

BOAT REPORT **JAGUAR 43**

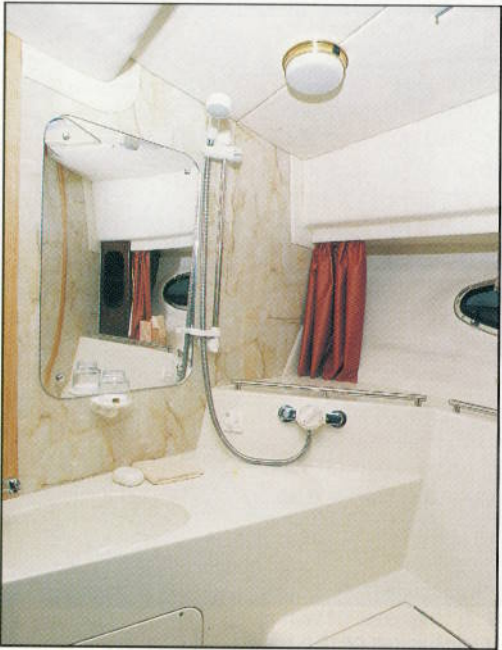
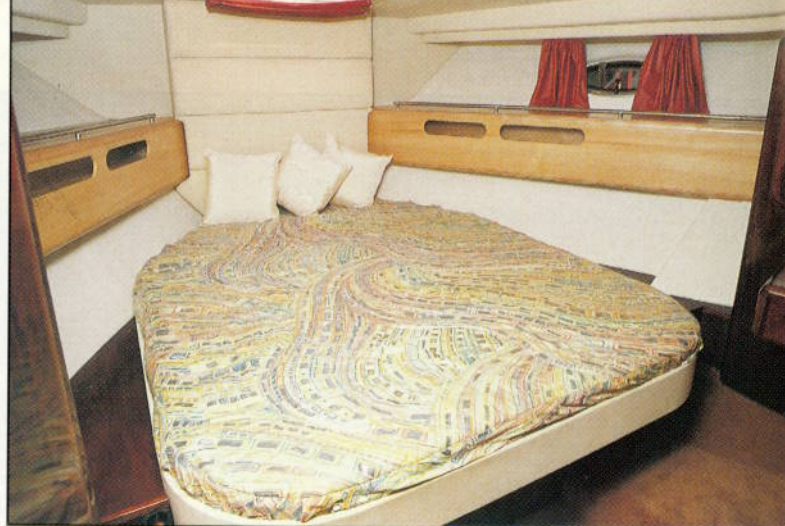
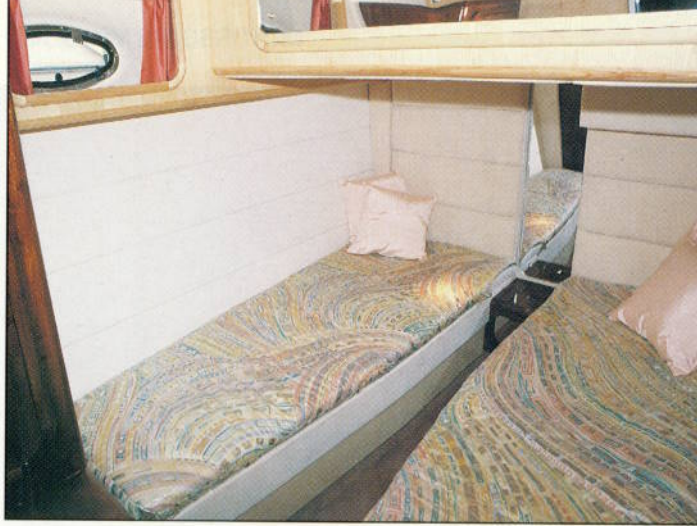
Gales in October aptly resulted in plenty of white water to test Westerly's new Whitewater.







BOAT REPORT



Photographs by William Payne

Clearly recognising the bland effect of large quantities of light ash woodwork in such a large interior area, Whitewater bravely but effectively utilise dark cherry throughout the Jaguar. The test boat had a two-cabin layout (top), but a third is an option. This replaces the large galley (above right), which finds a new home in the saloon along the port side in place of the settee (above left).

TWO years ago, sailboat builder Westerly re-entered the motor cruiser market with their Wolfe 46 (see MBM Oct 88), and promised that further additions to the Whitewater line-up would follow. True to their word, this year's Southampton Boat Show brought forth the Jaguar 43, a six-berth flybridge boat with the same styling if not the same breeding as the original model.

