



LEFT: The transverse wetbar can also be specced with a bait well MIDDLE: The port gate and fold-down benches create loads of versatile cockpit space RIGHT: There's room at the helm for a trio of offshore seats

A TALE OF TWO PARTIES

The bow is one of this boat's key selling points and it's very easy to see why. At its heart sits a pair of spacious central sunbeds, built into the coach house roof with fold-down armrests. Ahead of that, a U-shaped seating unit wraps around the forepeak, orbiting the leading edge of those sunbeds, while leaving enough room for the side decks to continue unbroken from port to starboard. While most boats tend to come with a couple of go-to seats that everyone fights over, that issue is elegantly sidestepped here, thanks to a pair of clever backrests at the trailing edge of the benches. By simply folding them out, you create what feels like six corner seats in a single space, enabling everyone to cosy up around the optional bow table in real comfort.

The foredeck's natural separation from the aft cockpit creates a lovely sense of intimacy up here but there's no feeling of tightness or confinement. On the contrary, the beam comes so far forward that there's plenty of space to jump off at the broad forepeak on either side of the anchor. You can use optional infill cushions to create a huge forward sunpad or you can erect an optional sunshade for a sheltered meal. And the fact that the integrated sunbed hinges up in its entirety means you can bung all kinds of gear down below without having to navigate your way down the port steps. In short, if Jeanneau introduced a fridge option up here, this would be pretty much the perfect bow lounge.

Moving back along one of two side decks, you find yourself in the aft cockpit. Perched behind the transverse wetbar, it maximises space by means of a single port access point and a set of folding benches. The aft and starboard benches come as standard but you can also spec a folding bench on the port side and that works really well. It means you can leave the aft deck wide open for fishing or for the carriage of bulky gear, safe in the knowledge that you still have the integrated bow lounge ready and waiting. And if you rig both zones as dining areas, you have plenty of space to sit the entire ship's company of 11 around the fore and aft tables.

If fishing is your thing, the starboard side of the wetbar can be specced with a glass bait well, and the fact that the T-Top is so elevated means that the rod holders are kept well above head level. It does take a bit of work to load your watersports gear onto that lofty T-Top because you have to clamber onto the gunwales to reach it. Robin is conscious of this and is working towards a solution. What already works really well, though, is the port side of this boat. While the WA model comes with

a fold-down terrace to compensate for its relatively restricted day boating space, the CC model uses a simple side gate with a fold-out ladder concealed beneath a hatch in the deck. This is a particularly handy feature because, in addition to providing an extra boarding point from the pontoon, it means you can sit yourself in the aft cockpit while your kids play off the bow in full view. Better still, it means they don't have to inflict their wetness on your dining zone and they don't have to jump off and reboard in the shadow of those mighty outboard engines.

WEEKENDING ENTERTAINMENT

It was a good day at the office when the designers elected to position the door to the cabins on the port side of the console. The fact that it straddles the space between the fore and aft socialising zones, without being an active part of either, makes it feel much more private as a place to nip to the toilet or change clothes. And it also frees up plenty of helm space for three proper offshore seats and a central wheel, because you no longer need

to sacrifice any room for an open companionway or a sliding door.

The accommodation itself is quietly impressive too. The foredeck sunbed structure provides windows on all

BELOW: With the backrests deployed, the beamy bow lounge is among the very best in its class



It shifts onto the plane with
very little fuss while retaining
commendable grip



There's loads of low-end poke
from those big 425hp XTOs

three sides, generating plenty of natural light down below, as well as perfectly serviceable headroom. The forward owner's cabin also occupies a very decent footprint, with ample space for a six-footer to sleep in comfort and handy fabric linings around the periphery of the bed so you don't wake up with cold fibreglass pressing against your shoulder.

The port heads compartment also puts in a commendable performance with full standing headroom beneath the helm console's raised mouldings and space for a separate shower with a drop-down seat above the loo. But arguably the most welcome surprise comes in the form of the mid cabin. To maximise volume, it nestles right down among the stringers, taking full advantage of the depths of the hull, leaving no volume spare for any storage beneath the bed. But to compensate for that, there are peripheral cupboards and drawers running fore and aft on either side of a bed that provides almost enough breadth to sleep sideways.

MANAGING THE MUMBLES

The Yamaha XTOs use big props to take full advantage of all their prodigious torque and the performance of this boat reflects that. It shifts onto the plane with very little fuss, while retaining commendable grip through hard turns, even in quite lumpy seas. The engines are quite loud though, hitting 90dB from as little as 16 knots and remaining above that level all the way to the top end – and as you might expect, those big 5.6-litre V8s drink a decent bit of fuel too.

At between 20 and 37 knots, the running economy hovers between 4 and 5 litres per nautical mile, which is about a litre more than a broadly comparable boat like the De Antonio D36 Open with twin Verado 400s. But of course, there are other engine options. You can spec this boat with as little as twin V6 300s, in which case you would trade in some of that pace and acceleration. But the promise of lower purchase and running costs, as well as less noise and the shedding of nearly 400kg

BELOW: It might lack the lower deck volume of the WA but its weekend credentials are still very strong



The elements roll across the boat's path without upsetting her composure



(the equivalent of around five men) from your transom might well be enough to seal the deal. That said, with the mighty XTOs growling away at the back end like a pair of ill-tempered henchmen, the Jeanneau's 45-knot top end feels distinctly impressive for a boat of this scale and its performance in a following sea is every bit as striking...

