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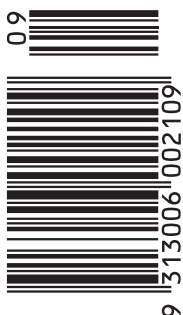
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LOCAL REVIEW

Jeanneau Merry Fisher 895 Sport

GOING ON YOUR MERRY WAY

Jeanneau's new Merry Fisher 895 Sport is a prime example of a classic, simple, easily manageable cruiser that leaves little to be desired

WORDS **Kevin Smith** PICS **Kevin Smith and James Dumergue**





CLOCKWISE FROM LEFT The Merry Fisher converts easily into an entertainer; The smooth lines allow you to pack all the toys; It is not designed as a high-speed boat but cruises beautifully



house style of design, and I must say the aesthetics are growing on me.

Straight up, the 850 Sport is by no means a trailerable cruiser that you can hook up and hit the highway with — she weighs in at five tonnes fully loaded, is just under 30ft in length, and has a healthy beam of 2.99m (9.8ft). From a distance, the decent sized saloon, cabin, cockpit, and usable bow most certainly looks like the ideal combo for weekends on the water, entertaining, and even dropping a line for your favourite species.

A closer look at what's on offer reveals that the Sport range is all about versatility, and Jeanneau has done an excellent job at creating an innovative design to please everyone.

Versatility and multipurpose use seems to be the norm in all the latest boats hitting the market — and I like it. Dedicated cruisers, fishing boats, day boats, and general runabouts are becoming boats for all seasons and uses, and this is due to the numerous inclusions and innovative features incorporated to create multipurpose use. Take Jeanneau's new Merry fisher 895 Sport — previously branded as the 895 Marlin. It's now been transformed into a great combo-cruiser suited to overnighting, entertaining, and serves as a multipurpose fishing vessel with outboard power and high performance.

Produced by Jeanneau, which is part of the French Beneteau Group, the Merry Fisher range is dedicated to multipurpose use. A few issues back, we reviewed Northside Marines Merry Fisher 795 Series 2, which proved quite the versatile cruiser and was trailerable. In this issue we take a look at its latest Merry Fisher 895 Sport and its significant step up in comparison, having a far larger volume which allows for better and more creature comforts through some crafty innovation.

At a glance, the new 895 Sport's design is synonymous with the rest of the range. The Euro design boasts a typical big-bodied pilothouse



CLOCKWISE FROM BELOW The Merry Fisher is a truly multipurpose yacht; There is a well-sized transom station on board; Fun in the sun, the Merry Fisher is the perfect yacht for socialising



ABOVE DECK

To start, you can board the vessel via the starboard transom platform or the handy side door. The cockpit is a good example of versatile or multipurpose innovation, with the modular design providing for fisherman and entertainers alike. The fisherman gets a live-well, sizable transom tackle station with storage and rod-holders, as well as nice high gunwales with padded coamings to lean into when wrestling the catch of the day. There's no dedicated kill tank, however, there's plenty of room for eskies in the cockpit — it would be nice to see a fish box option included into the large deck hatch.

When it's time to sit back and relax, the cockpit then converts to an outdoor lounge with the transom and gunwale fold-out bench seating, an infill table, and this model optioned with the sliding cockpit bimini for added protection. Although you lose gunwale storage for fishing gear, I really like this setup — it's quick and easy to transform from a fishing platform to an outdoor lounge for entertaining. The forward sliding tackle station is also a nifty idea, allowing full trim on the motors when moored.



Sea Trials

Two on board 600L fuel, 160L water, light load.
800L fuel tanks (calculations using 90L, 10 per cent reserve)

RPM	SPEED (KT)	(L/H) COMBINED	RANGE (NM)
600 (idle)	3	4	540
1000	4.2	9	336
1500	6	15	288
2000	7.5	23.5	319
2500	8.3	42	142
3000	9.5	64	106
3500 (planing)	13	90	104
4000	20	100	144
4500	25	125	144
5000	32	158	145
5500	35	198	127
6000 (WOT)	37.5	236	114

*Sea-trial data supplied by the author.



