

Jeanneau Voyage 42

Can a 40ft boat be all things to all men? Jeanneau takes on the impossible to find out

REPORT BY NICK BURNHAM

The brief...



What do you get if you cross a flybridge cruiser with a trawler yacht? No that's not a joke but the latest launch from Jeanneau. I fly to Cannes to answer the riddle for myself. *Nick*

LOA: 44ft 11in (13.70m)
PRICE: from £348,883
TOP SPEED: 27 knots
BUILDERS: Jeanneau
ENQUIRIES
www.jeanneau.com



bit.ly/10FuZVX

Hybrid is one of the buzzwords of the 21st century, along with i-anything and credit crunch. First coming to prominence in the automotive world, hybrid – “a thing made by combining two different elements” – is widely used to describe petrol/electric cars such as the Toyota Prius, which in the interests of being green combines the weight, cost and ecological nightmare of how to dispose of a huge battery bank with a petrol engine in order to create a small car that's almost as economical as a diesel Golf. It's a trick that's been tried in the marine world too, with the diesel/electric Greenline cruisers being the major (and possibly only) success story.

More recently a new form of hybrid has entered the maritime lexicon. This is a simplified hybrid designed to operate at displacement speeds yet maintain the ability to achieve planing speeds, in theory giving the owner the best of both worlds – low-speed economy with some high-speed performance. The Magellano 43 I tested in the April issue is one of the first of this type, offering the looks

and the hull to make slow and displacement speeds feel right, while still offering mid-teen cruising and a 20-knot top end. The Voyage 42 you see here follows a similar concept, but Jeanneau has taken it a step further, keeping the near 30-knot performance of a flybridge cruiser while still looking to deliver slow-speed efficiency and plenty of practical trawler-style thinking. A sort of 'hybrid hybrid' then.

Design & build

The only visual hybrid hint is at the waterline, where an extended forefoot stretches out. It might well help soften the upwind ride but any other benefits are open to debate. It is, however, a design used by commercial craft so clearly has some merit.

But the overall design does suggest a robust and capable vessel. The profile is more wheelhouse than trawler, including traditional elements such as reverse sheer windscreens, a side door to the lower helm accessing deeply bulwarked side decks, and a radar mast rather than an arch. It all integrates so well that you wonder why it hasn't been done before. Actually, it has with the Botnia Targa 44. Of

course that boat costs about a billion pounds and has no real interest in going slowly. Here the price is in line with the current crop of production 40ft cruisers at around £350,000, similar to that of its closest rival the Bénéteau Swift Trawler 44.

Getting on

For once access isn't simply via the (optionally hydraulic) bathing platform because while the gunwales are quite high, Jeanneau has incorporated a lifting section to aid access and also cleverly conceal the diesel fillers. A flat foredeck with sun cushions makes this area entirely useable, useful in a boat designed to operate at low speed, allowing easy use of this space on passage. The aft cockpit is a good size and the single transom door allows plenty of seating. Flybridge access is by ladder and the flybridge itself extends well aft, increasing upper deck space and shading the cockpit.

Jeanneau was clearly hell-bent on designing a serious boat for serious use and the layout inside works hard to let you know it, with the stowage having received more thought than usual.



On deck

Trawler yacht detail is a hit as is the flybridge

The finish, though, is anything but traditional, with a super-clean, linear style encased in masses of glass. The dinette to starboard is fairly typical cruiser fare and the chaise longue opposite offers a great place for the crew to relax with a good book or simply enjoy the vista of the wash stretching out astern during low-speed long-distance trawler-style cruising. The galley-up arrangement forward is a typical trawler yacht touch, allowing easy food preparation at sea, and the double helm's side-access door provides plenty of light and air. Down below, while the two ensuite cabin layout offers adequate space for four, it's clearly optimised for two, somewhat questionably in my opinion.

Given that the boat comes with V-drives – designed to site the engines further aft, so leave more room for cabin-space – the guest quarters are squeezed well back beneath the helm and feel tight. The Voyage comes with twin berths that infill to create a double, but with limited headroom beyond the initial lobby area it's not a great cabin. The reason for this is the two huge storage wells under the saloon sole. Whether you think this is a good use of space will depend on how you cruise. What is inarguable is the generous master cabin forward. A fantastic space, it comes with masses of floor area, plenty of storage and a generous en suite.

