

# SAIL

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Jeanneau's sleek new flagship is a real head-turner

## JEANNEAU 57

A STYLISH PERFORMER WITH A VERSATILE INTERIOR BY PETER NIELSEN

Jeanneau has enjoyed a lot of success with its bigger boats. More than 400 Sun Odyssey 54 Deck Saloons were sold in the last five years, and sales of the Sun Odyssey 49 and the 50DS have also been very respectable. There's nothing like capitalizing on a good thing, so Jeanneau turned to Philippe Briand, who's designed plenty of quick, large cruising boats, for the first two models in its new Yacht range. The Jeanneau 53 and 57 were introduced last year. The 57 arrived in Annapolis, Maryland, in time for last October's boat show, and we gladly seized the opportunity to take this new flagship for a spin.

### CONSTRUCTION

The 57's hull is laid up by hand in a two-part mold. Layup is conventional, with an osmosis-resistant NPG gelcoat backed up by vinyl ester resin in the initial layers of woven roving and mat, then reverting to orthophthalic resin for the remainder of the laminate. The two-part mold makes it easy to include details like the recessed hull ports and a cove stripe. Traditionally, Jeanneau has used wood floors and stringers, but the latest generation of boats features a molded fiberglass structural grid laminated to the hull.

Beneath the saloon there is an aluminum grid that stiffens the large floor area. Bulkheads are tabbed to the hull bottom and sides and glued to the deck with high-strength adhesive.

The deck itself is balsa-cored, reverting to solid laminate or plywood inserts under deck gear; a full-length liner is bonded in before the deck is craned onto the hull and through-bolted and glued to the inward-facing flange.

The 19/20ths rig is keel-stepped and has three pairs of swept-back spreaders that eliminate the need for running backstays. An in-mast furling main is standard, but a conven-

tional spar is on the options list. Sails are a mylar/taffeta cruising laminate. Counterbalancing the rig is an epoxy-encapsulated cast-iron keel with its ballast slung low in a bulb. There's a choice of deep (8ft 2in) or shoal (6ft 10in) draft keels.

As you'd expect, this is a systems-heavy boat. There are two distinct shore-power installations: a 30-amp connection to service the many 115-volt outlets and appliances, and a 50-amp/230-volt supply feeding the five reverse-cycle air conditioning units, the water heater and the battery chargers.

Ship's supply is also split; a 12-volt system is used for engine and generator starting and to power the cigarette-lighter outlets and stereo/DVD players, while the remainder of the electrics—including the windlass and (optional) bow thruster—and electronics run on 24 volts.

Naturally, the Volkswagen diesel engine is equipped with two alternators, a 120-amp 12V unit and a 24V unit rated at 80 amps. Each system has its own battery bank, and the 24V bank can be doubled in size to 1,000Ah. Most of the interior and exterior lighting is LED.

I was impressed with the layout and installation of the mechanical, electrical and

plumbing systems, and the ease of access to them; this is where having a lot of interior volume to play with really pays off.

