

# SAILING TODAY

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JULY 2022 £4.95

## SAIL TO THE SUN

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Practical advice

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**BOAT TEST**

**MINI-SUPERYACHT**  
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# Expanded horizons

The Jeanneau 64 changed perceptions of what a 'big' boat is. Well, things just got bigger with the launch of the new Jeanneau 65. **Sam Jefferson** tested it's successor



Back in 2015 I stepped aboard the all new Jeanneau 64 and took it for a spin. The review I subsequently wrote up made it clear that, though I was impressed with many aspects of the boat, I also thought each manufacturer had gone a little further in producing a yacht just below the superyacht level. I argued that Jeanneau positioned itself as a mass producer was very antithesis of the exclusivity seemed to be chasing with the many hulls sold later and I decided to take a hearty meal of my words. It turns out that a 64 was exactly what the world and other manufacturers such as Hanse, Bavaria and Dufour themselves scrambling to keep up with the trendsetters. I had the idea of a mini superyacht as a tad more accessible option, a Swan 65 is not the crazy originality I thought it was.

Over the seven years on and the 64's production run is finally over, with it replaced by the all new 65. Well perhaps not quite. It's fair to say that this is a continuation of the same. As such, the Philippe Briand design has been retained but the boat has been cosmetically tweaked and a reconfigured bathing platform and dinghy garage giving greater practicality.

**Nothing old, nothing new**

Big investment has been in the deck, with Jeanneau creating a very new deck moulding in an attempt to reconfigure this area. The change being the introduction of a deck that slopes downward towards the aft. This has become a Jeanneau trademark and as a number of benefits, as the side decks feel enclosed and there is no cross and over between the main and the side decks. This is a subtle touch, but not necessarily most noticeable one. That has the fact that the cockpit is a huge. The feeling of space is created by the unusual truncated



step up into the forward section of this space. This step up is actually there to provide extra headroom in the stateroom below, but it does break up the cockpit which conspires to add to the impression of space. It also nicely separates the 'working' end of the cockpit aft from the 'relaxing' space forward.

The aim has always been very specific and that is to create a feeling of being on a superyacht and Designer Andrew Winch along with Philippe Briand clearly worked hard on this. The vast acreage of space in the cockpit points to the fact that Jeanneau anticipates that a lot of time will be spent out here sipping

**ABOVE**  
The dreadnought bow and fixed bowsprit give the boat a contemporary look

**BELOW**  
The bathing platform has been reconfigured compared to the 65's predecessor, the 64

pina coladas and such like. There are twin cockpit tables and these whirr down electrically to create a truly huge lounging space amidships with the addition of a couple of cushions. The original 64 featured an arch above the cockpit with an anchoring point for the mainsheet. This has changed and, although the arch remains an option, you can also have an entirely open cockpit with the mainsheet fixed to a single anchoring point in the centre of the cockpit. The mainsheet is situated sufficiently far aft to ensure the lounging area is unaffected. There is, of course, still the option of a solid arch with the mainsheet attached,

the arch can also be extended to feature a solid bimini that also features a targa top with a canvas infill that slides back electrically when a bit of extra sunlight is required. It's a nice feature that adds a lot of practicality of the yacht.

Further aft, there is an aft bench with a cooking grill and sink integrated into it. Below that, the bathing platform is well proportioned and features a clever retracting passarelle that also doubles as steps down to the bathing platform if you twist unlock the wooden plank of the passarelle which then divides into three hardwood steps. Opening out the



bathing platform reveals a huge dinghy garage with a customised retractable, pivoting ramp capable of getting a decent sized RIB in and out with ease. Basically, everything so far points to a yacht absolutely tailor made for summer cruising in the Mediterranean. To this end, the cockpit is the focal point of the yacht and they state that 40% of deck space is taken up by this area. This bears out when you head forward. The side decks are wide but not expansive and the foredeck feels like it belongs to a 50 footer. Nevertheless, the flush hatches and general lack of clutter create a very clean, thoroughly modern feel and afford yet more lounging space. There is also access to the crew quarters via a hatch set well forward.