The 43 has been developed by ex-Riva designer Carlo Bertolotto, while the Wolfe is in fact built under licence from Long Beach-based Hans Christian Yachts. Incidentally, dwelling a moment on this latter craft, reports indicate that some 26 of these substantial, triple cabin 49-footers have been sold, with half-a-dozen finding their way to the Japanese market.

Design

There are a great many boats in the 40ft-50ft range, and on exterior aesthetics one may often be confused with another. Whilst the Jaguar does not strike a resoundingly different cord, subtleties of line, proportion and form quickly set to work to complete a sleek but practical craft with that important touch of Italian dash percolating through. For instance, the rake of the low-set radar mast, sited at the rear edge of the flybridge, creates a reflection of the stern quarters, as the integral bathing platform slides down to the underwater

sections of the transom.

Two-tone gelcoat has been used to good effect to break up the bulk of usual blank topsides and flybridge, while the unusual use of stainless steel guardrails across the transom, rather than carrying through with a solid GRP moulding, gives a greater measure of light and space, both inside and out.

Underwater sections and general method of construction are along the same lines as the Wolfe, with the emphasis on a grillage system of top-hat frames and longitudinal stiffeners that allow for reductions in actual shell thickness, resulting in a marked saving in overall weight, without loss of strength.

Isophthalic resin, with its greater resistance to osmosis, is used in both the gelcoat and laminate. Furthermore, although the majority of manufacturers paint out the interior of the hull as some protection against absorbing bilge water, Whitewater actually gelcoat inside up to the waterline, to minimise any such problems and assist cleanliness.

It is worth noting that the whole Whitewater project meets the exacting quality standards of BS5750; a designation (overseen by Lloyd's Register Quality Assurance in this case) covering every area of production, from contractual and management systems to material purchasing, work inspection and actual production controls.

The hull shape is a medium to deep vee with ►



◀ the deadrise at amidships averaging out to 21°, decreasing to 18° at the transom. We say 'averaging' because the sections are in fact convex rather than flat. This concept makes for a less punishing ride when clipping into a head sea, although at some marginal expense in terms of top-end performance due to a slightly increased wetted area, and less efficient planing surface.

Apart from the wide chine-flat, Bertolotto has incorporated two pairs of generous sprayrails that run in a slightly less conventional manner, parallel to the centreline, rather than arced in towards it at the stem.

Exterior

Although magazines seem preoccupied with how to get safely on and off a boat, this is not an interest shared by many designers, often leaving people to clamber aboard via the bathing platform and transom door; fine, as long as you can get to the platform overhang from the pontoon. But unless you are moored stern-to, the depth of the topside moulding that houses the Jaguar's integral platform makes even this a tricky procedure.

However, help is at hand in the shape of a rigid, purpose-designed stainless steel and wood ladder (complete with handrail) that slots solidly onto the cockpit coaming. Although this breaks down into two parts — to be stowed in the lazarette — it is a bulky affair.

The additional, simpler inclusion of the tread incorporated into the topside amidships is help enough for most people; although matters would be further improved if the solid guardrails at this point could be opened up in some manner.

A 3ft (91cm) high stainless steel guardrail, fashioned with a number of intermediate rails so toddlers cannot fall or squeeze through, borders the rear of the cockpit, which is teak-clad, as is the bathing platform. This whole open area makes for an impressive watersports and sunning area, although you will have to supply your own deckchairs as the cockpit is devoid of any fixed seating. Alternative sunbed areas are ranged over the full width of the flybridge overhang, plus the cushions set in the foredeck coachroof.

Safe full-depth steps lead up from the cockpit to the 12in-wide side decks. These are enclosed with a deep toe-rail, almost to the height of a mini-gunwale at the steps themselves, and topped off with solid guardrails. These run far enough aft to protect that very vulnerable area at the ascent point between cockpit and sidedeck.

Deck hardware includes a Simpson-Lawrence vertical electric windlass — with remote controls at flybridge and internal helm — bow roller, 20kg Bruce anchor and chain, and three pairs of 10in cleats. We were a little mystified by the placing of the midships ones on the deck rather than atop the



toe-rail; not only were fairleads most necessary to avoid chafe or bad nips in the springs, but a painful toe-stubbing object was thus created on otherwise clear sidedecks. Whitewater have opted for a non-slip paint finish to all deck surfaces which are not teak-sheathed, again breaking up the expanses of gelcoat while ensuring controlled footwork.

