

**FREE DIGITAL MAGAZINE**

# Motorboat Owner

MAY 2018

*Affordable practical boating*



**BOAT TEST**

*Jeanneau MF1095*



**PRACTICAL**

*Connecting an electric start outboard*

**Broom 450S ● Fairline Vixen ● Lifejacket pre-season checks**

# Jeanneau MF1095

## BOAT TEST

Length (LOA): 10.5m / 34ft 5in

Beam: 3.35m / 10ft 11in

Displacement: 4,638kg (ex engines)

Fuel capacity: 800 litres

Water capacity: 160 - 260 litres

RCD category: B8 / C10

Engine as tested: 2 x F300 Yamaha

Other engine options: 2 x 300hp Suzuki

Price from **£164,000**





*“The new flagship Merry Fisher has fantastic family facilities”*



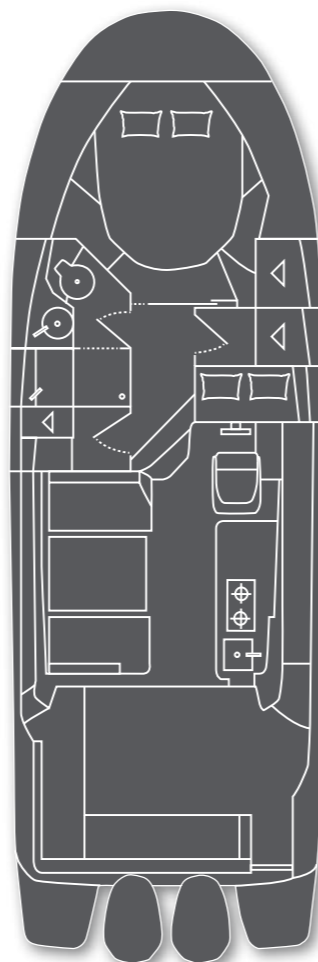
*Spacious on the inside and outside, the 1095 has many clever features, including a side access door*

Gone are the days when Jeanneau's Merry Fisher range were, as the name implies, cheerful little boats, perfect for taking a couple of people out for a bit of coastal or inshore dangle. Yes, they still make plenty of boats that are superb for exactly that, but over the years Jeanneau have introduced more and more models with a stronger emphasis on cruising, or at least boats that are equally capable of both.

Look at boats like the 655, the 725, the 805 and the 925, and currently the 795 and 895 and what you see is a boat that is equally, or more, at home taking the family away for the weekend as it is at having fish guts washed from its aft deck. In fact the Marlin range was almost certainly introduced to redress the balance a little, and keep the thousands of hard-

core Jeanneau fishing customers happy. You only have to look in the many marinas along the north coast of France to see how seriously the French take their boat fishing.

On initial inspection the 1095 is very much a Merry Fisher. It has the same DNA in both its exterior styling and interior fit out as other boats from the range. Having said that, and despite the



obvious differences in motive power, there is also just a little of the feel of the NC and Leader 33 about it. It says a lot about Jeanneau's approach to model line-up that they can offer three different 33ft boats and still make each of them individual enough to appeal to different markets.

In the bow you will find a fairly standard forward cabin layout. Entry to the cabin is via a sliding door, which helps save space and, once inside, you have 5ft 10in standing headroom at the foot of the double berth. The whole aft end of the berth lifts, and is held up with gas struts, to reveal a large locker below. The floor within this locker lifts out to gain access to the forward bilge and optional bow thruster battery. A useful feature of this locker is that it can also be accessed via a door on the front, so the space is still usable even when the berth is occupied. Under the forward section of mattress

there is another locker, which is not quite so easy to use, and again the floor lifts to provide access to the bow thruster. More storage can be found at eye level, where six optional lockers, which are more spacious than they appear, can be found. There is also a half-height hanging locker on the starboard side with a shelf above. The cabin is nice and light, thanks to a hull window on either side, a fixed skylight and an opening hatch overhead. There is also a small opening port on the starboard side above the hanging locker. The hull windows have curtains and the two pieces of glass overhead come with a blind and mosquito screen, the latter perhaps being rather redundant on a fixed skylight. With all curtains and blinds in use, the cabin's lighting is both functional and stylish, with under pelmet LEDs and lighting recessed into the headlining, as well as a couple of spot lamps.



