrary to the feeling you get on board, the Bavaria is



Outside story: on deck, the French boat excels in all the important areas.

1st Jeanneau Prestige 34


2nd Bavaria 35 Sport HT

The Bavaria provides its crew with the clearest and safest view out of the three.



Hydraulic lid on the underseat storage.

the widest of all by 2in (50mm). So the overwhelming sense you get on the Jeanneau of being on the largest boat must be the result of the straightforward but highly effective deck layout. The Jeanneau is not entirely without fault – the seat-backs are too short and unforgiving, for instance – and all three boats have a clutch of good and bad details. But the French boat has the least bad and the most good, and in nearly all departments on deck the Jeanneau is the best boat by some margin.


3rd Elan Power E35

There's sociable seating, but much less space to move around on the Elan.



Rope bin and mains lead at the bathing platform.

Accommodation

1st Bavaria 35 Sport HT Joint 2nd Elan Power E35 & Jeanneau Prestige 34


1st Bavaria 35 Sport HT

Below: the Bavaria has an outstanding aft cabin and no significant compromises.



Ventilated lid to locker under the seat.

Putting aside the contentiously subjective issue of looks – you must be the judge of that – this section also produced a clear winner.

Step on board the Bavaria after the Elan or the Jeanneau, and you do a double take. What will take your breath away is the aft cabin. Given the lack of compromises elsewhere, you will be left wondering where Bavaria found the space to create such an excellent and roomy aft cabin. The big seat is long and wide enough for a child to sleep on. And there is masses of stowage: eight deeply fiddled shelves, a wardrobe and a pair of fiddled countertops for odds and ends, big voids under the berths, two

more storage bins, and a bedside locker with a convenient countertop for early morning cups of coffee. Truly outstanding.

The Bavaria's utilitarian heads might leave you cold, and the lighting is unrefined: no reading light in the aft cabin, for instance. But the relatively spartan decor in the forecabin doesn't detract from the reasonable storage. And its saloon is larger than the Jeanneau's and a match for the Elan's – not in build quality or class, but its conventional single-level layout feels more spacious. Unlike its rivals, it has no real compromises, and on top of its well-balanced accommodation it has a trump card – its outstanding aft cabin.

+ We like

Bavaria 35 Sport HT
Excellent visibility from the cockpit.
Splendid, class-best aft cabin.



+ We like

Elan Power E35
Superb arrangement for helmsman.
Having an ensuite heads is a bonus.



Ask yourself, where do you spend most of your time when you go boating? The answer will determine your choice of small hardtop

+ We like

Jeanneau Prestige 34
Outstanding cockpit stowage.
Impressive side deck safety.



2nd **Elan Power E35**



The comfiest seating but also the smallest – it's a squeeze for four.

What pushes the French boat into joint second place is not a critical shortcoming but its length – it is easily the shortest of the three so the designers do not have as much boat to play with. The heads feels tiny inside, although better lighting than the single measly halogen would improve matters. The galley is the smallest of the three, its compactness made more evident by Jeanneau's strange decision to put the calorifier in the under-sink locker when it could easily have been lost inside the spacious lazarette.

The Jeanneau boasts an unusual open-plan forecabin that increases the feeling of space in the saloon. But with the doors shut, the relatively short double berth leaves just 13½in (340mm) for you to squeeze around at its foot, and the storage is limited to a single large drawer, one

under-berth locker and a hanging locker – the usual eye-level lockers are missing. If you are tall, the aft cabin provides a much larger double berth at 6ft 7in (2.00m) long and has much better storage too.

Tony Castro, the Elan's designer, has bravely bypassed convention. The most unusual area is the galley, which is divided around the entrance to the aft cabin. This may look odd, but with its infill in place it's a practical rival for the more conventional arrangement on the Bavaria, and it provides more accessible stowage. It sports the most comfortable saloon seating, thanks to its invitingly soft seat-bases, which are far deeper than the ungenerous 16in (400mm) offerings on the other two boats. Its heads compartment is far more spacious than the Jeanneau and far classier than both its rivals. And notably, it is the

2nd **Jeanneau Prestige 34**



The Jeanneau's unusual open-plan arrangement onto the forecabin.

Engineering, Construction and Build

1st Jeanneau Prestige 34 Joint 2nd Bavaria 35 Sport HT & Elan Power E35

Marks in this section were extremely close. The boats had strengths in different areas, and the one-two-three order could easily change depending on what qualities you value most.

Although the Bavarias we have tested previously always felt sturdily built, we've been critical of their behind-the-scenes finishing. So the great news for potential Bavaria owners is that there was clear evidence of an improvement in quality control throughout the boat.

