

ANOTHER ENTRANT
IN THE NEW BREED
OF SPORTY RACER/
CRUISERS, THE
JEANNEAU SUN
FAST 3600 IS AN
ADVANCEMENT ON
HER SMALLER SISTER.
STORY AND IMAGES
BY PHILLIP ROSS.

SIMPLE SHORTHANDER

THE Sun Fast 3600 is an extension of the popular 3200 from Jeanneau. When the smaller sister first came out it was designed to be an easy to sail shorthander, what caught the French boat builder by surprise was its popularity with an unexpected market.

The 3600 is only slighter bigger in length but has evolved from further study of this potential market and shows some interesting developments to enhance its popularity.

So what you end up with is a fast 36 footer with minimal fitout to keep it light, but just enough to make it a comfortable cruising option for the weekend. Mind you the test boat we sailed, in fact competed in the Rolex Sydney Hobart in 2014.

Kraken's owner Todd Giraudo said his decision to upgrade from his 3200 to the 3600 was so he could do the iconic race, "I have owned the smaller Sun Fast 3200 in WA for the last three years and we have clocked over 5500 nautical miles doing the Blue Water Series double-handed. They are great boats but a bit small for a the minimum crew of six for a Hobart.

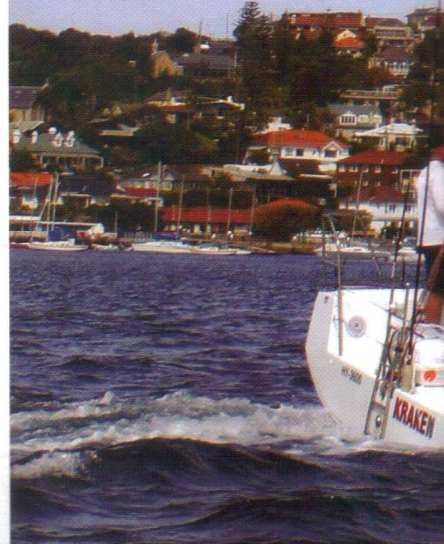
"The 3600 suits double-handed and fully crewed racing. Not too big and not too small. Crew numbers are manageable - particularly when there are only two!"

As to why he decided to stick with Jeanneau Giraudo noted, "it would have been cheaper and easier to purchase a larger second hand boat - however, on going running costs and the hassles of managing a larger crew are not on my agenda."

HULL STORY

At first sight of *Kraken I* was taken by three things: the height of the cabin top, the severity of the chine and the amount of non-waterline stern sitting out of the water.

Leaving the cabin top for later, when looking at the side view of the design and in photos of the boat on the heel, it can be seen that the waterline does not extend to the aft end as would be expected. There are no stem or stern overhangs to speak of but there is a 2.75 metre difference between hull length and waterline length, that is a large







TOP TO BOTTOM:

The business end of the hammerhead cockpit showing foot rests and fine tune lines for trimming. Jib sheet winches forward.

Here can be seen the rounder underbody sections and the sharp chine.

SPECIFICATIONS

Designer	Daniel Andrieu
Overall Length	11.25m
Hull Length	10.8m
Beam	3.55m
Light Displacement	4700kg
Standard Keel Draft	2.13m
Fuel Capacity	75L
Water Capacity	100L
Base Price (as at Dec 14)	AUS\$295261

Review Boat supplied by Performance Boating Sales

number. Beam max appears to form about halfway along the cockpit and carry right to the transom. The hard chine kicks in well forward of the shrouds curving nicely to finish about half way up the stern sides. The result is a nicely rounded aft section curving gently to the harsh chine, instead of the expected flat skiff backside.

Designer Daniel Andrieu was looking to retain the success of the 3200 but take the design principle another step. In fact the 3600 has less wetted surface area than the smaller sister. Its beam is thinner than the 3200 relying on the chine to provide form stability plus Andrieu made the displacement to ballast ratio a hefty 44 per cent. The deep keel finishes in a long teardrop bulb.

Only one metre longer, the 3600 is nearly double the weight of the 3200. But a large mast delivers a fantastic sailplan, ensuring plenty of power to speed with a sail area to displacement ratio amongst the same as skiffs.

The aim is for a boat better in all-round conditions. Whereas the 3200 excelled in heavy off-wind sailing mostly found in shorthanded ocean races, Andrieu had studied the market and aimed the 3600 squarely at sailors who want to go fast but under control in all conditions.

Owner Giraudo agrees "yes - the boat is better than expected. The build quality and fittings are very good and it is pretty much race ready straight out of the wrapper. It drives very similarly to the smaller 3200. It is a faster boat when there is wind, which is apparently quite rare on the east coast for the times we raced in the Blue Water Points Race for CYCA. It is very stable downwind."

Put together, the side on view of the design gave me the impression of a shallow canoe body draft with a deep keel sitting below an oversized hull. When heeled over beating to windward all that non-wetted surface comes into play as the boat sits on its chine and drives forward, hence the need for twin rudders. In a 10.5 knot breeze on Sydney Harbour we cruised along at 7 knots around 35° apparent.

Crack sheets to 60° apparent and we leapt a knot faster, then another knot when we went to a beam reach, 9 knots in 12 knots of breeze two sail beam reaching.

