

# Jeanneau Prestige 350

Out go the shaftdriven Prestige 32 and 36, in comes the new sterndrive-powered Prestige 350 REPORT BY CARL RICHARDSON

For exclusive footage of the test visit [www.motorboatsmonthly.co.uk](http://www.motorboatsmonthly.co.uk)

PHOTOS: WILLIAM PAYNE



## The brief...



Entry-level flybridges are like budget luxury hotels, in that you rarely find one you'd like to spend time in, but this 350 looks the real deal. Can it deliver the right

mix of interior and on-deck space? **Carl**

**LOA:** 35ft 8in (10.8m)

**PRICE:** from £203,795

**TOP SPEED:** 30 knots

**BUILDERS:** Jeanneau

**ENQUIRIES** [www.jeanneau.com](http://www.jeanneau.com)

**J**eanneau practically built its motorboat reputation on the Prestige 36 and 32. Both boats offered lots of affordable flybridge cruising ability and were hugely popular with buyers. But now they are gone. In their place Jeanneau hopes to fill the sizeable hole they leave with one new model. It's got a big job to do but if the yard has got it right, the 350 could dominate an entry level flybridge market crying out for some class.

## Design and build

The Prestige 350 (don't call it a Jeanneau, it upsets the yard's marketing people) is a completely new design from the keel up. Gone are the old, fluffy and friendly Prestige curves, now the exterior lines are sharply defined and far more confident. Viewed from astern the boat looks big, the cockpit and flybridge overhang exuding 40ft class. Up top you no

longer feel like you are aboard a sportsfisher upgrade, it's far larger than the one found on the Sealine F34, a boat with far less beam, and the Bénéteau Antares 36.

The interior is similarly sophisticated and spacious. The saloon layout has switched from the old 32 and 36 models with the main seating now over to starboard. Jeanneau has worked in lots of those fun hull-side windows we saw on the Leaders, so the entire boat, but especially

the cabins, always feels light. The finish is more grown up too. There are still plenty of mouldings to look at but black vinyl linings, soft touch coatings, matt-finish cabinetry and just a lot more thought and detail give the 350 a more expensive look.

But most significant of all is that decision to swap good old-fashioned shaftdrive power for sterndrives. A decision that, in theory, means the 350 benefits from more space for

accommodation and stowage, while also delivering greater, more efficient levels of performance.

However, it can't be overlooked that the old Prestige models were loved for the intuitive, balanced handling that shafts gave them, so this boat must get the tricky flybridge/sterndrive mix spot on if it's to equal the boats Jeanneau want it to replace.





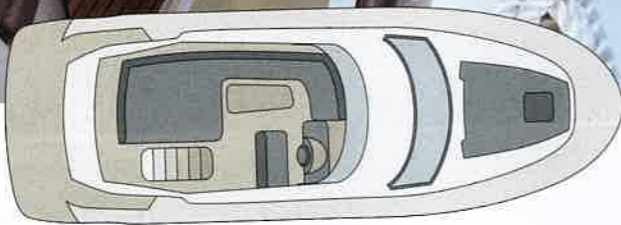
COCKPIT

## On deck

Lots more space and spec for the new Prestige

An asymmetrical deck design gives you a huge 14in wide deck to starboard, with a still useful 9in to port. A good 7in of toerail makes it feel very safe as you walk forward.

In the cockpit the triple doors and flybridge ladder open up the aft of the boat and you



gain plenty of stowage from the aft seating and a separate under-sole locker.

Once up the ladder, a far larger and so more easily accessed hatchway leads you safely onto the flybridge, which boasts plenty of seating and lounging space. The layout mirrors that of the Prestige 400, with a long spread of seating to port and a Sealine-style back

rest that drops to form a sunpad aft.

Jeanneau claims it has supplied a helm seat for two but unless your significant other has recently won a size zero supermodel contest, you won't squeeze two posteriors in front of the 350's helm. An optional drawer fridge can be spec'd below the helm seat.

SIDE DECK



Poorly positioned filler caps are a slip hazard and allow diesel spills to run aft into the cockpit

FRIDGE

FLYBRIDGE



## Interiors

Sophisticated interior but master cabin struggles

Accessed via triple cockpit doors, the saloon is bright and spacious (yes, I know we always say that but this one really is for the size of boat). The large amount of surrounding glass is helped by Jeanneau's decision to fit a simple ladder rather than a proper moulded flybridge stairwell.