A tour of the fabulous aft cabin demonstrated this best. The seat-base

under the cushion was a sturdy, sealed and hinged plywood panel, rather than a much cheaper loose plywood lid. And like all the under-seat and under-berth panels, it sported big ventilation holes to reduce condensation, and anti-rattle pads around the perimeter. Lift this (much easier than a loose lid) and it exposed well-compacted and expertly flow-coated laminates, which had no stray fibres to catch you unawares. The mastic gun operator – a key player at volume production builders such as Bavaria and Jeanneau – has produced as neat and tidy a finish as any I've seen.

Service access on the Bavaria is far better than on the other two boats. You have to permanently crouch in the Elan's engineroom because the hatch does not open very far. And while the Jeanneau provides the unmatched benefit of its separate lazarette, the loss of engineroom space forces you to scramble over the engines to perform the daily service checks. That's fine for athletic types in the calm of the marina, less so if you need to undertake emergency work under way.

Another big difference is soundproofing: the Jeanneau and the Elan have some, whereas the Bavaria has none at all. The inevitable result is a racket in the cockpit from the normally relaxed-sounding D4 Volvo engines. This is a key shortcoming that needs sorting; as it stands, we wouldn't want to cruise the Bavaria long distances without issuing iPods to the crew.

Behind the scenes, the improved Bavaria loses nothing to the Elan. Like the Slovenian boat, the plastic door catches and flimsy doors in the cockpit are signs of a boat built partly with an eye to price. However, there's no doubt that the quality of the interior fit-out on the Elan is the best. The beautifully executed hi-lo saloon table could easily have come from a Sunseeker, and there is a solidity to the joinery that the Jeanneau can't match. Down below at least, it feels as though it deserves to be the most expensive boat.

It also impresses greatly in another area. Powering through choppy conditions, it feels incredibly rigid and strongly built, like a great sports car. Dig beneath the forward berth and you will find huge longitudinal stringers stiffening the boat, adding to the strength of the rigidly constructed hardtop. You'll feel confident taking this boat through a storm.

Unlike the Elan, the Jeanneau is clearly built using high-volume production techniques. But those techniques are highly refined and superbly executed in almost

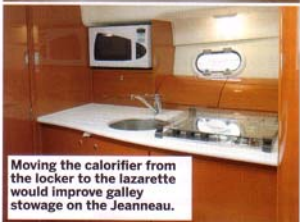


The Elan's unusual layout is just as practical and effective as the Bavaria's.



only boat sporting an ensuite heads. Although the Elan's saloon seating is supremely comfortable, unlike the other boats it would be pushed to take four adults, and as it is one step up others can't readily join you on the other side of the table. Even ignoring the protruding door handle, the narrow passage through the aft-cabin door is down to 16in (400mm). Once you squeeze through, it feels cramped with the cockpit moulding intruding just inside the door, and there is nowhere obvious to stand – you feel compelled to sit.

If you intend to use the aft cabin or saloon regularly, you will need to carefully weigh the Elan's compromises in these areas against its other strong points, relative to the more compact but well-balanced accommodation on the Jeanneau.

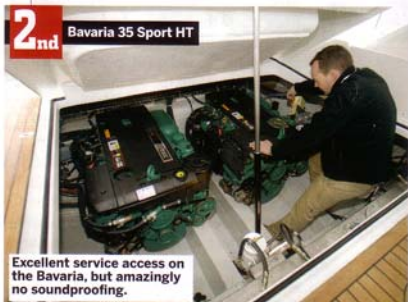


Moving the calorifier from the locker to the lazarette would improve galley stowage on the Jeanneau.



1st Jeanneau Prestige 34

Good soundproofing but awkward service access for non-athletic types.



2nd Bavaria 35 Sport HT

Excellent service access on the Bavaria, but amazingly no soundproofing.