The 42's trawler yacht pretensions stretch to deeply bulwarked **asymmetric side decks** which are over 1ft wide on the starboard side (wider than those of a Princess 52), making the whole of the deck area wonderfully accessible, and a **waist-level inner handrail** is far more comfortable than the

usual head-height offering. A **flat coachroof** forward creates comfortable sunbathing and there's another big sunbed at the aft end of the long flybridge. On the flybridge a large and sociable dinette sits opposite a wet-bar that will take an optional griddle. Further forward the helmsman's bucket seat is flanked by a **reversible backrest** to the dinette that creates forward facing seating for two crew and can even be infilled to make a relaxing lounging area that perfectly echoes the low speed long distance ethos of the boat.





Interiors

Great storage but small guest cabin

The onus on the Voyage 42 is very much long-distance, long-term cruising. As a result there is **masses of storage**, most notably beneath the saloon floor, where two vast lockers provide racked storage and even the option of a wine cellar and a full-sized

domestic washer/dryer. As well as the two cabins, the saloon dinette converts to another double berth. Big deep windows encircle the saloon giving plenty of natural light and offering amazing views out. And as if that weren't enough, Jeanneau has fitted three skylights into the forward deckhead above the helm and galley.



From the helm

Easy access side door makes shorthanded cruising a breeze

The **side access door** is the big news at the lower helm. Easy access to the side deck is a massive boon to short-handed cruising. Indeed, it's even possible to stand on the side deck and reach in to



the throttle/shift levers as you guide the boat in. The helm seat doesn't adjust but it's well sited and there is a lift section to aid access out through the door, which means that it's also very comfortable to stand at the wheel leaning against the bolster. Slim mullions and wraparound screens offer **great visibility** forward, although as the helm is

set well back the thicker mullion ahead of the door and corresponding curtain are mildly obstructive. Up on the flybridge a comfortable bucket seat adjusts for reach and the flybridge access hatch is directly behind, aiding visibility for stern-to-berthing. Cummins Smartcraft engine controls are solid and tactile.

Performance & handling

Just like the Magellano 43 hybrid hull we looked at in April, and pretty much every other semi-displacement hull design out there, the Voyage 42 has full forward sections to aid low speed stability, a small keel and that small bulb to the stem to do something or other. The V-drive configuration uses a new single-shaft drop gearbox that reduces the complexity of the traditional twin shafts required to send the power forward then back to the props.

Despite being a nominally similar size to the Magellano, the Voyage 42 is 1ft narrower, not to mention a full 3.5 tonnes lighter and it feels it. A closer comparison comes from the shaftdrive Bénéteau Swift Trawler 44 which has a similar displacement, but the ST44 again feels more planted at slower speeds. The Voyage is happy enough to play the displacement role but where the

Magellano or ST44 feel like they are built for 7-knots cruising with the ability to reach up to higher speeds, the Jeanneau is the other way around, more a fast boat that's able to run comfortably – and look the part – at low speeds. It's a feeling that's echoed in the performance stats. Whereas the Magellano and ST44 are really 20 knot boats, the Voyage, with similar horsepower, is happy to cruise at that speed all day long and tops out at 27 knots.

Equally, the Voyage punts harder into turns, banking like a typical planing boat whereas its rivals prefer a more upright deportment.

However, one behavioural trait is definitely shared – the ability to displace huge chunks of water at higher speeds and deposit them over the boat, clearly a trait of this full-beamed long-waterline new hybrid hull concept. It means that the flybridge is a fine place to be in any sea conditions at low speed or at any speed in calm conditions. Combine the two



from the flybridge at your peril, however.

As ever, increased range or fuel-saving is only achieved by going very slowly. These new hybrid hulls may provide a better ride at low speeds than a conventional planing hull, but they don't provide any real gains in fuel consumption.