Moving aft into the lobby area, on the starboard side you will find a door leading to an area that can either be a large storage space or, with the addition of the optional mattress, rigged as a third cabin. Our test boat had the latter and, while it is functional as a space to sleep, it is perhaps



**The boat's second cabin has another spacious double berth with good standing headroom**

best described as 'cosy'. The berth is tucked beneath the GRP mouldings above it and is probably best viewed as a decent sized single, although in an emergency it could be used as a double. The cabin is equipped with a hull window, complete with opening port, a half height locker and a very usable amount of standing space, which comes with over 6ft of headroom, with a skylight above for additional natural light. This cabin also offers access to the behind dash electricals and another electrical locker at the aft end of the berth. As a storage space this would be excellent and, despite being a little compromised, it is also a very useful, and quite rare to find on a boat of this size, third cabin.

Opposite this cabin is the boat's single toilet compartment. You may be forgiven for thinking this will be quite compact,

given the size of the boat and the fact that it has three cabin spaces. Cross the threshold though, and you realize that you are mistaken. Not only is the toilet compartment a decent size, all things considered, hidden behind the open door is a generously sized separate shower compartment. There is 6ft headroom in both of these areas and plenty of elbow room too. The word 'Tardis' may be overused, but in the case of the lower accommodation of the 1095 I think it is truly justified. The shower has a seat and a fixed hull window and the toilet compartment has an overhead skylight, a hull window with inbuilt opening port and a useful amount of worktop and storage.

Aft of the toilet and shower is where you will find the boat's second cabin. Again, this has very good headroom at 6ft 2in and comes with a good sized double berth. Another overhead skylight, together with a hull window and opening port, provide light and fresh air, and a small cupboard with single seat, open locker space inboard and a shelf outboard, offer the occupants some basic facilities.

Moving aft, and up a couple of steps, takes you into the wheelhouse with a helm position on the starboard side, a galley unit behind and a dinette to port. At the helm you get a single, supportive bucket seat with adjustment for and aft and a lifting bolster. The console is finished in dark gelcoat, which should cut glare down considerably, and is laid out in such a way that everything is easy to find and use, with space for a large multi-function display placed centrally. Alongside the helm you have a sliding door for easy side deck access and, as is often the case on wheelhouse style boats, further electronics can be installed above the windscreen, in



**Not only are there three cabins down below, there is also a separate shower compartment**



*The galley is practical, with good worktop space, but the shiny black material marks easily*

the GRP moulding, and also in the case of the 1095, above the side door where our test boat had its VHF installed.

The dinette, often a bit of a squeeze for the whole family on this style of boat, looks very capable of seating four comfortably, with a folding leaf on the forward end to enable the forward dinette seat to lift and flip to turn into



*Third cabin or storage space? The choice is yours*

a comfortable double forward facing crew seat. In this mode your crew get a convenient grab rail in front of them, and a large sliding window alongside. Storage below the dinette seating is limited to a single drawer that pulls out from the aft seat but, with a decent size locker in the floor alongside, together with the adjacent galley, it should be relatively easy to find places for everything whilst keeping it close to hand.

The galley unit on our test boat was fitted with a black gloss worktop with heavy lift-out infills for the sink and hob. This material did not appear to be very hard wearing, and was already showing signs of damage from carelessly handled infills. With or without the infills in place you do get plenty of galley worktop, and the space below is given over to a fridge, an electrical panel and three large lockers.