The lazarette is accessed via a good-sized hatch, ably supported by a pair of gas struts. This area is well finished with the steering gear boxed in to prevent fouling by loose equipment. Appropriate cut-outs allow inspection of the bearings and fitment of the emergency tiller.

The bilge, serviced by one of three submersible automatic pumps, is boarded over, ensuring dry storage, although some rejigging of the sturdy battery box and fender hoops might increase available space for bulkier items. The battery box has its own ventilation blower and just contains the domestic units: four 100Ah accumulators coupled to give a 24V DC supply. A 140gal (636lt) stainless steel water tank at the fore end of the compartment feeds the calorifer/immersion tank sited to starboard.

The flybridge ladder is kindly angled through a generous-sized hatch. This area is bordered with a sturdy handrail around its coaming, with the forward portion infilled with smoked perspex as protection from the wind. This needs some simple modification, as the three-to-four-seater settee helm seat is too low to see over it, the perspex being opaque and the stainless steel supporting rail obscuring line of sight to the horizon.

The back of the seat can be swung to face aft towards the sundeck area, and we understand that the base is to be modified to incorporate some much-needed stowage, as is the helm console itself. This is set low but comfortably inclined, although we were less happy about the general spread of instruments and controls. Having worked with the boat since Southampton, Whitewater are aware that items such as the engine start/stop buttons require covering and that the trim tab controls need siting closer to the wheel.

Accommodation

Two basic layouts are offered, which Whitewater will customise sufficiently for most owners' requirements.

Our test boat had two separate cabins, with a third couple able to sleep in the saloon if necessary. The alternative three-cabin option replaces the open-plan midships galley area with a further cabin, a slightly smaller galley fixture being fitted in lieu of the port settee arrangement in the main saloon.

Interior joinery in colourful dark cherry offsets the larger expanses of light ash, while the upholstery is covered for the most part in alcantara. The U-shaped settee to starboard pulls out on a neat yet simple roller arrangement, so its potential occupants do not have to jigsaw together umpteen cushions and

disappearing boards or table tops. At a pinch, half a dozen can be seated around the pedestal table, although the saloon can entertain a full dozen with ease, with drinks dispensed from a sideboard bar-cum-entertainment centre. This comes complete with television and radio/cassette as standard.

The interior helm seats two in comfort, the skipper enjoying a better layout of instruments and controls than is to be found on the flybridge. Engine instrumentation is housed in an elegant, highly polished veneered fascia, together with the log and echo sounder. To the helmsman's right hand lie the single-lever-throttles, ignition system, and autopilot controls (the only non-standard item on the boat) while the navigation area to his left, although within his reach and vision, can also be easily run by his accomplice. A reasonable chart area still allows enough room for a radar set to be positioned forward of it, without blocking too much of the lower windscreen.

A panel of readily used switches is set at a comfortable distance and angle above the helmsman's head and it is envisaged that this will be extended to house further navigation instruments. A Navico VHF is set in the remaining console adjacent to the wheel, together with a coded lock for the electronic battery switches located in the nearby DC and AC breaker panel. Also housed in this panel are the generator controls, the encapsulated set fitted in the engine room being a further standard item.

Beneath the helm seat is a locker and small bookshelf for pilots and the like.

Pantograph wiper/washers are fitted to each of the three forward facing windows, as are demisters. Although we had no need to use them, these latter items are almost certainly a necessity once a few damp bodies have sought shelter within, because other than the main sliding door to the cockpit there was no ready form of ventilation. All the side windows are of the fixed variety at present.

The U-shaped galley is all electric — hence the generator and shore mains ring — being fitted with quality 240V AC domestic-sized units throughout. The four-burner hob is serviced by a purposeful extractor set between cupboards, with the microwave housed at eye level opposite. Outboard of the twin stainless steel sinks are various secure cubby-holes in the ash fascia for crockery. A good range of cupboards and draws and a double-door fridge/freezer complete the ample storage.

The master cabin forward has a central double berth with en-suite toilet compartment that benefits from a large separate shower cubicle. In both this and the second toilet compartment, Whitewater have fashioned the component mouldings to hide as much of the offending pipework and sea-toilet as possible, while ventilation comes from opening deck and side ports.

