

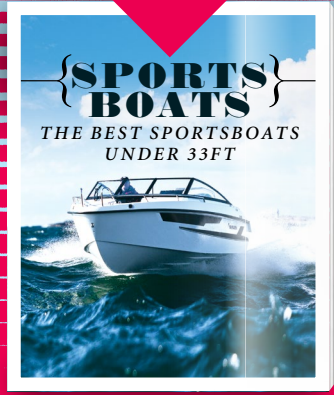
MOTOR BOAT

& YACHTING

THE ULTIMATE HIGH SPEED ADVENTURE BOAT?

AXOPAR

FREE
24-PAGE
BUYING
GUIDE



- ALFASTREET
- AQUILA
- AXOPAR
- DROMEAS
- FINNMASTER
- GALEON
- PARKER
- QUARKEN
- SAXDOR
- SEARAY
- SUPERMARINE
- XO
- YAMARIN

FIRST 45 TEST



4 ALL NEW BRITISH LEGENDS

Arksen 65, Dale 37, Swordfish 42 & Sunseeker Predator 65

NEW SERIES GOING DUTCH
A summer of fun on the waterways of Holland


SMALL IS BEAUTIFUL
Cruising Devon in a 19ft sportsboat!

JEANNEAU CAP CAMARAT


12.5
WA



Forty years after the first Cap Camarat, there's a new flagship and it's the biggest boat ever to wear the badge. Does bigger mean best? We took it for a spin in the South of France to find out.



A big Michael Peters hull and generous outboard options have propelled the 12.5 to the pinnacle of the Cap Camarat line



Jeanneau's Cap Camarat line celebrates its 40th birthday in 2022 and what better way to start the party than by launching the biggest Cap Camarat ever, the 12.5 WA (walkaround). An incredible 36,000 Cap Camarats have hit the water since the range was launched at the 1982 Paris Boat Show, many of those a cheap and cheerful way for a family to find their feet out on the water. This new flagship is significantly different. Not only is it nearly 40ft in length but with the option of twin or triple Yamaha outboards powering a hull designed by Michael Peters, it is a high performance machine with a 45-knot top speed and a price tag over €300,000 once you've added options and VAT. This boat elevates the Cap Camarat range to a new level but does it have what it takes to go toe-to-toe with Axopar, Saxdor and a host of RIB brands that you could buy for similar money?

SERIOUS EXTRAS

If you associate the Cap Camarat range with comparable 6-8m fare, then the 12.5 at 39ft 1in (11.9m) feels like a properly grown-up boat from within its deep and well designed cockpit. This area is packed with functionality, from the folding table with its built-in handrails and cup holders to the dinette backrest which pops up and lies flat to create a sunpad. Then there's the ubiquitous balcony, which is a refreshingly simple affair on the CC that lowers down on a couple of cords (much like the bathing platform of a Jeanneau sailing boat) to create a lovely vista from the starboard-biased dinette and another access point into the water with a slot-in boarding ladder. The nice thing about it is that it doesn't take ages to glide ▶



The wet bar can be specified with an array of options such as twin sinks and fridges, grille, bait well and an ice maker



With its luxury recliners, the bow is a great place to socialise



There's a proper galley below deck to complement the wet bar

down into place once you've hit the button and you don't need to waste time setting it up. Just drop it down, chuck the SUP in and off you go.

The main deck has all the key ingredients to make it a tremendous day boat. The wet bar is located amidships and has a whole host of equipment options, including twin sinks, a grill with optional ceramic hot plate (if you specify the generator), twin fridges and an optional bait well and ice maker. With the engines on the transom, the space where an inboard boat would mount its motors is left as an enormous storage void, accessed via a cockpit hatch.

FEATURE-PACKED

Forward, the asymmetric deck layout is biased to port and provides a deep and well protected side deck that leads to a brilliantly arranged lounging area on the foredeck. Forget your thinly padded benches and flimsy dinette table. Here, there are three deliciously comfortable recliners with built-in armrests and deep cup holders an arm's stretch away. Rather than trying to create a compromised half lounge/half dinette in this forward space, Jeanneau has gone for all-out comfort and it's much the better for it.

There is a narrow side deck to starboard but you'd only use it if you really needed to – though a board gate amidships on this side of the boat makes getting on and off very easy if you do end up alongside starboard-to. It also makes it a very easy dash from the helm to the pontoon if you're helming the boat alone.