On our test boat these lockers were not divided up or shelved, which means making best use of the generous space would be difficult. This would be a simple, and worthwhile modification to carry out, if it has not already been dealt with by the factory. Above the galley there are a further two small overhead lockers with catch restrained doors for ease of use. Headroom throughout the wheelhouse is a minimum of 6ft 3in and you get a pair of overhead sliding sunroofs to allow a flow of air through the boat when underway. The wheelhouse is enclosed by a three-part sliding door, which locks fully open, fully closed and partially open. In this partially open configuration, the middle of the three doors is not restrained and so can flop back and forth about six inches. Some kind of restraint would be beneficial here.

Out on deck the 1095 has a good-sized cockpit with U-shaped seating. The aft bench seat has storage below, although the lid is not stayed so its use might be tricky, and slides forward to allow the outboards to be fully tilted. There is open storage under the port side seat that looks ideal for liferaft placement and the forward section of seating is modular, with storage and a cut out in the base to allow access to the catch of the deck locker below. This seat lifts up with the deck hatch, as does the cockpit table, so it will probably be best to store light items only in here. With it raised you have access to a useful lazarette compartment, although perhaps not as large as the hatch itself would have you think.

To move forward the best route is via the sunken starboard side deck, which is generously wide and easily negotiated.



### PERFORMANCE

As tested 60% fuel 30% water 4 crew Force 2  
 \* Sound levels measured with back door and roof open

RPM	Knots	LPH	GPH	MPG	Range (nm)	Sound levels dB*
600	3.2	5.8	1.28	2.50	440	68
1000	4.5	9.5	2.09	2.15	378	69
1500	6.8	16.7	3.67	1.85	326	71
2000	8.5	25.4	5.59	1.52	267	76
2500	9.4	37.3	8.21	1.15	202	79
3000	11.5	48.2	10.6	1.08	190	81
3500	16.1	62.4	13.7	1.18	207	86
4000	25.2	89.2	19.6	1.29	227	88
4500	28.7	116.0	25.5	1.13	198	90
5000	32.5	137.4	30.2	1.08	190	91
5500	35.0	179.3	39.4	0.89	156	95
6000	37.9	200.3	44.1	0.86	151	97

It does, however, get pinched a little as you pass the sliding helm door. The step up onto the side deck from the cockpit is quite large, below which is the single cylinder gas locker. Just here is where you have a small side gate to allow easier alongside access. On our test boat, the catch for this gate was catching the wheelhouse corner moulding, but we understand this will be corrected on future production boats. The fibreglass coaming on the side deck comes up to knee height, while a guardrail on top provides hip height protection. Just forward of the helm, two further steps lead up to the foredeck and the side deck then widens and leads round to the bow

where you have a nice big flat working deck area. As well as the usual anchor locker, the 1095 also has a large storage locker just aft of the anchor winch, below the sunpad cushions.

The port side deck is narrower, but still around six inches wide, and is eminently usable with knee-high guardrails and a grabrail along the wheelhouse roof.



The big outboards are sweet, but the fuel bill may leave a bitter aftertaste. Our test boat was fitted with twin F300 Yamaha outboards



*“With 600hp on tap, the 1095 will hit 38 knots”*

Access to, and from, the cockpit does require climbing over the cockpit seating. Although owners will always prefer to moor starboard side to, it's good to know that a port side mooring shouldn't cause your crew too much trouble.

The twin outboards split the bathing platform in such a way that access across from one side to the other is not really possible in normal use. The starboard bathing platform is well served by walk-through access to the cockpit, a transom shower, a transom gate and a bathing ladder with sturdy grabrail. Access to the port side platform is aided by a small transom gate over the seating, and on this side there is a good sized self-draining wet locker.