Stowage in the main cabin is adequate, incorporated within a three-quarter-height hanging locker, shelving, and a small dressing ►

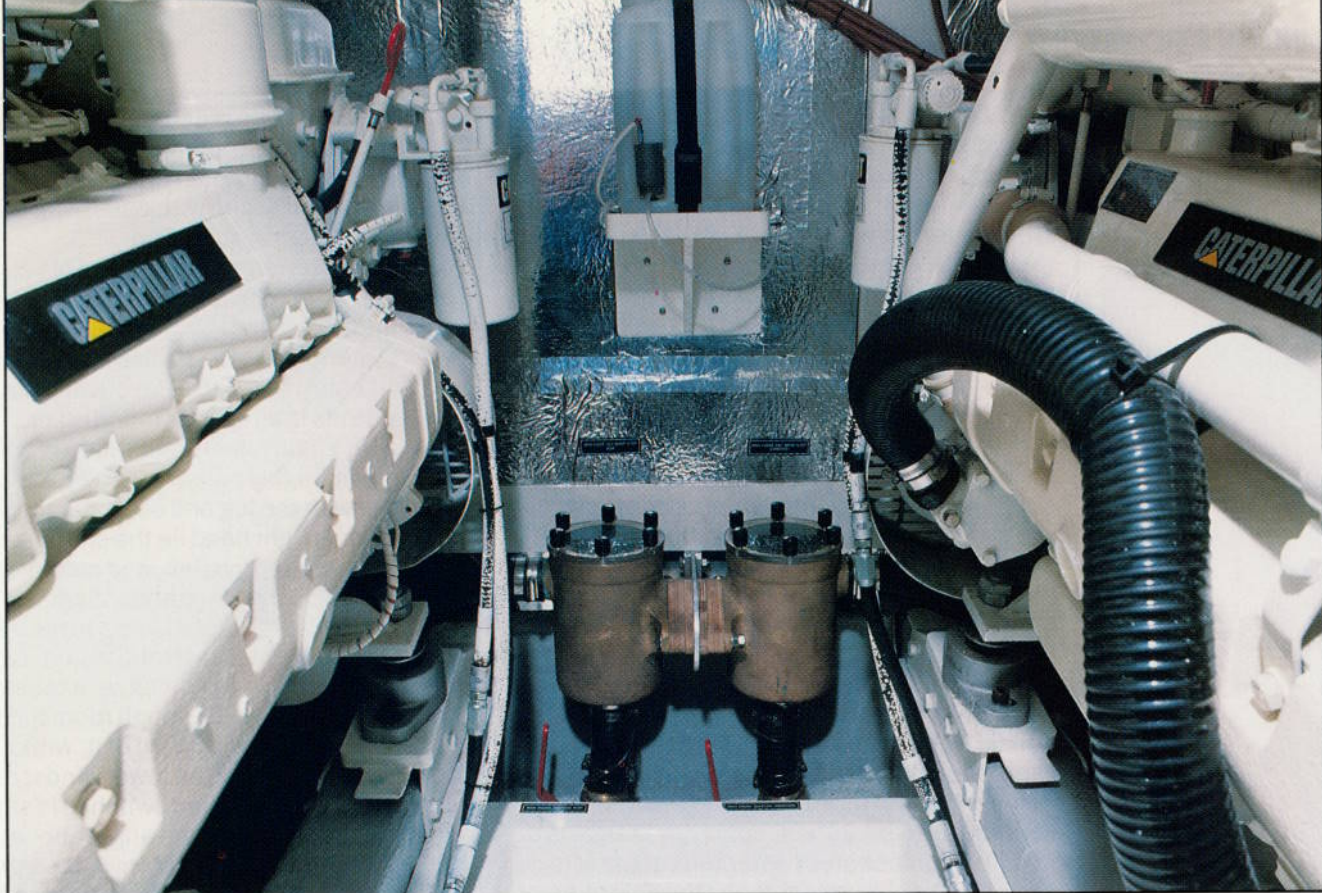


table. Handy mini-cave lockers outboard should keep smaller artefacts safe and sound while, beneath the berth, storage bins are fitted out in varnished woodwork; false bottoms are used as a means of gaining access to the bilge.

Similar dry, clean storage supplements the single locker and draw assembly to be found in the roomy twin-bedded guest cabin. The mirrored panel above the bunk headboards hinges up to reveal the back of the main helm console and instrument heads.

Engines

The main entry to the engineroom is a good-sized, aluminium-bordered hatch towards the aft end of the saloon, although further smaller hatches in the settee bases improve access to areas outboard of the engines. The installation on our test boat was a pair of Caterpillar's highest-rated V8 3208TAs producing 425hp apiece; as alternatives Whitewater offer the same engines in their 320hp and 375hp forms.

