

# Jeanneau Prestige 42S

**MOTOR  
BOATS  
TESTED**

BOAT REPORT

**JEANNEAU 42 SPORTOP**



**FACT FILE**  
Jeanneau 42  
Sportop  
LOA: 43ft 9in  
(13.36m)  
PRICE: from  
£252,296  
TOP SPEED:  
34 knots

“The clean, uncluttered topsides and side decks are pleasing to the eye”

**Has Jeanneau managed to fit 50ft accommodation and twin IPS drives into a 42ft boat, and still keep the cost down? MBM went on a mission to find out**

REPORT BY JUSTIN OLESINSKI

**S**omething strange is happening to big expensive hardtop sportscruisers. The main oddity being that they have stopped being expensive. It used to be that boats like this Jeanneau 42S, complete with IPS drives, a vast interior and sleek looks, were all well and

good but they always cost more than you hoped. Not any more. In MBM's September issue the Princess V45 wowed us with its kudos and style at a knock down price. Now, this Jeanneau, which really looks the business, undercuts even the Bavaria 42HT in terms of price. So, the big question is, does Jeanneau's 42S walk as well as it talks?

## Design & Build

The Sportop shares the same hull as the Prestige 42 Fly and only differs slightly to accept the IPS drives. The tried and tested deep-vee forward flairs out to the shear, aiding spray deflection and adding deck area up top and space for a wide

master berth down below. The clean, uncluttered topsides and deckline are pleasing to the eye with a hardtop that looks integral rather than a bolt on extra. The hardtop body is substantial, especially on the aft flanks, but the vast opening roof section is discreet. On the downside, once the roof is closed the cockpit is quite dark. Jeanneau has told us that it will be adding more height to the already large side screens, perhaps they could add a couple of skylights too.

The quality of build and finish is good, especially considering we tested boat number one. However, we thought the lights, switches and portholes were a little on the mean side, especially in the forward cabin, and it is these

small details that can give a boat a slightly bland atmosphere. Having said that, the 42's superior touches, like the excellent Besenconi drop down table in the saloon and the feature window in the midcabin, lift the quality of the boat enormously.

## Design & build

Tried and tested  
Prestige hull, but  
mean on port lights



## Accommodation

When it comes to interior volume, the 42S has extra helpings from the moment you drop down the stairs into the saloon and appreciate the

extensive (6ft 10in) headroom. The triple skylight overhead helps lift the already spacious saloon and L-shaped galley. A U-shaped sofa is a great social feature for a boat of this size, sitting four comfortably and offering plenty of storage beneath. And the saloon table, supported by a Besenconi gas strut, can be lowered to provide an extra large single berth, should you need it.

The media unit can include an optional LCD TV, which is in a good position to be viewed from all areas of the sofa but it does look like a bit of an afterthought as it isn't integrated with the galley. The galley itself lacks worktop space but it is well







The large square window is a great feature in the midcabin, which boasts plenty of stowage



The midcabin has a dressing table, drawers and an en suite



The good sized master en suite doubles as the day toilet



The full beam master cabin benefits from a 5ft-wide double bed and a massive walk-in wardrobe



The contemporary galley is well-equipped and the media unit enjoys pride of place in the saloon



This triple skylight floods the saloon with light



The saloon table drops to make a large single berth

“The master walk-in wardrobe is big enough for a king and a queen”

equipped with a deep fridge aft, a microwave and a four-point ceramic hob. There's even the option to add a dishwasher under the fridge for £817.

The owner's toilet compartment doubles as the day toilet, which is a good size with a shower curtain to keep the toilet dry. The forward cabin has a lovely 5ft-wide berth and for those of you who haven't mastered the art of 'packing light' do not fear, as the walk-in wardrobe is big enough for a king and a queen. There's even enough room to store a suitcase or two in this vast wardrobe, which is a big plus on a boat of this size and certainly one of the 42's selling points.

Certain 45ft cruisers have managed to offer what amounts to a second, full beam master cabin amidships, but to do it on a 42-footer is a major achievement. By losing a sofa to port and a spare hanging wardrobe, the mid cabin achieves just this. The large square window to starboard makes this second cabin stand out from the competition in terms of space and comfort, offering the perfect retreat for family or guests. And like the forecabin, you can easily read sitting up in bed without feeling cramped. The adjoining

#### Accommodation

Two large doubles and lots of storage in both cabins



shower en suite is just about wide enough to get washed in but it does mean that the whole compartment will get wet if you have a shower, as the test boat wasn't fitted with a curtain.