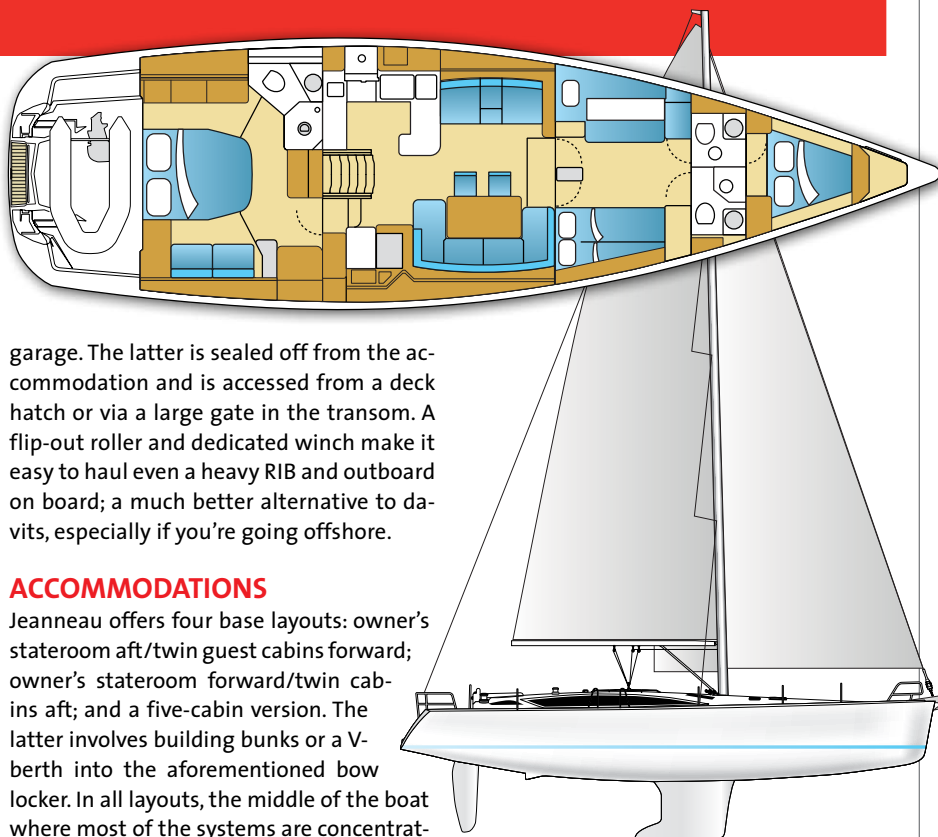
## ON DECK

There is a clean, sleek look to the deck and superstructure. Standing behind the twin wheels, you are afforded an impressive view over the low cabintop and an expanse of almost-flush deck forward of the mast. Sight lines are excellent, and the wide side decks are uncluttered and flanked by long concealed handrails along the cabintop.

The cockpit is party-sized and divided into two zones—one for working, one for relaxing around the large cockpit table that provides an essential bracing point. There's plenty of room for convivial gatherings in port or for off-watch crew to sack out on the long benches on passage.

Twin wheels are set on angled pedestals that increase the sense of spaciousness in the cockpit. The Harken 70 primary winches are located outboard and forward of the wheels, while all other sail controls are led to a pair of Harken 50 halyard winches in the cockpit.

Stowage is always a priority with boats that have bluewater capability, and it's been addressed on the 57 with a cavernous bow locker that can, if desired, be used as a crew cabin, and an equally large dinghy



garage. The latter is sealed off from the accommodation and is accessed from a deck hatch or via a large gate in the transom. A flip-out roller and dedicated winch make it easy to haul even a heavy RIB and outboard on board; a much better alternative to davits, especially if you're going offshore.

## ACCOMMODATIONS

Jeanneau offers four base layouts: owner's stateroom aft/twin guest cabins forward; owner's stateroom forward/twin cabins aft; and a five-cabin version. The latter involves building bunks or a V-berth into the aforementioned bow locker. In all layouts, the middle of the boat where most of the systems are concentrated—galley, saloon, nav station—remains the same. There's plenty of room under the sole for tankage and batteries, and general stowage abounds above, under and outboard of the settees. Light streams in through hatches, portlights and skylights, accentuating the matching veneers of the teak interior. Fit and finish of the interior woodwork and ancillary trim is good, as it ought to be considering Jeanneau's extensive use of CAD-CAM and laser-cutting.

Down to port, the galley has all the worktop area and stowage most seagoing cooks could wish for, divided between a capacious

combination of lockers, drawers, shelves and under-floor bins. The stove is a 3-burner Eno and the excellent, well-insulated fridge and freezer are by Vitrifrigo. These days, the nav station on many smaller boats is often downgraded to little more than a dual-purpose occasional table, but Jeanneau 57 owners will find plenty of room for charts and instrument displays, and the chart table top slides away to reveal a dedicated laptop station. I opened the locker under the comfortable seat to find...a washer-dryer.

I was happy to see that the saloon di-

## ➔ SPECIFICATIONS

**LOA:** 58ft 4in

**LWL:** 50ft 4in

**BEAM:** 16ft 4in

**DRAFT:** 8ft 2in (std), 6ft 10in (shoal)

**DISPLACEMENT (LOADED):** 59,810 lbs

**BALLAST (STD KEEL):** 13,488 lbs

**SAIL AREA (STD RIG, 100% FT):** 1,571 ft<sup>2</sup>

**SAIL AREA/DISPLACEMENT RATIO:** 21 (medium cruiser)

**DISPLACEMENT/LENGTH RATIO:** 209 (moderate)

**BALLAST RATIO:** 28%

**FUEL/WATER:** 15/246 gal

**ELECTRICAL:** 4 x 120Ah gel cells (24V);  
1 x 50Ah cranking (12V);  
1 x 60Ah domestic (12V)

**ENGINE:** 140hp Volkswagen turbo diesel

**DESIGN:** Philippe Briand Yacht Design

**BUILDER:** Jeanneau, Les Herbiers, France.  
Jeanneau America, 410-280-9400, [jeanneau.com](http://jeanneau.com)

**PRICE:** \$598,775 base, includes furling main and genoa, windlass, instruments, FOB Baltimore or New York



There is plenty of lounging room in the comfortable saloon



There's no shortage of space in the cockpit. Right: powered winches are an essential option