CLOCKWISE FROM RIGHT Perfect for keeping the wine cold; The lower decks have been well designed; Its spacious cockpit has the latest high-tech gear



Moving forward, the enclosed pilothouse-house styled saloon lends itself to all-seasons of boating. It's an interesting design as you don't have the normal full beam of a saloon — in this case, the saloon has been reduced in width to create a full starboard side walkthrough to the bow. You then have access via the cockpit sliding door and a captain's starboard side door, which also adds to ventilation when left open.

Without compromising on saloon features, Jeanneau has still managed to include a port side dinette that converts to an extra bed, as well as a mini galley in front of the forward and rear facing passenger seat. Personally I would probably fit a cockpit BBQ, rather than cook indoors. There's also a 12V fridge below the captain's seat, starboard side cabinets with quick access to battery isolation, and even dedicated



wine storage provided. The full screen, high side glass, sliding door, and sunroof create a light and airy feel to the saloon. The hard-top rack option is another worthy feature and works well for stand-up paddle boards or even kayaks.

At the helm, the captain's dash is compact, but set up neatly to accommodate all the necessary switch panels, Yamaha dual motor binnacle and DES (digital electronic steering), the new Helm

Master EX Joystick piloting with CL5 digital display and push-button engine start, as well as bow-thruster, trim-tabs, Fusion audio, and a Garmin GPSMAP 8412 XSV — the 895 Sport is clearly not lacking in terms of high-end gear.

BELOW DECK

The cabin was another eye-opener for me as the higher freeboard than usual creates more

volume to the internal area. I was surprised and impressed to see a separate V berth, a small but adequately sized head with vanity and hot shower on the port side, and then another door leading to an extra low-profiled berth below the saloon deck with storage and double bed. This most certainly transforms the 895 Sport into a great weekender for couples or even small families.

Facts & Figures

MERRY FISHER 895 SPORT

PRICE AS TESTED

\$376,988

OPTIONS FITTED

Twin Yamaha F250 (DES) 4- strokes, Yamaha Helm Master EX joystick piloting, Garmin GPSMAP 8412 XSV, Trim Level Premier Pack, full fishing kit package, plus loads more.

PRICED FROM

\$279,800 including twin Yamaha F200XCA outboards plus standard inclusions.

GENERAL

TYPE Sport cruiser

MATERIAL GRP

LENGTH 8.92m (29ft 3in)

BEAM 2.99m (9ft 9in)

WEIGHT 3300kg (hull only) 5014kg loaded

CAPACITIES

PEOPLE 10

BERTHS 4

REC. HP 200–250hp (twin)

MAX. HP 500hp (twin 250hp)

FUEL 600L (twin 300L tanks)

WATER FRESH 100L

ENGINE

MAKE/MODEL Yamaha F250 XSB (twin rig)

TYPE: 24-Valve, DOHC with VCT, 60 deg. V6

WEIGHT 260kg

DISPLACEMENT 4169cc

GEAR RATIO 1.75:1

PROPELLER M15 Reliance SDS

MANUFACTURED BY/

Jeanneau

W jeanneau.com/en-au/

SUPPLIED BY

Northside Marine

2294 Sandgate Road, Boondall 4034 QLD AU

PH (07) 3265 8000

E info@nsmarine.com.au

W northsidemarine.com.au

CLOCKWISE FROM RIGHT The Merry Fisher features a decent-sized bathroom; its a vessel that's suitable for a couple or small family; The Merry Fisher 895 Sport has digital electronic steering



Now onto the bow — an area that's normally difficult to access and utilise to its full potential on most cruisers. Not in this case!

The starboard walkthrough leads you to yet another practical and fully usable area of the boat. The open bow includes social seating, shade sail option, high bow-rails, gas storage hatch, and easy access to the anchor. It also opens up another fishing area and, being elevated, it wouldn't be a bad spot from which to chuck lures.

PERFORMANCE AND HANDLING

The smaller 795 previously tested did lack a bit of gumption as it was a single 200hp outboard installation by choice of the owner. As tested, this 895 Sport had the latest twin Yamaha F250s with digital electronic steering (DES) integrated, and the new Helm Master EX joystick piloting system — and what a difference it made. The heavier hull, extra weight on the transom, and higher horsepower was well-matched, and changed the ride characteristics for the better.