#### Exterior

One of the first things you will do when you see the Sportop will be to check that you are in fact looking at a 42ft boat and not a 50-footer. At nearly 44ft (13.36m) in length and with a beam of 13ft 7in (4.16m) this is probably one of the largest 42s on the market. The wide beam allows for safe, easy access up to both side decks via practical side steps from the bathing platform. The wider of the two asymmetrical side decks is a standard (23cm) but the flared out guardrails make them seem much bigger. The deep bathing platform runs underneath the garage making removal of a 2.5m (8ft) tender and cleaning of the deck that much easier. Also stored within the outer platform is a huge 12-man liferaft, which is well positioned for an emergency, just as long as you have a couple of strong friends to haul it out!

To port is the bathing ladder locker, the option of a passerelle to starboard will be offered on future moulds, and underneath the two-person sunbed is a useful stowage bin suitable for warps and small fenders. The cockpit sofa



Justin demonstrates that it's best to stand up for the most comfortable driving position



On a cold autumnal day the 42s's IPS system thrived in choppy conditions





The cockpit sofa seats up to six people around a stylish teak table. The bar area to starboard comes with a fridge and sink as standard

comfortably seats four around the good-sized teak table with the bonus of the forward area that doubles up as a sun lounger, as our photographer found out. Close at hand is the bar area which comes fitted with a sink and fridge as standard, with option of a grill and an icemaker.

The helm seat, although wide enough for two, can really only be used as a single seat due to the steering column being centred in the middle. During our test, we spent most of the time

standing up on the drop down footplate, which really needed some non-slip. When seated, we found that the skylight reflected onto the screen and inhibited visibility. The large areas of GRP hardtop aft also create a blind spot when you glance over your shoulder to check for dangers when manoeuvring. This is inherent with most hardtops but it was more noticeable on this test. The imminent window shape change will, no doubt, help to resolve this.

The foredeck also lacks non-slip in front of the screen, which is a pain if you have to change fenders from one side of the boat to the other. And at the bow there is only a chain locker so all fenders need to be stowed aft – again, this isn't a major issue but it is a little bit annoying.

#### Exterior

Great social cockpit but there's a lack of non-slip



Beneath the luxurious two-person sunpad is a useful locker for warps and small fenders



A 12-man liferaft is stored in the bathing platform

#### Engine Options & Access

A small but useful service hatch lies in the cockpit companionway, but the main engine bay access lies beneath the electrically operated tender garage with twin hydraulic rams lifting the engineroom hatch. Here, there is good space above and to the sides of the Volvos with ample room to fit a 5.5kW generator, should you need one. We know this is a well-protected engineroom from the amount of water we took over the stern in a big swell, with no sign of any water intrusion below. There is space to move about freely within the bay, but I would like to see the batteries positioned higher up instead of being in a plywood casing in the bilge. Again, this

#### Engine options & access

Superb enginebay access, but only one engine option



will probably be changed on later boats. There's only one engine option available at present, twin 6cyl IPS500's (2 x 370hp) but this setup is perfectly adequate for the 42S's intended usage.

“There's even the option to add in a dishwasher”



There's plenty of space above and to the sides of the twin IPS drives in this well-protected engineroom

#### Performance & Handling

On a windy autumnal day the IPS system thrived during close quarter manoeuvring with the joystick within easy reach and good visibility to both the bow and the stern. There is still a bow thruster supplied as standard, but this is more a hangover from the 42 flybridge than a necessary back up for the IPS system. Once underway, steering is light and responsive with the 42S going exactly where you point the drives to go.

With the Solent chop turning into something more interesting the Jeanneau's hull rose to the challenge and no matter what was thrown at it the 42S performed impeccably all the way up to its 35 knot top speed, even arrogantly cocking its outboard leg in sharper turns. We found it most comfortable to drive standing up where you can lift the bolster cushion and wedge yourself securely in between the seat sides. One thing to watch out for if you are standing



This luxurious two-person sunbed is a great spot



Lift the bar unit lid to reveal the integral sink



The teak deck runs into the tender garage, which makes the removal of a dinghy that much easier



## BOAT REPORT

### JEANNEAU 42 SPORTOP

at the helm and you take a hefty knock from a wave on the side, is the unforgiving hardtop situated rather close behind your head. A bit of headlining here wouldn't go amiss.

Throttling back to 25 knots the 42S settled into a comfortable, smooth pace, keeping us very dry, which is pretty good considering the choppy conditions. The test boat manoeuvred in true IPS style with the hull trim staying level and tucked in, meaning tabs aren't necessary unless you are

thinking of heading out into some seriously rough weather. The drives are quiet and at top speed conversation was easy with the other passengers, even with the hardtop fully closed.

