

Scandica 21 Sportster

Nick Burnham sees if this distinctive Swedish model lives up to its name

THE LOWDOWN

A new name in the UK, but Scandica has been in business



for over a decade. As the 21 is put through its paces, can it put the 'sport' into Sportster?

SO GOOD

- Fast and fun
- Remarkable high speed turning circle
- Cool looks

NO GOOD

- Lack of oddment storage at helm
- Throttle hard to modulate at low planing speeds
- Incomprehensible engine gauges

CONTACT

finedesign-marine.co.uk

'Sport'. Surely the most overused label in the automotive industry, where fitting a set of oversized wheels and removing the suspension of a dull diesel hatchback seems all that is required to earn the platitude. It's the modern equivalent of 'GT', which looked great on the back of a Bentley in the seventies but less convincing on the rump of an Austin 1300. It's beginning to pervade the maritime world too; anything capable of more than 20 knots is in grave danger of 'Sport' nomenclature. Which is why I approached Scandica's 21 Sportster with a healthy degree of scepticism.

Certainly from the outside it looks pretty sporty. 'Love it or hate it' pale blue topsides (I love it; other colours are available if you don't) set off a minimalist, yet elegantly low, profile. Flared bows and a sweeping sheerline dipping below the bathing platform add a touch of class. A chunky black D

section fender around the rubbing rail is a practical Scandinavian touch (Scandica is a Swedish company although as is so often the way these days, the boats are actually manufactured in Poland). The sleek centre console, finished in a hue to match the topsides, is topped by a wrap-around screen that looks like a motorbike fairing.

Seating layout

On board the layout is equally simple. Seating forward of the console surrounds a table base to allow a circular table to be fitted or can infill to create a sunpad.

Back aft is a straight bench seat across the transom with a lifting centre section giving access to a large storage locker. And in the middle is that walk-around console, complete with a pair of comfy looking bucket seats mounted on swivel pedestals so that they can face aft. There's

even a (very) small cuddy under the console, upholstered to offer occasional sleeping, although you'd have to be keen and sleep solo or stack vertically. More usefully, it provides terrific dry storage, space for a chemical loo and somewhere to get changed for swimming or waterskiing. The helm is as stylish as the rest of the boat, but marred by a complete lack of oddment space and fiddly engine gauges (the latter not Scandica's fault, engine manufacturers seem to be competing to see who can foist the most fiddly and

incomprehensible LCD gauges upon us). A grab rail is sorely needed, but production boats will get one wrapped around the screen top as standard.

All well and good, but is it a 'Sportster'? We've got 150hp worth of Evinrude E-TEC on the transom, one of the new

"The ride is pretty good for a small fast boat"



PHOTOS: Nick Burnham



Seating forward of the console where a circular table can be fitted



A pair of comfy looking bucket seats aft on swivel pedestals



Flared bows and a sweeping sheerline add a touch of class



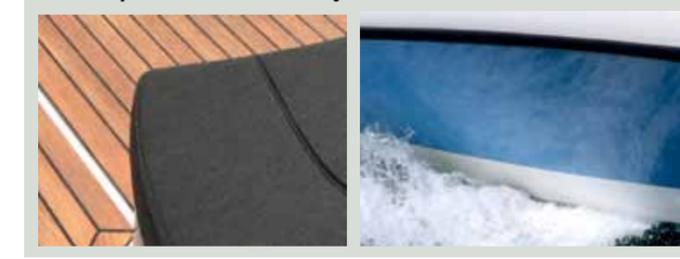
A stylish helm, but fiddly engine gauges



The small upholstered cuddy

IT'S IN THE DETAIL

The 'deluxe' spec of our test boat adds Sunbrella upholstery, teak laid cockpit sole and a vast array of hull colour choice.



generation of ultra efficient two-stroke outboards. It's 50hp down on the maximum allowable but there is absolutely no shortage of power. Full throttle kicks the boat onto the plane in seconds, and keeping it pinned gives genuine 40-knot performance. It sounds fantastic too, with a wonderful hollow two-stroke yowl – 200hp on this boat must be bordering on scary! The ride is pretty good for a small fast boat and the console offers reasonable protection, although the stiff Force 5 breeze of our test day manages to throw some spray at us. And the handling is remarkable. Drop the speed back, wind on full lock and gun it and the Scandica spins around almost in its own length like a jet ski!

For once then this is a boat that really lives up to its label, combining genuinely sporty performance with a really lively drive. Fine for families and fun for a blast with 'the lads' – a great combination.

SPECS

Build:	GRP
RCD:	C
LOA:	20ft 4ins (6.3m)
Beam:	8ft 2in (2.50m)
Fuel:	37gal (170lt)
Engine:	Evinrude E-TEC 150hp outboard
Price:	from £26,700 inc VAT

VERDICT



A boat that lives up to the promise of its name, the 21 Sportster looks good and goes great!

8/10