The same fuel manifold system that we found on the Wolfe has been adapted. A common tank with its bank of labelled fuel cocks allows each engine to draw and return from either of the two 200gal (910lt) aluminium fuel tanks. These are sited outboard, and are the only surfaces not clad with lead/foam sandwich insulation. Racor diesel/water separators are positioned adjacent to the fuel manifold, which also supplies the fully-encapsulated 9.7kVA G&M generator set. As standard, a 6.6kVA unit would be the normal fitment, the larger set having been installed in case a prospective owner requires air-conditioning.

A central moulded grating — with inspection hatches to the bilge — runs between the engines, these being handed for easy

checking of the day-to-day service points. Additional mouldings shield the coupling, propshaft and log; protecting hands and feet from injury. On the forward bulkhead, clear-topped cooling water strainers are ready to hand for inspection and cleaning. As with the Wolfe, the whole installation and various auxiliaries are soundly found and engineered, exhaust trunking to the transom being supported by sprung stainless steel struts, and hot spots safely lagged, for example.

An electric bilge pump and a pair of automatic extinguishers are fitted, together with a no-nonsense ventilation system that includes a separate extractor to the enclosed battery box.

Handling and performance

Predictably, when the Editor had ordered blue skies and a gentle rolling sea for a front-cover photo-shoot, the low cloud decided to remain a solid, grey mass overhead with the wind increasing from its steady Force 5, and gale warnings for later that day.

Our futher brief was to take the Jaguar off for a few days, but with the weather pattern deteriorating all the time, and discretion being the better part of valour, we stuck to the Solent and its approaches for the duration of the test. However, that is not to say we didn't find sufficient white water for the boat to justify its name, the freshening easterly producing intense, exaggerated short waves, first heaping up to break and at other times lengthening into mini-rollers.

The Jaguar coped well with the confused sea, running reassuringly before the waves although some steady helmwork was required. This was largely at the insistence of our photographer, the close proximity of the

Whitewater Jaguar 43

Engines: twin Caterpillar 3208TA diesels, 425hp at 2800rpm, V8, 10,400cc.

Conditions: wind ESE 5-6, sea moderate. **Load:** fuel 100%, water 100%, crew 2.

rpm	knots	gph	lph	mpg	range	trim	Sound levels dB(A)			
							saloon	fwdcab	ckpt	flybdg
1000	8.0	2.0	9	4.00	1600	1.5	66	68	83	70
1400	10.1	5.6	25	1.81	721	3.5	69	71	88	76
1800	15.0	11.6	52	1.29	517	5.5	74	74	90	78
2200	20.6	18.4	83	1.12	447	5.0	77	77	91	79
2600	25.4	31.1	141	0.81	326	4.5	78	78	91	79
2800	27.8	39.8	181	0.70	279	4.5	80	80	91	79

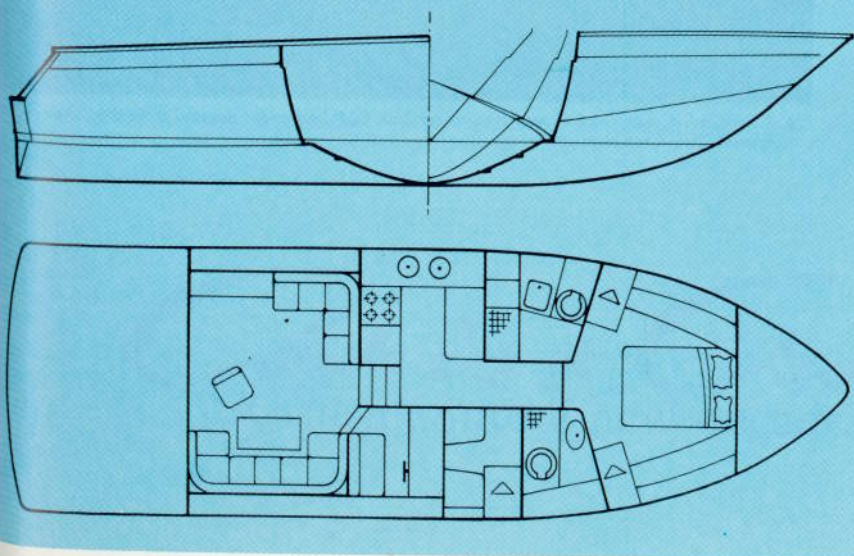
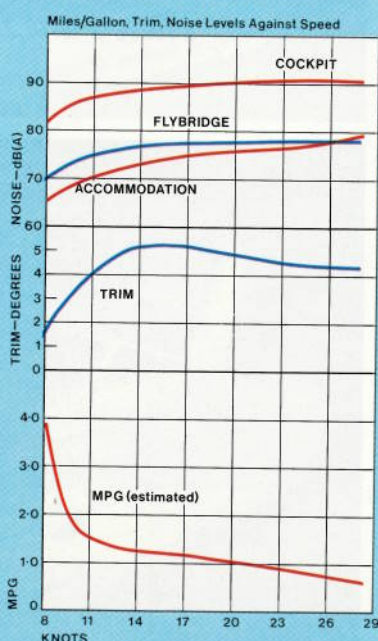
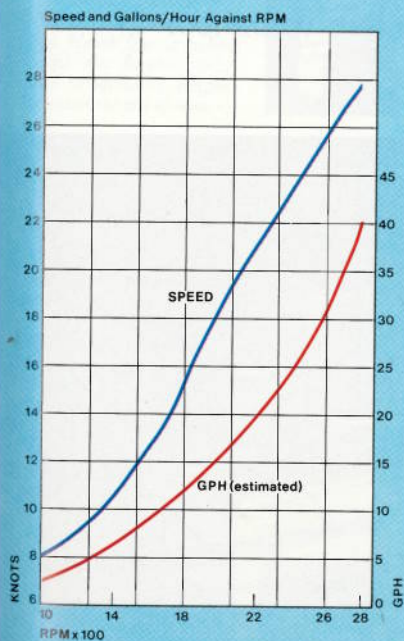
Acceleration: 0-20 knots, 10.2 secs.

