



FACT FILE
Jeanneau
Prestige 30S
LOA: 29ft 10in
(9.1m)
PRICE: from
£115,790
TOP SPEED:
34 knots

Jeanneau Prestige 30S

MOTOR
BOATS TESTED

This stylish and spacious sportscruiser, with its cleverly contoured hardtop, makes choosing your new 30-footer even more of a dilemma

REPORT BY MARK TURLEY

This leading French builder offers one of the most comprehensive ranges of powerboats you're likely to find. Running from inboard pêche promenades, to walkaround sportsboats and upwards through the Prestige cruisers, the range peaks at an impressive 50ft flagship, launched last spring. Making its debut in the same year was this 30-footer, available with or without a hardtop. While it has been built to take on competitors in this niche, the 30S is aimed equally at existing customers wanting to shift up a gear into the sportscruiser market, while staying with Jeanneau. This new model fills the stretch from the weekend 805 Leader to the Prestige 34. We accepted an invite to the South of France to try her out, and even in this location, we ended up glad the boat tested was a hardtop.

Design and build

Designing sportscruisers around the 30-foot mark is a tricky business. Prospective customers expect

to find something distinctly more sophisticated than a roomy weekender, in terms of both space and levels of comfort. The extra length means extra beam. All good in terms of usable volume, which is something the combined design offices of Garroni and Jeanneau have maximised on. Interestingly though, the hull did not tend to slam into the untidy seas we encountered, which is often the downside of being too generous when it comes to length:beam ratio.

Designs from Jeanneau never follow the crowd, and here, as with a number of its boats, the side decks are asymmetric, so you'll notice there's a

little bit more room passing down the port-hand sidedeck, and a little less down the starboard.

Down below, rather than placing the toilet compartment in its usual spot between the fore dinette and the midships cabin, the designers have utilised the boat's beam and set the toilet at the foot of the cabin. This means more space in the forward saloon area. The dinette is more rectangular than vee-shaped, allowing people to sit opposite each other instead of at an angle. Another plus point is the galley, which is more than the usual tight spot to heat a kettle and store the Pot Noodles.

There's plenty of well-matched woodwork here. Even the toilet is worlds away from the usual bland, monocolour mouldings, and the inset lighting rings the changes, by being square-shaped rather than the usual rounds.

Check out the Jeanneau's exterior looks, and the main feature that catches the eye is the hardtop. This is a substantial affair with a solid, motorised forward section, which retracts to expose the helm area to the elements.

The U-dinette is a good sized half-in/half-out set-up. But where you usually expect to find additional seating across from the helm, there's just a rather dumpy, rear-facing lounge and

token wet-bar. This is due to the positioning of the toilet, which encroaches into the cockpit, as it demands greater standing headroom than the amount required over a berth.

Design & build

Good hardtop and layout. Pity about forward seating



Accommodation

Sportscruisers can feel a bit dark and dingy down below but here the Perspex sliding access door is supplemented by an additional fixed clear panel further forward. This borrows light falling through

the windscreen and helps brighten the interior considerably. The short run of open treaded wood steps are easy to negotiate thanks to non-slip strips. Immediately to their left is a smart yet practical galley, complete with microwave and twin-burner gas hob, decent-sized fridge and a



Even in awkward test conditions the Jeanneau Prestige is less 'slam' and more 'softly softly'



A clever take on interior layout delivers a social and practical main cabin with space for a proper galley



Set aft, the toilet and shower impress



The good-sized dinette can be curtained off



You can afford to be generous with the luggage, thanks to extra under-seat storage in the midships cabin

reasonable amount of stowage, including drawers and a bottle cupboard. The stainless steel basin looks small, though – its 10in (25cm) diameter is going to make it tight for most plates.

Thankfully the U-shaped dinette is a good size with a wooden table. It drops to form a double berth in the usual way, but the area can be curtained off for a degree of privacy, as well as shutting out the light. There's stowage within the seat bases and a large locker to port, but a few more inches on the back rests would have provided a deeper fiddle and made the outboard shelf areas more useful.

The midships cabin has a useful area for standing and dressing, and there is clear sitting headroom to the good-sized raised berth. A shallow built-in locker has been added to the seat, but the main stowage is in the large hanging locker adjacent.

Tucked past the galley is the door to the toilet/shower compartment. Headroom is good and although the cubicle isn't huge, it's well proportioned and nicely finished, with a measure of wipe-over wood to lift the usual off-white

mouldings. There is plenty of stowage and a holding tank is included in the standard spec, although it's rather small, housed behind a portion of removable bulkhead.