You can plant the stern, elevate the nose and surf your way home with no hint that you're about to be overtaken or thrown off course. It's equally easy in a beam sea at pace, the elements rolling across your path without in any way upsetting your composure. Of course, with its voluminous forward hull shape, moderate bow flare and open deck layout, this boat can get a bit wet but it's only once you turn it into a head sea that you really have to start working your wheel and throttle.

The fact that the beam extends a long way forward (around halfway into that bow cockpit), means it's very easy to get some air when the ramps start coming your way. This is not a boat to cut through a swell and nor is it a boat to let you off with a mellifluous kiss if your throttle work is over-lively. For that reason, we suspect it might actually be better suited to the short chop of the Solent than to the long rolling ramps of the Mumbles. But either way, these performance discussions all need to be qualified in terms of what Jeanneau's design decisions buy you. After all, while this is not a swell-clearing projectile of

a boat, it provides plenty of space for nine or ten friends. You can all sit aft of the helm en route to your favoured beach or anchorage. And when you get there, it delivers a combination of seating, lounging, swimming, fishing and dining facilities that feels way out of proportion to its length.

VERDICT

Notwithstanding De Antonio's award-winning D36, this Jeanneau is about as flexible an entertainment platform as you can get. Equipped with optional tables, seats, infills and sunshades, it's capable of delivering almost cat-style day boating flexibility alongside four-berth accommodation that is easily enough for weekends away. True, as a voluminous day boat, it can feel a bit flighty and firm into a rolling head sea, but used in the right way, it's easy to see why this Jeanneau is the one the dealer chose to buy. **CONTACT:** www.jeanneau.com

ABOVE: Given the volume of this beam-forward design, it handles the rough water pretty well



CENTRAL HELM
The port cabin access frees up the helm for a secure central steering position

SEMI-OPEN
Half side screens work well until you run across a stiff beam wind

DASH SPACE
There's loads of space for up to three chart plotters if you want them

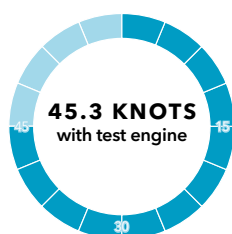
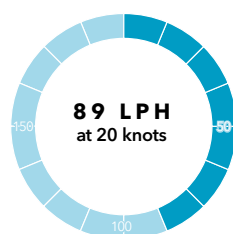
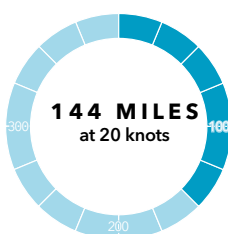
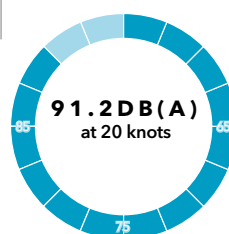
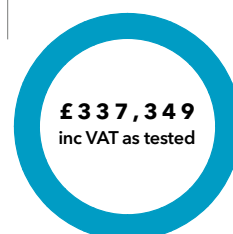


OPEN DECK
Three fold-down benches keep the aft deck wide open

BROAD BED
There's enough room in here for a six-footer to sleep sideways

PORT ACCESS
The port door makes it feel much more private when you head below

BOW SPACE
The forward loungers create the space for a decent double bed

TOP SPEED**CONSUMPTION****RANGE****NOISE****PRICE****SPECIFICATIONS**

LOA 35ft 9in (10.90m)
BEAM 10ft 7in (3.25m)
DRAFT 2ft 4in (0.73m)
DISPLACEMENT 4,582 kg
FUEL CAPACITY 2 x 400 litres
ENGINES Twin Yamaha 425hp V8 XTO outboards
RCD B for 9 people or C for 11

COSTS & OPTIONS

From £278,319 inc VAT and twin Yamaha 425hp V8 XTO outboards
Premier Pack (inc. windlass + extra portholes) £12,417
Comfort Pack (inc. hot water + freshwater loo) £3,381
Upgraded audio (inc. 8 speakers + subwoofer) £4,362
Upgraded electronics (Garmin GSSMAP 1223) £3,986
Forward and aft fibreglass tables £1,513
Bow infill cushions £2,181

PERFORMANCE

Test engines twin Yamaha 425hp V8 XTO outboards

				ECO		FAST		MAX
RPM	2,500	3,000	3,500	4,000	4,500	5,000	5,500	5,800
Knots	8.6	14.6	22.5	27.5	32.0	37.7	42.0	45.3
Litres per hour	51.2	70.1	98.6	120	158	188	274	280
Litres per mile	5.95	4.80	4.38	4.36	4.94	4.99	6.52	6.18
Range (Nm)	108	133	146	147	130	128	98	104

CALCULATED FIGURES based on real-time readings, yours may vary considerably. Figures allow for 20% reserve. All prices inc VAT. 50% fuel, 50% water, 4 crew + safety stores. 17 degrees air temperature, F4 and 3ft seas for sea trial.