nette continues the trend toward right-angled seating. The curved seats that were in vogue for so long might look good in brochures, but they sure are uncomfortable at sea. Not only will the large settee opposite make a great sea berth, but its midsection swings inboard to reveal a wine locker and a little table to rest your drink on.

The boat we sailed was the aft-stateroom, three-cabin version. The stateroom, as it ought to be on a boat of this size, is almost indecently roomy. Well lit, well ventilated and generously endowed with stowage, it also has reasonable headroom, which is not always the case on aft-cockpit boats. One unusual feature is the pair of large escape hatches—as per CE regulations—that open into the cockpit just ahead of the wheel pedestals. According to Jeanneau America's Paul Fenn, these are quite the hit with young children.

I've seen convertible forward cabins on smaller boats in the Jeanneau range, but not

to the scale of the one on the 57. The bulkhead dividing the twin cabins can be demounted in a matter of minutes, and the components stow neatly away under the bunks. The ability to transition from two spacious cabins to one enormous one adds a good dose of versatility to the boat, especially if you usually cruise as one or two couples. I suspect that unless an owner needs a skipper to help sail or manage the boat, the sail-locker-cum-cabin in the eyes of the boat will be best devoted to stowage.

### UNDER SAIL

A sunny Chesapeake afternoon with around 8-10 knots of breeze greeted us as we eased the big Jeanneau out of its slip. Making sail involved copious use of thumbs—the headsail furler is electric, and our test boat had electric sheet and halyard winches. These are options, but I cannot imagine an owner not ordering them, because that's one big genoa to have to grind in. The standard furl-

ing mainsail proved to have plenty of power for the conditions, but owners with a lust for more speed can specify the optional Classic rig with a fully battened mainsail and hydraulic backstay tensioner.

It had been a while since I'd sailed a boat this size, and I enjoyed the sensation of power as she leaned to the breeze and began to accelerate. The feedback from the twin-wheel Goïot steering system was fine; the helm felt sweet and balanced, and it did not take long to get the boat into its groove. Close-hauled, she made a whisker under 7 knots in 8-9 knots of true wind. Close-reaching, she loped along at an unfused 8 knots. Her theoretical hull speed is 9.5 knots, and she'll easily surpass that in strong reaching conditions; the polar diagrams show downwind speeds of over 14 knots. She tacked through 90 degrees with little effort on the part of the crew and was quick to pick up speed out of the tacks.

Equipped with remotely adjustable genoa lead cars and low-friction, mostly Harken deck gear, the boat is well set up to be sailed hard by a small crew, although you could as easily have half a dozen people working in that long cockpit. I did not much like the mainsheet setup, with the sheet led through blocks mounted port and starboard on the cabintop instead of a traveler. The sheet takes so many turns en route to the cockpit that not even the roller-bearing blocks could take all the friction out of the system.

### UNDER POWER

Peering into the engine bay, I was surprised to see a white engine instead of the usual Yanmar gray or Volvo green. Jeanneau has turned to Volkswagen for its big-boat diesels. The 140hp turbocharged 5-cylinder engine, a marinized version of the Jetta powerplant, has plenty of torque and runs smoothly, with a minimum of vibration. On deck, only the tachometer betrays the fact that the engine is running. The boat turns quite tightly for a vessel of its size, but the Max Power bow thruster will be much appreciated in close quarters.

### CONCLUSION

This is an attractive boat with a lot to offer a couple looking for a long-legged, fast offshore cruiser. It can be sailed by a crew of two but won't feel crowded with eight or more on board. The base boat is by no means Spartan, but you'll need to dip liberally into the options list to end up with a boat as easy to manage and as well appointed as the one we sailed. *AIL*



Palatial accommodations in the owner's cabin; note the escape hatch