The main deck is packed with nice surprises and that theme continues once you head down the companionway to the lower deck. Over £300k for a Cap Camarat at first appears a bit punchy

TOP MARKS
The big sunroof-equipped T-Top delivers much more than just shelter



TUNED IN
With the joystick option, the helm is wonderfully slick and intuitive

but the space and comfort of the interior elevates the 12.5 from a fast, fun day boat to one that a couple could comfortably enjoy for a weekend or even longer. With two on board, the interior is positively luxurious because there is a separate full-beam amidships cabin with double berth and chaise longue, meaning the dinette in the open plan saloon, which converts into a double berth, can be left permanently rigged as seating. No converting the dinette from table to bed – the entire lower deck becomes a large living area with a surprisingly well kitted-out galley, considering the calibre of the cockpit wet bar. Once past the entrance to the amidships cabin, headroom isn't great and it's sitting room only above the bed but the bed itself is a good size and there's lots of storage and light from the hull windows.

There is also a really spacious ensuite with more than 6ft of headroom and a separate shower cubicle with a proper door. The squeaking floorboards, flat-pack feel of some of the cabinets and cheap privacy curtain that cordons off the forward berth let the side down a bit, but the amount of space down here is seriously impressive.

Whether you choose twin 425hp or triple 300hp Yamahas performance is rapid. We tested the triple 300hp version and it topped out at an easy 45 knots with 28 knots proving to be the cruising sweet spot and making the most of the boat's near 1,200-litre fuel tank. The Michael Peters hull is beautifully balanced and surefooted, romping over the swells and landing assuredly. The optional GRP T-top is a hefty structure but the beautiful stainless steel uprights hold it rock steady and provide natural grab handles for passengers to cling on to on passage.



A couple could easily cruise for a week or two on this boat



The separate shower is great but there's a budget feel to some of the fittings

SEE MORE
mby.com/cc12



The full-beam cabin with double bed and chaise longue is very impressive for a boat of this size and type

HANDLING PERFECTION

Yamaha's impressive suite of electronics makes the big Cap Camarat a very approachable boat to drive. The joystick makes light work of twirling the boat around a marina and with Staypoint (its version of Skyhook), the skipper can leave the helm and help out with crewing duties safe in the knowledge that the boat won't drift on wind or tide. Every model gets electric steering and autopilot as standard but the optional joystick is well worth having. The stubby throttles feel great and there is a handy button on the throttle head that allows you to increase and decrease speed by half a knot and sustain an exact cruising speed. Team this with the brilliant Yamaha app that is part of

the Garmin software and you have one of the friendliest driver interfaces you'll find on this sort of boat – which is even more important considering that it's likely to attract younger buyers.

I wondered whether the 12.5 might feel as though it's taking the Cap Camarat brand too far away from its fun and value-led remit. And would people be willing to pay this sort of money for an outboard powered Jeanneau? But it's a really polished package with excellent manners at sea and a lot to enjoy whether you're day boating or off cruising for a week or so. If you can get one close to £250,000 through careful specification or negotiation then you'll have got yourself a cracking boat.

CONTACT www.jeanneau.com

SPECIFICATION

LOA 39ft 1in (11.9m)
Beam 11ft 9in (3.58m)
Draught 2ft 8in (0.82m)
Displacement 5.9 tonnes
(ex engines)

Fuel capacity 1,150 litres
Water capacity 200 litres
RCD Cat B for 11 people
Designer Sarrazin, Michael Peters
and Jeanneau

COSTS & OPTIONS

Price from €197,810 ex VAT



PERFORMANCE

TEST ENGINES Yamaha F300. Triple 300hp @ 6,000rpm. 4.2-litre, 6-cylinder petrols.

	ECO					FAST					MAX
RPM	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000		
Knots	8.7	10.1	11.6	18.2	28.0	33.1	37.5	42.0	45.0		
Litres per hour	39.2	62.1	74.5	106	135	177	199	286	298		
Litres per mile	4.51	6.15	6.42	5.82	4.82	5.35	5.31	6.81	6.62		
Range (Nm)	204	150	143	158	191	172	173	135	139		

Calculated figures based on real-time readings, yours may vary considerably.
Figures allow for 20% reserve.