Loa	44ft 6in (13.55m)	Displacement	11 tons
Hull length	43ft 1in (13.13m)	Fuel	400gal (1818lt)
Beam	14ft 9in (4.50m)	Water	140gal (636lt)
Draught	3ft 11in (1.18m)	Price ex VAT	from £204,990
			with twin 425hp Cats £214,156

Builder and supplier:

Whitewater International, Hamble Point Marina, School Lane, Hamble, Southampton, Hampshire SO3 5NB.

Tel: 0703 453071.



photoboot requiring a more precise course than normal use would dictate.

Tracking with the seas on the quarter produced few qualms, and tucking the vee into the head seas on our way back up we maintained a commendably comfortable 25 knots. Due to the convex shape of the planing surface, the trim tabs are custom-made by Whitewater. Their high aspect-ratio form worked well, giving progressive, rather than all-or-nothing, alteration of the vessel's trim.

Having returned to a more placid Southampton Water, we conducted our usual test runs, obtaining just under 28 knots at full throttle. On outright performance, Whitewater claim a knot or two more, and from the 850hp stacked up below this would not seem unreasonable, bearing in mind that we had full tanks, a modicum of cruising equipment already aboard and an unkind cross-wind over our test area.

Consumption figures for a pair of these fully-blown Cat 3208TAs are just under 40gph (180lph) at full rpm, giving somewhere in the order of a 280-mile range if you ran the tanks right out. Throttling back to a steady cruising 20 knots at 2200rpm turns up some economical figures: consumption down to around 19gph (85lph), an estimated 1.1mpg, and a creditable range of well over 400 miles. Running at a faster cruising 25 knots dips these figures to 0.8mpg and 320 miles respectively.

The problem with the screen restricting visibility from the flybridge is easily resolved, and we can report that the interior helm suffers from no such inconvenience; visibility is excellent all-round whilst cruising, with an unobstructed view over console and bow.

Nor could we find fault with the interior noise levels. At our 20-knot cruising speed we measured 77dB(A) in the saloon, and the same unobtrusive level around the sleeping accommodation. Full throttle and 2800rpm increased this to a still reasonable 80dB(A). The aft deck was a slightly different story, the high exhaust bark quickly giving 90dB(A) even at quite low revs, and Whitewater are considering fitting a down-angle at the transom to shed the exhaust into the wake.

Conclusion

On introducing the Whitewater range, Westerly admitted their intention was not to lock bow-rollers with the established high-volume manufacturers, but to concentrate instead on producing high-specification purposeful craft for the individual. The success of the Wolfe testifies to the success of this policy, and they look set to build on this with the Jaguar.

Obviously, with any brand new product, there will be modifications and changes, but on our first encounter with this alternative British boat we were impressed with the thoughtful and seamanlike approach adopted throughout. That is not to say that the 43 lacks any style or creature comfort; these attributes are second in importance only to the thoroughness of build and finish.