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Jeanneau's New  
NC 895 Series 2

CRUISING  
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ANNIVERSARY







## Jeanneau NC 895 Series 2

IN A FULL REDESIGN, JEANNEAU GOT ALL THE RIGHT FEATURES IN ALL THE RIGHT PLACES

Some boats are good to begin with, but when Jeanneau decided to make a new version of its NC 895, the builder nailed it. The new NC 895 Series 2 is a very impressive design, especially on the inside.

Jeanneau still offers the original 895, which started out in 2012 as the Merry Fisher 855. In the ensuing decade-plus, almost 2,000 855s and 895s have been built. They are perfectly good boats, but for the NC 895 Series 2, the French builder completely rethought everything. Instead of dressing up the old hull, it completely redesigned the Series 2 with a new hull, deck, interior layout and propulsion.

All too often nowadays, boat designers try to pack a two-cabin, one-head home and all the amenities into a 30-foot hull, which frequently results in a design that looks more like a floating condo. Not so with the Series 2. Out of the water, her reverse sheerline and high sides make her appear too beefy, but in the water, she looks much more balanced. She's still not sleek, so let's call her stout and sturdy. In car terms, this is an SUV, not a sportscar.

That beefiness, however, pays off on the inside where the Series 2 truly shines. While walking through the boat at the Miami Boat Show last February, I was impressed by the layout and the number of features aboard the 29-foot, 4-inch hull. The designers did a nice job of creating a user-friendly boat that has

LOA: 29'4"  
 Beam: 9'10"  
 Draft: 2'3"  
 Displ.: 9,253 lbs.  
 Fuel: 158 gals.  
 Water: 42 gals.  
 Power: (2) 250-hp  
 Yamahas  
 Price (base): \$230,750

all the things you need to cruise, without going overboard.

After stepping onto the swim platform—it consists of wings to either side of the twin outboards—I entered the cockpit, which has a large U-shaped seating area with table. To create more deck space, the table can be stowed away, and the port seat can be folded down. The long stern bench and opposing aft facing bench cannot be folded down because they include stowage underneath, but the stern bench can be slid forward on tracks to allow the engines to be lifted clear of the water. Beneath the cockpit, a locker provides more stowage. To starboard, a hullside door makes dock access, landing a fish or jumping into the water much easier. The starboard swim platform includes a swim ladder; a sunshade for the





cockpit is an option.

A sliding glass door opens onto the salon, where the galley sits just inside to starboard, putting the chef at the center of social activities inside and out. There is a two-burner induction stovetop, a small sink and a fridge. You're not going to cook gourmet meals here but if you use the fold-up counter extension and the dining table for additional counter space, you can churn out three solid meals a day. The dinette has bench seating for four with the back of the forward bench flipping aft to create seating for two people beside the captain. That dinette can also convert to a double bunk, giving the Series 2 bunking for six, although you'll probably want to be very friendly with your bunkmate if two of you want to squeeze in there.

Too many boats are dark inside. Not the Series 2. Windows bring in light and allow for almost 360-degree visibility from the helm. The aft port area has a tiny blind spot for curtains to be stowed, but there are no tall refrigerators or cabinets to block your view. Two large skylights bring in more light and can be manually opened. The port window slides open and a sliding glass door beside the starboard helm provides additional ventilation. There is so much glass on the Series 2 that on a sunny day in Miami it was almost too bright inside. Did I say almost? Somehow, Jeanneau got that just right, too.

Down below to starboard, there's standing headroom inside a decent-sized head and shower combo with a hull window and opening porthole. The head is just the right size for

this boat and yet not too small for a guy like me who is carrying 20 extra pounds around. In the bow there's a private cabin with a nearly queen-sized walkaround berth, lots of light and plenty of stowage.

Below the helmdeck is a second private cabin. The berth doesn't have standing headroom, but just forward of the berth is a seat for putting on your shoes, reading, or getting ready for bed. There's even a spot for your coffee. This area has standing headroom plus glass

*Top:* The Series 2 has loads of glass on all four sides and above, bringing light and ventilation into the salon. Jeanneau got the interior proportions just right, making moving about the boat easy.





overhead to let even more natural light into the boat. Again, Jeanneau nailed all the proportions just right here. Even though the double bunk is below the helmdeck, it doesn't feel like a coffin.

We didn't get to drive the Series 2, but there too Jeanneau made improvements. Instead of the twin 200-hp outboards that were the maximum power on the 895, the Series 2 is powered by twin 250-hp Yamahas that, according to the builder, allow the boat to plane at 20 knots, cruise at 30 knots and run almost 40 knots at WOT. And the twin 250s make Yamaha's joystick driving available. When combined with the bow thruster and excellent visibility, even a less-seasoned boat operator can dock like a pro without breaking into a cold sweat. And with the sidedoor just to starboard, the skipper can quickly tie off during solo operations or use the amply sized starboard sidedeck—which is recessed for safety—to gain quick access to the bow for anchoring or mooring. The Series 2 is asymmetrical, with the port sidedeck narrower and higher than the starboard one; it's a smart

tradeoff to gain a wider starboard deck.

At the bow, a convertible triple chaise lounge can be extended over the anchor locker. Also clever is the center section of the chaise lounge, which when the back is lifted provides access to the cabin below. That's not just handy for handing drinks up; it also provides fresh air inside the cabin and an escape route in case of trouble. The robust stainless-steel railing is split at the bow for stepping onto a dock, jumping onto a beach or diving into the water. And lastly, the roof rack can accommodate kayaks or paddleboards.

There are few things Jeanneau's designers didn't think of with the Series 2. This SUV is mighty close to having all the right features in all the right places.—*Pim Van Hemmen*

**Top:** The forward cabin is bright and surprisingly spacious with a near-queen-sized bunk. **Left:** A sidedoor provides ventilation and gives the skipper easy access to the deck.