Giraudo opted for the wheels and the steering is indeed easy with minimal strain but no loss of feedback. A steerer can easily push the head up or down a matter

"THE 3600 HAS LESS WETTED SURFACE AREA THAN THE SMALLER SISTER."

of degrees to ensure maximum speed and height are maintained.

Downwind with the asymmetrical up we hit 13 knots and stayed there with the breeze hitting a steady 16 true. An exhilarating feeling. Steering downwind is again provided with good directional stability and I would love to take it out in some surfable ocean swells.

Jeanneau likes to maintain its build reputation and I found nothing to fault this boat. Both hull and deck are vacuum-infused, the hull with a balsa core and the deck with foam sandwich. The hull has a large integrated web frame that is included in the one shot construction instead of laminated on later. You can see the size of the frame in the photo of the steering quadrants aft.

Keel bolts are in parallel and each has its own U-frame washer.

DECK IT OUT

With twin rudders to retain grip on its wide-beamed transom an owner can choose between twin tillers or twin wheels. Giraud chose the wheels.

Those more serious in racing would probably take the tiller option as it allows better distribution of the helmsman's weight and allows the helmsman to reach any of the cockpit's sheet leads if sailing short handed.

The hammerhead cockpit is perfect for crew manoeuvres. Minimum mainsheet trim is easy with a fine tune and back stay coming up between the legs on both cockpit sides. Headsail trim is on the fore corner of the hammer head so well outboard and forward of the main trimmer, yet its bitter ends tail perfectly into the rope bag.

Deck hardware is Harken with the main

traveller across the floor of the cockpit. Instrumentation on the test boat is B&G. The hammerhead cockpit design allows instrument readouts to be positioned within the coaming walls for easy reading by steerer and trimmer.

Side coamings are nicely rounded when facing inboard, however the cockpit seats lacked grip or any grooving to stop feet slipping inboard. Foot chocks for both helm and main trim where both large and well angled.

There is a slot for inserting a removable cockpit table after the sailing.

Halyard winches are either side of the companionway. To keep weight down all lines run along the cabin top not underneath a separate cover, from the deck-stepped mast. Forward of the mast are two hatches above the saloon table and forward head compartment.

A fixed bow prod is a sturdy attachment with a running tack line for asymmetrical spinnakers.

Twin swept back spreaders lead to a shroud base that is well outboard. The high cabin top is quite narrow providing easy access from cockpit to bow.

Both the main and the headsail are hanked on making setting and dropping sails an absolute breeze.

COVER ME

To keep such a high ballast to displacement ratio the interior is light and minimal, just enough to keep anyone happy for a weekend cruise.

It may well have been a tough ride for the six Kraken crew to Hobart but certainly nothing that hasn't been suffered before.

Here again, though, designer Andrieu has employed some clever changes to the standard interior boat layout. First notice is the lack of a forward vee-berth. This was the same as the 3200, with only a head compartment forward of the bulkhead. The bulkhead itself can therefore be more forward than normal. This puts the mast compression post halfway along the saloon table and making the saloon seating along both sides of the hull very long.

The well forward saloon area allows the cockpit to be big. With the cockpit so big the double berths underneath are also quite large. From the removal of one set of berths, the whole layout changes.

On either side of the companionway is the navigation area (port) and the galley (starboard).

Jeanneau Sun Fast 3600



"THE BEST INCLUSION IS THE BUCKET SEATS ALONGSIDE THE COMPANIONWAY."



FROM TOP TO BOTTOM:

Deep and wide chart table with plenty of equipment required to do the Hobart race.

Yep, that is the galley

Excellent access to the steering in the transom, plus a good indication of the web frame strength and construction.

The navigation station is large for such a small boat. The table is big and deep to hold both charts and laptops. On the other hand, the galley is minimal to the extreme. A one-burner stove and a sink and that is it.

Given it is probably only designed to provide a cruising craft for two to four people for a weekend this can easily be prepared for.

The best inclusion is the bucket seats alongside the companionway. The navigator's and the cook's seats face inboard lying back along the topsides and provide a perfect sitting position when heeled for the standby crew off watch. The seats still work when you need to swivel forward and do some navigating or meal prep. A nice innovation appropriated from the short handed division.

Without the obligatory head and bathroom the access to both aft cabins under the cockpit is easy and the headroom is well over two metres in each. Each has a cockpit hatch.

This is where the odd looking tall but thin angular cabin top comes in. From the design standpoint, Andrieu says the high section aids the boat's buoyancy stability, from a crew point of view it gives great cockpit weather protection plus affords amazing headroom throughout the cabin for a sporty 36 footer.

The large aft berths also lead to easy access to the aft steering compartment.

Instead of heavy cabinetry for storage, each cabin has fabric hanging lockers. These are easily removed to become actual sail bags if needed. Behind each saloon berth is an open shelf as well.

The engine room does suffer in this layout. The 15kW Yanmar certainly pushes the boat well enough through the water but its space in the hull is so restricted it actually has a blower fan to keep it cool. Mind you its tight box fit means it is well insulated and little noise carries to the deck or through the saloon.

Giraud and his crew from Perth have enjoyed moving up from the 3200 into this speedier version. Since the Hobart Todd has been looking forward to getting it back to Perth to see if he can replicate his success.

At a base boat price under \$300,000 this boat is hitting the sweet spot for those that like to blast around a course yet still be able to have a comfortable weekend cruise. ✱