#### Performance & handling

Thirsty, but quiet IPS drives perform well in the chop



#### Specification & Value

Jeanneau's boats have always looked competitively priced, but the 'on the water' figure could sometimes be a fair distance from the base price. Now, thanks to a far more customer friendly commissioning pack, they are looking like the real deal. The base price of £252,296 includes UK delivery, commissioning and full tanks of fuel. You will need to pay more for antifouling (£1470) but it is a proper prime and paint job. You also get a teak cockpit sole and bow thruster as standard items, and the hardtop roof of course.

The usual extras still apply, with heating, a genset and the all-important joystick to be added, but that still keeps the price to around £280,000. This is cheaper than the Bavaria 42HT and nearly 30k

less than a Princess V42. The bonus of a three year hull and structure warranty, along with a two-year engine warranty, will help give customers the confidence to buy new.

#### Specification & value

Superb base price now gets on-water boost



## Verdict

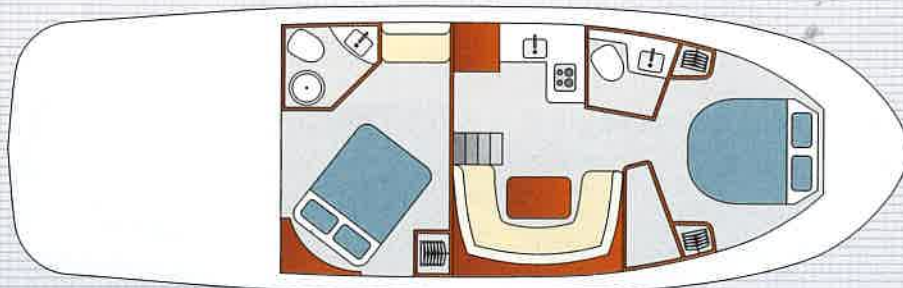
Jeanneau has pulled out all the stops to succeed in this competitive sector. Apart from minor detail issues, the 42 Sportop is a classy and intelligent cruiser with a comfortable yet still lively ride, that will definitely attract boaters moving up into the hardtop market.

8/10

MBM rating



## Jeanneau 42 Sportop technical data



#### specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	43ft 9in (13.36m)
HULL LENGTH	39ft 4in (11.98m)
BEAM	13ft 7in (4.16m)
DRAUGHT	2ft 11in (0.9m)
DISPLACEMENT	9.35 tonnes
FUEL CAPACITY	920lt
WATER CAPACITY	400lt



#### key dimensions

WIDTH OF SIDE DECKS	9in (23cm)
HEADROOM IN SALOON	6ft 10in (2.1m)
HEADROOM IN MASTER CABIN	6ft 2in (1.90m)
MASTER BERTH (width)	4ft 11in (1.52m)

#### performance

Engines	twin IPS500s				
Configuration	6cyl 5.5lt 370hp @ 3500rpm				
conditions	wind Force 4, sea state moderate				
Load	fuel 100% water 50% crew 3				
Rpm	knots	gph	mpg	range	noise
2350	17	17	1.0	160	75
2900	26	24	1.1	175	85
3600	35.2	36	.97	155	90

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 and other issues. Noise readings in dB(A) were taken in the cockpit.

#### prices

STANDARD BOAT	inc VAT
with twin IPS500 (2x370hp)	£252,296
TEAK COCKPIT SOLE	standard
BOW THRUSTER	standard
COMMISSIONING	standard
JOYSTICK CONTROL	£7498
ANTI FOUL	£1470
HEATING	£5100
GENERATOR (5.5kW)	£11,467

BOAT AS TESTED	£283,533
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ENQUIRIES Southern Motorboats Tel: 01489 565444 [www.southernmotorboats.co.uk](http://www.southernmotorboats.co.uk)

#### the rivals



##### BAVARIA 42HT

From £295,168  
The main price rival and another big capable boat. IPS performance matches the Jeanneau 42S, comes with a good spec.  
Tel: 02380 450001  
[www.ancasta.com](http://www.ancasta.com)



##### PRINCESS V42

From £277,124  
The hardy perennial, but what a great looking boat she is. More pace from 350hp stern drives but no hardtop and down on cabin space.  
Tel: 01752 600657  
[www.princess.co.uk](http://www.princess.co.uk)



##### SESSA C42

From £260,190  
New semi-hardtop design and on-board style upgrade adds an enticing edge to this understated Italian. A worthy stern drive performer.  
Tel: 01323 470066  
[www.bateswharf.com](http://www.bateswharf.com)