We don't like**Jeanneau Prestige 34**

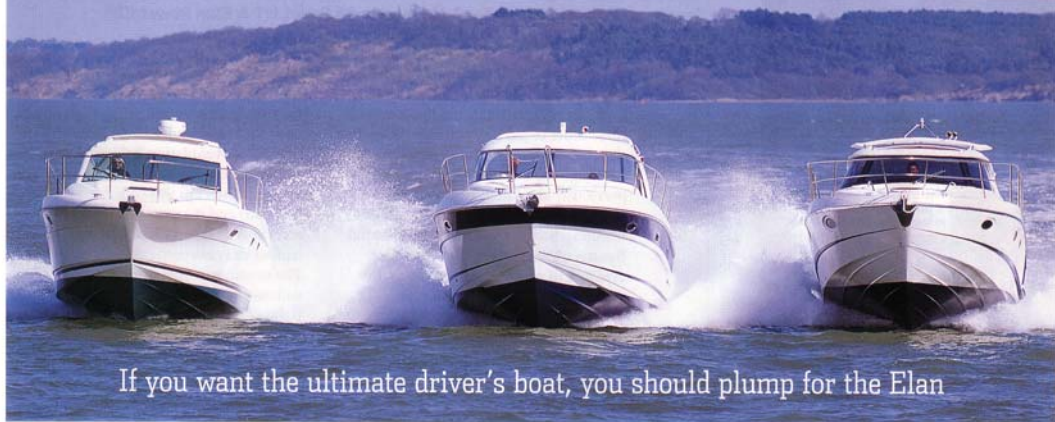
Scramble over engines for servicing.
Meagre lighting in small heads.

We don't like**Bavaria 35 Sport HT**

Racket due to lack of soundproofing.
Awkward boarding onto bathing platform.

We don't like**Elan Power E35**

Cramped cockpit and aft cabin.
Cockpit flooding during deceleration.



If you want the ultimate driver's boat, you should plump for the Elan

every area. Jeanneau use a full-length moulded liner, and the result is a perfect finish inside all the lockers, drawers and under-floor voids. In the cockpit too, where Elan use yards of mastic and Bavaria utilise dozens of self-tapping screws, Jeanneau have used intelligent design to engineer out these visible signs of budget boatbuilding. The result is a clean finish with only tiny runs of neatly applied mastic. Unlike the other two boats, every hose and cable in the neat engine room installation is double-clipped, and not one stray wire has been left dangling. There are simply no loose ends on this boat.

Like Ferretti, Jeanneau use pale yellow deck mouldings, so marks and stains show up less, and under the glare of the sun these are easier on the eye than the bright white on the Bavaria and the Elan. The electrical installation is the tidiest of the three. The Jeanneau is no Ferretti, but for what it is – a very keenly priced production boat that undercuts the other two here by a notable margin – it is a class act.

Verdict

Best all-rounder Bavaria 35 Sport HT

Best driver's boat Elan Power E35

Best on deck Jeanneau Prestige 34

What a lucky bunch we are! Here we have three outwardly similar boats: two cabin, single heads, around 35ft long, outdrive powered, around 35 knots top speed, under £200,000, and crowned with a practical hardtop. Although each is a fine boat, they are in fact very different animals.

If you want the ultimate driver's boat, there is no question that you should plump for the Elan. The front half of the cockpit feels as if it has been designed exclusively with the driver in mind. And blasting through a choppy sea, it provides an impressively gentle ride and a wonderfully sharp feel that is reminiscent of a good sports car. However, if Elan want to keep the driver happy at all times, they need to dramatically improve the visibility from inside the hardtop. And there are other compromises to ponder – principally, the awkward, cramped feeling in the cockpit and the aft cabin compared to the other two boats. This is the boat with the most obvious pros and cons; it will dazzle some and disappoint others.

The Bavaria is at the opposite end of the spectrum – a great all-rounder that will delight most of the people most of the time. It has well-balanced accommodation, fine handling, a sound build, an effective deck layout, and only one critical shortcoming: the lack of engine room soundproofing. It has the safest and most

practical hardtop, easily the best service access in the engine room, and a superb aft cabin that blows the other two boats away. Altogether, it's a formidable package.

Jeanneau's Prestige 34 gives you plenty to ponder. Its handling is fine, and despite having the smallest engines it sprints away as fast as the Bavaria. But when the conditions turn nasty there is no doubt that its harsher upwind ride will force you to slow down far earlier than on board the other two boats. However, if you are prepared to accept that compromise, it has a lot going for it. It is very intelligently engineered and well finished in every area, however deep you dig behind the scenes. Whatever its absolute capabilities compared with the other boats, it is significantly lower price is very enticing.

Pitted against the Bavaria, the principal point to ponder is the trade-off between the accommodation and the deck. The Jeanneau's accommodation is far more compact – the inevitable consequence of it being the shortest of the three – but it is not fundamentally flawed in any way, just smaller all round. And you may find that acceptable, considering the Jeanneau's impressive price. But it has by far the most abundant deck stowage, it is the easiest boat to move around safely and quickly, and it tops the tables when it comes to all-round functionality and sociability. Overall, the deck of the Jeanneau is in a league of its own.