Accommodation

Smart, practical and nowhere feels too pinched



Exterior

The integrated bathing platform is deep, and for what's often a nondescript area, has been made interesting by a curved transom topped off with a wood taffrail; one of the signature details of the Prestige line-up. It's easy to step aboard, with footfall areas worked in past the curved topsides, but a few grabrails wouldn't go amiss. This lack of handrails becomes more evident as you to and fro from the cockpit up to the otherwise easy-to-move-along side decks. In this instance we're told this is being addressed for production models.

At around 10in (25cm) the port hand side deck averages out at a couple of inches wider than the starboard one. But the latter is functional too, helped by the fact that the coachroof, screen and hardtop all slope inwards to give more space when moving forward.

The hardtop is sturdily built and cleverly contoured to soften its bulk when viewed side-on. Its opening roof section is a full-on moulding and when it's closed you really feel protected. The side screen panels are expansive and give a great view so you don't lose touch with what is going on: a best of both worlds scenario in the conditions we encountered, although it is likely to warm up



The all-on-one-level cockpit keeps things sociable, but only the helm benefits from the open sunroof – and you will struggle to seat two up here

quickly once the sun gets into its stride, and getting a breeze through will be vital for comfortable cruising.

The helm area gets the benefit from the open roof as the bias of the seating is aft due to the intrusion of the toilet compartment across the way. However, the dinette/sunbed is pretty comfortable and with the cockpit being on one level, it's rather sociable. A shallow sink with chopping board has been incorporated into the port-hand moulding and there is a handy, top-opening glove box too. An optional fridge can be fitted under the helm seat to complete the wet-bar. For more general stowage there is a large open space under the lounge, plus a perfect-for-fenders locker in the starboard hand coaming. There is also a useful, lined out lazarette area forward of the engine compartment.

Included in the standard spec is the electric windlass tucked neatly out the way, in the chain locker forward. However, we would have liked to have seen some midships cleats on a boat of this size to supplement those at the bow and stern.

Exterior

Plenty of positives but not much open-air seating



Engine options and access

Jeanneau is sensible in its approach to engine options and doesn't cloud the issue with small alternatives that nobody wants, and are only there to give an attractive starting cost on the price list. Hence, the lone diesel installation offered, is the one people would probably go for

in any case, with a pair of Volvo's compact five-cylinder D3 units rated at 190hp.

For those markets where petrol is less taboo, twin 225hp V6s are on offer. These give similar performance to the diesels, topping out around 34 knots. If you really feel that extra zip is required, twin V8 280s are also available, pushing the hull to just under the 40-knot mark.

Our test boat had the D3s, whose neat size means the installation has plenty of space to spare. For the most part access around them is

pretty good and there is plenty of moulded decking to stand on once you nip over the small bulkhead that cordons off the lazarette. Items mounted on the bulkhead, such as the primary filters, are easy to get at. The only fiddly task was checking the dipstick on the port engine, which was made awkward by the proximity of the deckhead over it. This aside, these engines are readily accessible via the easy-to-lift deck hatch, as are the fillers and header tanks.

The hull handled the awkward seas well and surprisingly comfortably. Given her quite tubby length:beam ratio, there was very little slamming with soft landings, after taking some air over the bigger stuff. She is quick to respond without being twitchy, and we liked the way the hull took care of itself, setting its own balanced



Access to the engines is via the easy lift hatch

Engine options & access

Engine choice limited if sensible; access decent



Performance and handling

Think of the south of France and it is usually topless all the way, as far as testing is concerned. But with a north wind cooling things down, an untidy chop and the odd boat-size hole thrown in for good measure, we were glad of the hardtop. Not that we felt like keeping it closed, as the extra screen height and bimini effect of the open roof protected us from the worst of the wind and odd bit of spray.

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No extra seating by the helm, just this token wet-bar

BOAT REPORT

JEANNEAU PRESTIGE 30S

without the helmsman having to fuss overly. The pin-sharp performance data in these conditions proved tricky, as there was little shelter letting the boat on consistent test runs. But with twin 190hp diesels this is basically a hot boat. As to cruising, 26 or so knots at 1800rpm looks good, while rounding down to 1500rpm gives a lazy, comfortable 22 knots. The helm arrangement is a rather tight two with a slightly mean seat back, but the driving position is good. The racing type wheel and throttles are placed as are the instruments and switches, and there is great visibility from the right round. The roof allows the skipper to stand and stick his head out should he/she wish, and there is a drop down step for the vertically challenged.