Merry Fishers are designed more as cruisers rather than high-speed weapons. Deadrise is limited on the transom and looks to be around the 18–19 degrees, which in turn creates very good stability throughout and a nice dry ride. Low down, the twin V6 4.2L 250s punch the 895 onto the plane effortlessly and produce a comfortable cruise speed of 18–20 knots (3300rpm) in the rough, and economy sitting at around 60L/h combined. In the calmer conditions and loaded with 5 onboard, you could maintain a comfortable ride at 28–30 knots (4000rpm), and economy sitting at 80L/h.

Acceleration through the rev-ranges is nice

and responsive, and when punching the silky-smooth digital controls to wide open throttle, the 895 Sport achieves a decent 38–40 knots at 5600rpm. The economy however does blow out to a hefty 191L/h, as to be expected. No quibbles with the performance when loaded with five onboard, a bit of gear, and 400L of fuel (full fuel capacity is 600L).

Off the throttles, 1500rpm will give you a low troll or cruise speed of 7.3 knots, and low economy of 16.5L/h. Bumping it up to 2500rpm produces 10.6 knots speed, though the economy does jump up to 41.2L/h as it's on the cusp of climbing onto the plane.

CLOCKWISE FROM BELOW Sleek and sporty, the 895 Sport comes with loads of options; All storage opportunities have been utilised; The deck is well set out and designed; Fuel economy decreases at higher speeds



Again, although the 895 Sport achieves around 40 knots WOT, they are not designed to be high-speed weapons of the ocean. At civilised cruise speeds, the 895 Sport produces a comfortable, dry, and stable ride throughout. Adding to the simplicity of operation, the optional bow-thrust and Helm Master EX joystick piloting turns docking nightmares and low speed manoeuvrability into an absolute breeze. It's a generous dollar figure added to the end price, but well worth it if you're looking for easy and simplified operating.



About the Author



Kevin Smith grew up fishing and boating on the waterways of Zimbabwe, fighting off crocodiles, hippos and lions in his spare time, before venturing to South Africa. Much to his parents' disgust, after graduating Kevin started work as a diving instructor and commercial coxswain.

Sometime during the 19 years he spent doing this, Kevin also started working as a journo, testing offshore trailer boats and writing fishing articles.

Thanks to his father being an Aussie, 2008 saw a permanent move to Australia, where Kevin spent more of his time fishing and camping with his family.

The oldest of Kevin's kids shares his boating and fishing addiction, the middle is only interested in diving, or if fishing is guaranteed, the youngest would rather spend his time playing Fortnite, and his gem of a wife puts up with the lot of them.

Kevin has been a contributor with *Trade-a-Boat* since around 2011, testing a variety of boats. He hopes to continue this into the future, while also island-hopping and running fishing and eco charters.



CLOCKWISE FROM RIGHT The vessel provides a smooth, dry ride; It is easy to convert from a fishing vessel to an entertainer; The Sport 895 is a fisherman's dream



THE WRAP

Comfortably cruise with family and friends, run out to the local islands for a weekend, or load it up with all the fishing gear and head for the reef — you can do it all on the new Merry Fisher 895 Sport. Again, I really like the multipurpose use incorporated into the new boats as it caters for more family-orientated boating and, in turn, you are getting more out of your vessel with better value for money. Contemporary and stylish design alongside a wad of creature comforts is just a portion of what the 895 Sport has to offer.

The Merry Fisher 895 Sport starts at around \$279K with twin 200hp Yamahas and a number of decent standard inclusions. This particular model was optioned up with the higher horsepower, Yamaha Helm Master EX joystick piloting, top of the range electronics, Trim Level Premier Pack, full fishing kit package, and loads more. No doubt, the heavy-handed ticking of option boxes will significantly change the end price — and in this case the tested 895 Sport came in at \$377K. In the bigger scheme of things, it's not that bad considering the inclusions and multipurpose capabilities. [👉](#)