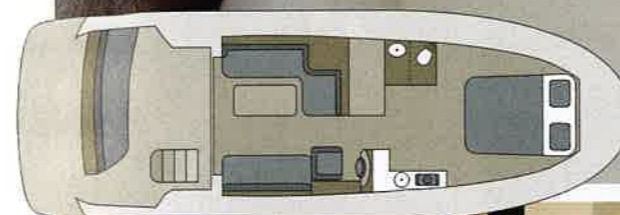
Like its predecessors, the 350 has facing saloon seating which can easily and very sociably look after six adults. The view aft is great through those triple doors but sadly you can't quite see out through the side windows. The saloon is dressed to impress with the kind of detail and cabinetry featured on the Prestige 500S. For example, a few years ago you'd have got a bit of stowage under the lift-up seats, now you get an upholstered pull-out draw to access it. There is also a neat corner unit and another little locker by the cockpit doors while a simple pull-out backrest reveals the TV.

It's the same story for the two cabins. Both feel more refined than the Prestige 32 or 36, with more detail to go with the good stowage Jeanneau always delivers. The hull-side windows add a bit of glamour for both quarters too, even if the sheer size of the outside window area doesn't quite translate inside the boat. For the mid cabin there's a useful little seating area by the hull-side window and a big fixed double berth. The fuel cut-off mysteriously appears here too but we understand these will be moved to a more accessible part of the boat.

From here the biggest issue is the amount of space allocated to the galley and the master cabin. The forward master has double doors to help open it up more but it ends up feeling pinched at the foot of the bed, whereas the galley has room to spare. A few inches shaved off the galley's floor area and donated to the master would have made a big difference. Given that this is a new model with the engines sited further aft, the gains below decks are minimal. Jeanneau says it can't change the proportions forward but it will create more space for the shower compartment by shifting the Perspex partition aft a couple of inches.

"You won't be squeezing two onto this helm seat"

SALOON



WASTED SPACE



STORAGE



STORAGE



STORAGE



HIDDEN TV



GALLEY



TOILET



MID CABIN



MASTER CABIN



MASTER CABIN SPACE



MASTER CABIN



"Powering up quickly, we hit 20 knots in 14 seconds"



## Performance & handling

Fitting sterndrives means that owners have the option of joystick control. Now, in the past, we haven't been the biggest fans of this joystick system. It's harsher and less intuitive than the IPS version but costs about the same to option in, however here it does make sense. The 350's keen pricing makes it more affordable, while a 35ft flybridge's stature – tall air draught, short hull – is never the easiest to control at slow speeds when the wind gets up, so the ability to

hold station or manoeuvre more simply becomes more valuable. That said, the 350 doesn't feel like it needs much help. We almost want to tell you it doesn't feel as planted as the old shaftdrive 36 but if we did, we'd be lying. The new Volvo Penta D3s are smooth and powerful, moving the boat around with ease. Powering up quickly, we hit 20 knots in 14 seconds and went on to reach a very comfortable 30 knots. Pull the revs back from their 4000rpm max and the hull feels balanced

at 3300rpm and 22 knots, returning a 200-mile range with plenty left in reserve.

The sterndrives really come into their own when applying helm, the 350 turning smartly and always with great assurance. There's very little to worry about and unless you really want to go in search of the last few knots, the leg trim requiring only minimal adjustment. This new Jeanneau hull also rides softer upwind and loves to run with the wind – its broad bows rising up and pushing out huge wings of spray.

## From the helm

Well-dressed helm but it lacks thought



Like many flies we've tested of late, the protection for the skipper at the upper helm could do with an extra layer of guardrails. It's also a bit of a stretch from the helm seat to the throttle controls but otherwise it works well with a bits tray, space for a 9in plotter and a compass dead ahead.

The lower helm is lifted by the console's soft touch coating but it's a shame the single helm seat isn't adjustable. Similarly its raised position warrants an armrest to help keep the skipper in situ. One oddity is the curved top adjacent to the lower helm (this provides headroom to the cabin below), had it been kept flat it could have been allowed to function as a chart table.