Performance & handling
Demanding in handling and a pleasant ride

Specification and value

The price quoted here, starting at near enough £16,000, is for the hardtop version which adds the best part of £8,000 onto the starter cost of the open model. When cross examining prices, bear in mind that Jeanneau's 30S comes equipped with a pair of the highest rated D3 units, while competitors may well start the ball rolling with less potent or less expensive installations.

Specification & value

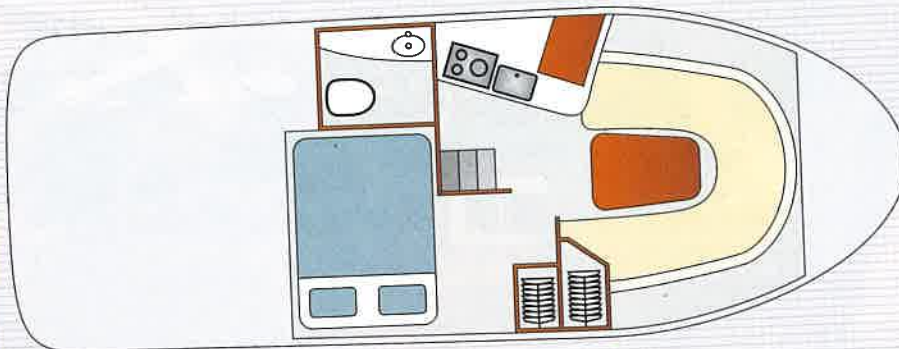
Not too many extras. Good price, even with hardtop

Verdict

The 30ft sportscruiser market has never looked so healthy, and Jeanneau has made decision time harder than ever. Our one misgiving is the port hand helm but generally the space is well used. A final score of 8 out of 10 matches the Sealine SC29's – our test winner – in our recent group test, and suggests the 30S is near the front of a very competitive pack. **8/10**

MBM rating

Jeanneau Prestige 30S technical data



specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	29ft 10in (9.1m)
HULL LENGTH	29ft 2in (8.9m)
BEAM	10ft 9in (3.3m)
DRAUGHT	1ft 7in (0.48m)
DISPLACEMENT	4.3 tonnes
FUEL CAPACITY	108gal (490lt)
WATER CAPACITY	35gal (160lt)

key dimensions

WIDTH OF SIDEDECKS	10in (25cm)
HEADROOM IN SALOON	6ft 2in (1.88m)
SALOON BERTH	6ft 1in x 5ft 6in (1.85 x 1.68m)
MIDSHIPS CABIN BERTH	6ft 3in x 5ft (1.91 x 1.52m)

performance

Engines	Twin Volvo D3-190 DPS diesel sterndrives					
Configuration	5cyl, 2.4lt, 190hp at 4000rpm					
Conditions	Wind NE'ly, force 4, sea untidy chop					
Load	fuel 50%, water 90%, crew 4					
Rpm	knots	gph	lph	mpg	range	noise
2400	11.8	4.8	22	2.46	212	–
2800	19.2	6.6	30	2.91	250	–
3000	22.2	8.4	38	2.64	227	–
3400	26.6	11.9	54	2.29	197	–
3800	31.0	14.0	64	2.18	187	–
4000	34.1	18.0	82	1.89	163	–

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



There's great visibility from the driving position



The no-fuss hull sets its own balanced trim

prices

STANDARD BOAT (inc hardtop)	inc VAT
with twin Volvo D3-190 DPS	£115,790
BOW-THRUSTER	£3424
HEATING	£3014
ELECTRIC WINDLASS	standard
TRIM TABS	£1491
SHORE POWER	standard
ANTI-FOUL	£750
COMMISSIONING	included

BOAT AS TESTED £124,469

prices supplied by Southern Motorboats Tel: 01489 565444. For full dealer listing go to www.jeanneau.com.

the rivals



SEALINE SC29

From £132,080
Hardtop not as sturdy at the Prestige (it's roll back canvas) but opens up the cockpit fully. Great cabins and social cockpit. Price with twin D3s. Tel: 01562 749100 www.sealine.com



BAVARIA 30

From £109,000
The replacement for the popular 29 has not had time to prove itself, but a new cockpit layout will only add to its kudos. Price with twin D3s. Tel: 02380 450025 www.ancasta.co.uk



SESSA 30

From £113,000
If you are looking for an open boat the Sessa is a great all rounder, with a big boat feel cockpit and a comfy internal layout. Price with twin D3s. Tel: 01932 571155 www.bateswharf.com