**Underway**  
 With 600hp on tap, you wouldn't expect the 1095 to be a slouch, and you would be right. It jumps up onto the plane within four seconds, reaches 30 knots just 7 seconds later and has decent mid-range grunt too, going from 18 to 25 knots in just four seconds. Top speed on the day was just shy of 38 knots, which felt more than adequate for what is not designed to be a performance boat. In fact I felt that smaller engines might have been a better match, perhaps sacrificing a little of that top end for a useful financial saving with a pair of 250's. Noise levels increased noticeable at the top end, but at speeds below 30 knots things felt much more refined and, in fact, the boat felt at its

most composed at speeds in the low 20's. This is fortunate because, and there is no getting away from it, this is not a cheap boat to run. The best cruising economy we achieved was just over 1.3 nmpg at around 23 knots, while at full throttle the fuel bill would send shivers up an oil sheik's thawb, Luckily we didn't have to pay the fuel bill, so we can report that the 1095 handles well at speed. Heading into a half metre head sea we could maintain a 30-knot cruise with a bit of throttle manipulation and bow down trim, and down wind we could take it up to full speed. At no time did we suffer any serious slamming and my only criticism would be that I would have liked to have seen a little more lift in the bow in a following sea to reduce the wetness of the ride. Having said that, it gave us a good opportunity to test the twin pantograph wipers, which did a great job of maintaining good visibility. Visibility elsewhere is good, except the usual issue of a tight port hand turn creating a blind spot to port due to the wheelhouse roof blocking your view.

The steering on our test boat was a little stiffer than I would have liked, but the boat responded well and turned sharply with no loss of grip. It was also very well



*A transom gate either side provides good access*

behaved at slow speeds, planing down to 12 knots, if trimmed just right, and manoeuvring precisely at close quarters speed. Overall it's fun to drive, with a comfortable helm position and the benefit of that side door to let some fresh air in. I would like to see a redesign in the Yamaha throttles though, as when positively driving the boat, as opposed to just cruising, you need your hands on the throttles and the base of your palm naturally rests on the top of the throttle body, which is exactly where the trim-up button sits. The result for me was running with excessive trim on more than one occasion.

### Conclusion

In keeping with the Merry Fisher range, the fit out and finish of the 1095 is simple

and functional, and the use of space excellent. As a family boat it has everything you need, including that optional third cabin, which is rather unique in a boat of this size. With twin 300hp outboards on the transom, it delivers performance that will not disappoint. The downside is, of course, the thirst of the two big outboards. However you look at it, the 1095 gets through fuel at quite a rate, particularly if you use all 600 of the horses. Even at its most economical cruising speed, it is not going to be a cheap boat to run, but don't discount it on that basis alone. Unless you are putting 100's of hours on the boat each year, the fuel bill will undoubtedly not be your biggest outlay, and you do reap



*A flagship worthy of the name. The Merry Fisher 1095 has lots to like, and very few vices*

all of the benefits of modern four stroke outboards, including ease of maintenance, reliability, smoothness, low noise levels and a lack of diesel fumes.

**ENQUIRIES:** *Jeanneau See website for your local dealer [www.jeanneau.com](http://www.jeanneau.com)*

## YOU MAY ALSO LIKE



### Aquador 35AQ

*The first of a new design era for Aquador. This two cabin boat is fitted with single or twin diesel sterndrives and has a heated windscreen.*

LOA: 10.28m  
Beam: 3.49m  
Displacement: 6,200kg  
Enquiries: MGM Boats  
Tel: 02380 456318  
[www.mgmboats.com](http://www.mgmboats.com)  
PRICE circa £275,000



### Jeanneau NC33

*Almost identical in size, the NC33 is inboard powered, with twin Volvo D3 220s, has two cabins and offers a step up in fit-out and trim.*

LOA: 10.5m  
Beam: 3.32m  
Displacement: 5,366kg  
Enquiries: Jeanneau  
See website for local dealer  
[www.jeanneau.com](http://www.jeanneau.com)  
PRICE from £237,800



### Parker Monaco 110

*This flagship model is powered by twin outboards, up to 400hp each, has two cabins and a cockpit/wheelhouse blending design.*

LOA: 11.2m  
Beam: 3.62m  
Displacement: TBA  
Enquiries: Parker  
See website for local dealer  
[www.parkerpoland.com](http://www.parkerpoland.com)  
PRICE from £261,179

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