On visibility, the forward screen looks a little tight but underway the view forward is actually pretty good. One thing both helm stations benefit from is the new Volvo Penta throttle controls, which look and feel superb.



## Specification & value

Sealine's stern-driven F34 is a useful reference point, starting at £217,000 for a boat that feels smaller in most areas. The Bénéteau Antarès 36 is the closest rival offering beefy shaftdrive power for a similar price. Of the others, the majority fall into sportsfisher territory. The Prestige's £200,000 price tag comes with a specification and fitout that are certainly higher than a fisher's. There's a pretty lengthy list of options to add to the Prestige 350's base price though. Jeanneau bundles some of these up into packs but it still leaves quite a bit to add on. The Preference option costs around £20,000 and the Excellence pack adds another £5k for what is really just a cockpit canopy.

Our advice would be to go for the Preference pack and have a canopy made locally to you. You can knock around £10,000 off both these figures if you forego the joystick control but this may affect the boat's resale value.

## Technical data

KEY DIMENSIONS	
BUILD	GRP
RCD	B
LENGTH OVERALL	35ft 8in (10.87m)
HULL LENGTH	32ft 4in (9.85m)
BEAM	12ft 3in (3.75m)
DRAUGHT	2ft 10in (0.86m)
AIR DRAUGHT	14ft 7in (4.44m)
DISPLACEMENT	6.5 tonnes
FUEL CAPACITY	143gal (650lt)
WATER CAPACITY	60gal (275lt)
WIDTH OF SIDE DECKS	14in (35cm)
HEADROOM IN SALOON	6ft 3in (1.9m)
FORECABIN BERTH	6ft 1in x 5ft 0in
MID CABIN BERTH	6ft 2in x 5ft 8in

## PERFORMANCE

Engines	Twin Volvo Penta D3-220
Configuration	5cyl 2.2lt 220hp @ 4000rpm
Conditions	Wind southerly, Force 3, sea state slight
Load	Fuel 75%, water 25%, crew 4

RPM	KNOTS	LPH	GPH	MPG	RANGE	NOISE
3000	17.7	55	12	1.61	180	74
3300	22.0	59	13	1.69	195	75
3500	23.7	66	14.5	1.63	185	77
3800	27.4	79	17.5	1.56	175	78
4020	30.6	93	20.5	1.49	170	79

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality etc. Noise readings in dB(A) were taken in the saloon wheelhouse.

## PRICES

STANDARD BOAT with 220hp D3 diesels	inc VAT £203,795
PREFERENCE (JOYSTICK)	£20,718
ELECTRIC WINDLASS	£STD
TEAK DECKING TO COCKPIT	£STD
HULL COLOUR	£7077
HEATING	£3221
FLYBRIDGE FRIDGE	£810

**BOAT AS TESTED £235,621**



## Enginebay

Jeanneau has delivered a clean, accessible bilge with a neat liner running through it. The new D3 Volvo Pentas look tiny in the enginebay and are easy to get at, mainly due to the fact that the entire aft compartment is left open. While this is good for access, some sort of bulkhead here would make it far safer and more practical for stowage (as the blue bucket ably demonstrates).

## THE VERDICT

Sharp, smart and lots of fun – will this Prestige 350 end up being just a few inches short of greatness? The 350 is well up to the task of taking over from the old 32 and 36, the need for a larger forward cabin is the only blot on an otherwise highly competent cruiser.



## Meet the family



**BIGGER**

**Prestige 400 from £264,790**

LOA: 39ft 10in (12.14m)  
 An aesthetic upgrade of the 39 and stylistically very similar to the 350, but you get a bit more space in every department.



**SMALLER**

**Merry Fisher 10 from £119,765**

LOA: 33ft 6in (10.21m)  
 The largest in the Merry Fisher range, it's a step down in terms of bona fide flybridge luxury but it actually offers pretty much the same layout.

## The rivals



**Bénéteau Antarès 36 from £218,280**

The closest rival, this is a very well balanced but more conservative cruiser. A bright two-cabin interior but shaftdrive power and a galley-up layout results in a slightly smaller mid cabin.



**Sealine F34 from £216,960**

Similarly sterndrive powered, a smaller beam is felt on board especially on the flybridge. Accommodation levels are still good with a master cabin of similar leg if not headroom.