All you need to ask yourself is where do you spend most of your time when you go boating? The answer will determine your choice of small hardtop. **MBY**



Access is okay if you enjoy stooping. Elan are adding lights to future boats.

Datafile

Bavaria 35 Sport HT

Elan Power E35

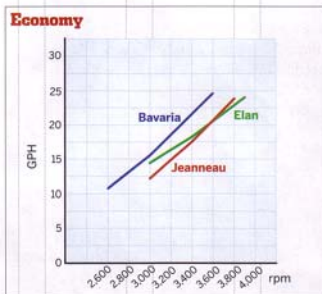
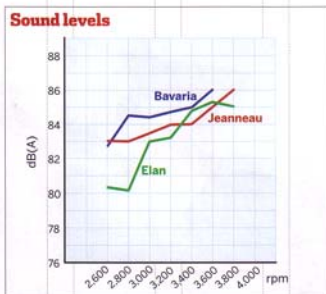
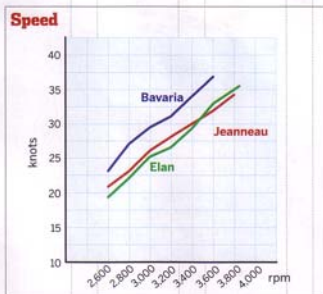
Jeanneau Prestige 34



Overall length	37ft 4in (11.40m)	36ft 1in (11.01m)	34ft 6in (10.53m)
Hull length	35ft 2in (10.6m)	35ft 0in (10.61m)	33ft 7in (10.25m)
Beam	12ft 7in (3.68m)	11ft 6in (3.51m)	11ft 11in (3.64m)
Displacement	8.3 tonnes loaded	6.4 tonnes loaded	6.0 tonnes loaded
Draught	3ft 1in (0.92m)	3ft 1in (0.93m)	3ft 0in (0.91m)
Air draught	9ft 8in (2.95m)	10ft 1in (3.05m)	8ft 9in (2.70m)
Fuel capacity	176 imp gal (800 litres)	165 imp gal (750 litres)	154 imp gal (700 litres)
Water capacity	55 imp gal (250 litres)	44 imp gal (200 litres)	55 imp gal (250 litres)
RPM	2,600 3,000 3,600	3,000 3,400 3,900	3,000 3,400 3,800
SPEED	23.5 29.5 37.1	25.2 29.5 35.3	26 30 34.2
TRIM	2.5° 2.5° 1.5°	3.5° 3.0° 2.0°	4.0° 2.5° 3.0°
GPH	11.2 15.5 24.2	14.4 17.3 23.7	12.9 16.8 23.6
MPG	2.09 1.90 1.54	1.76 1.73 1.53	2.03 1.80 1.45
RANGE	290 260 215	230 225 200	225 205 173

Speed in knots; GPH & MPG figures use imperial gallons; range in nautical miles. NB: calculated figures based on standard (idealised) engine propeller demand data. Your figures will vary (sometimes considerably) depending on: air, water, engine room & fuel temperature; hull fouling; sea state; fuel, water, stores & crew load; build-weight variations; boatbuilders' changes & extras fitted; and other factors.

Price from	£174,641 inc UK VAT (twin 260hp Volvo D4)	£162,932 inc UK VAT (twin 260hp Volvo D4)	£131,188 inc UK VAT (twin 230hp Volvo KAD43)
Price as tested	£178,000 inc UK VAT (twin 260hp Volvo D4)	£181,928 inc UK VAT (twin 260hp Volvo KAD44)	£146,546 inc UK VAT (twin 230hp Volvo KAD43)
Designer	J&J Design, 2004	Tony Castro, 2003	Garroni & Musio-Sale, 2003
RCD category	B (for 10 people)	B (for 10 people)	B (for 8 people); C (for 10 people)
Contact	Tel: +44 (0)23 8045 0001 Fax: +44 (0)23 8045 4576 Email: bavaria@ancasta.co.uk Website: www.ancasta.com	Tel: +44 (0)1489 885000 Fax: +44 (0)1489 885509 Email: sales@elanyachts.com Website: www.elanyachts.com	Tel: +44 (0)1489 565444 Fax: +44 (0)1489 565994 Email: sales@southernmotorboats.co.uk Website: www.southernmotorboats.co.uk



Acceleration

Bavaria 35 Sport HT

25 knots
12 seconds

30 knots
14 seconds

Jeanneau Prestige 34

25 knots
12 seconds

30 knots
15 seconds

Elan Power E35

25 knots
16 seconds

30 knots
20 seconds