Specification & value

The Magellano is an obvious boat to compare with the Voyage 42 simply because it's similar in concept and size. However, it's important to remember that the Magellano is a bigger, heavier three-cabin boat built to a very high standard, so it is entirely appropriate that the Voyage undercuts it by £120,000. Perhaps a better comparison would be the Bénéteau Swift Trawler 44. With smaller engines, the 44 trades increased space in a similar layout for decreased performance and comes in at about £329,000. Against this competitor the Voyage 42 acquires itself well at a starting price of £348,883.

As ever with French boats, there's an extensive options list to dent that headline figure. Just the two fairly essential option packs (Premier and Preference) will set you back nearly £50,000. A pair of trim tabs are a hefty £2759 and even the VHF radio is an extra. And there's plenty of scope for customisation beyond that. Our test boat (admittedly highly spec'd) had an eye-watering £131,000 worth of options, not including the navigation kit.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	TBC
LENGTH OVERALL	44ft 11in (13.70m)
HULL LENGTH	39ft 3in (11.98m)
BEAM	13ft 6in (4.13m)
DRAUGHT	3ft 7in (1.10m)
DISPLACEMENT	10.1 tonnes
FUEL CAPACITY	264gal (1200lt)
WATER CAPACITY	88gal (400lt)
PORT SIDE DECK	14in (35cm)
HEADROOM IN SALOON	6ft 6in (2.0m)
FORECABIN BERTH	6ft 6in x 4ft 8in (2.0 x 1.41m)
MID CABIN BERTHS	6ft 6in x 2ft 1in (2.0 x 0.63m)

PERFORMANCE

Engines	Cummins QSB6.7 – V-drive
Configuration	6cyl 6.7lt, 380hp @ 3000rpm
conditions	variable Force 2/3, sea slight to moderate
Load	fuel 50%, water 0%, crew 4

RPM	KNOTS	LPH	GPH	MPG	RANGE	NOISE
1400	8	24	5.3	3.1	655	72
1800	11	50	11.0	1.0	211	72
2200	15	74	16.3	0.9	190	73
2600	22	94	20.7	1.1	232	76
2800	27	102	22.4	1.1	232	74
3100	27	132	29	0.9	190	75

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 saloon.

PRICES

STANDARD BOAT	inc VAT
with twin Cummins QSB6.7 380hp diesels	£348,883
PREMIER PACK (Twin thrusters, flybridge mast, teak cockpit flooring & LED lighting)	£19,286
PREFERENCE PACK (Aft canopies, cockpit seat cover, foredeck cushions, aft bilge storage, water supply connection & sea water pump deckwash)	£26,697
HYDRAULIC BATHING PLATFORM	£18,568

BOAT AS TESTED £480,562*

*Boat as tested price may include alternative options

Enginebay



A hatch in the cockpit floor directly above the engines makes initial access easy, but the off-set tread ladder and narrow gap between the motors restricts operating space once inside, the ladder itself blocking access aft. You wouldn't want to spend much time down here when the engines are hot.

THE VERDICT

Twenty years ago you could line up five mainstream 40ft flybridge cruisers and such were the similarities that the only sure way of telling them apart was to look at the badges on the sides. Recently we're seeing some real diversification within this market and the Voyage 42 is perhaps the most diverse of all. Combining a displacement-friendly hull with planing performance speed and topping it off with a flybridge cruiser crossed with a trawler yacht sounds like a recipe for disaster. I suspect that only a builder of Jeanneau's size could have taken such a gamble, but it has certainly paid off. It has created a boat that is useful, practical and versatile, but above all offers buyers something genuinely different.

Meet the family



Jeanneau NC11 from £194,024

LOA 36ft 6in (11.15m)

Part of Jeanneau's 'New Concept' breed of sharp looking wheelhouse cruisers.



Jeanneau NC14 from £351,925

LOA 45ft 0in (13.73m)

Practical boat, IPS drives help to create a spacious comfortable interior.

The rivals



Magellano 43 from £438,623

LOA: 44ft 9in (13.63m)

Bigger boat, three-cabin interior, beautifully finished.



Bénéteau ST 44 from £329,382

LOA: 45ft 6in (13.9m)

Big, practical, modern take on the trawler but lacks the Jeanneau's pace.