**Superyacht touches**

Close inspection of the rig also reveals a few touches that don't generally belong on a Jeanneau. For starters, the mainsheet winch is tucked away down below, making for near silent, push

**ABOVE**  
Masses of cockpit space. The arch and solid bimini are optional

**BELOW**  
The twin cockpit tables can be raised and lowered, providing masses of lounging space when lowered

button control of the big sail. There were other little touches that I identified with my own (brief) stint working on superyachts such as the halyard tensioning tracks which do away with the general spaghetti of seldom used lines that generally gather around the mast foot. For ease of handling, the Jeanneau features an in-mast furling mainsail and cutter rig, with a self tacking inner jib making life extra easy. Both headsails are on large electric furlers and I was surprised to see that, whereas on many yachts the bulky furling mechanism would have been recessed into the deck, here they stood proud and rather unwieldy looking. It was one of the few pointers on deck that the Jeanneau is at heart a large production yacht built to price.

Stepping down below, you enter a very light, airy space. The Jeanneau has a beam of 17'8" and it shows in the saloon, which feels very roomy and thoroughly modern. It feels pretty top end in fact, and it should because it was designed by Andrew Winch, who is noted for his interior work on any number of super yachts. This is one of his first projects on a production yacht for many years and one gets the impression he enjoyed himself. The yacht I tested was finished in light oak with a dark laminate floor which looked very stylish. There is an abundance of natural light down here and, again, the feeling of space is accentuated by the split level layout, with the saloon raised up to accommodate generators, tanks, watermakers and any other gizmos of that type you may wish to add.

The layout is not totally set in →





it, understandably, this is a custom yacht and, as such, what I saw on the test boat may be tweaked moderately. There was a lounging area on the starboard side with a saloon area that dropped down so that you can be either at coffee table or table level and provided a nice place for drinks on a cooler. The galley was to starboard and a nice self-enclosed space with plenty of room but also lots of work surface area and plenty of bracing points if you are working at sea. It has all the amenities such as a dishwasher, but more impressive is the wine rack which surely should be found on all French yachts. Through the galley heading you go past a small main cabin heads compartment into the aft cabin. On the yacht this was the master cabin; a large space with masses of light from a huge pair of skylights and the truncated bridge deck compartment in the cockpit. These features not only make this one of the brightest cabins I have been on but also allow easy access to the

cockpit from the cabin. Important in an emergency and handy if you want to nip down get changed after a swim. The master heads is well appointed, although not particularly huge but it is from here that Jeanneau presents its trump card: from the master heads, a small doorway leads into the walk in engine room which features enough space to pretty much stroll around and minimal opportunity for grovelling about. It's a mechanic's heaven.

**Super sailing?**

We started the test in about 15kn of wind, but this gradually died off to 10kn as the test progressed. Now, given that the Jeanneau 64 weighs in at around 31 tons it's going to take a pretty powerful rig to get her moving in light airs. Despite this, her sail plan is reasonably moderate. The 9/10ths fractional rig is stepped well aft allowing for a more generous fore triangle but it's still not a massive rig bearing in mind that it's a self tacking headsail although things improved markedly after we unfurled the Code 0 and eased off the breeze a touch. With the help of this, we did hit seven knots plus despite the

**ABOVE LEFT**  
A very light, well appointed saloon

**ABOVE RIGHT**  
A huge stateroom aft

**BELOW (L-R)**  
A massive heads compartment aft with walk in access to the engine room to port; a practically laid out linear galley; The 65 boasts a cutter rig with the inner jib set up as a self tacker

modest conditions. Frustratingly, the breeze filled in after I had got off the boat and I endured the chagrin of watching the boat creaming along effortlessly in 20kn plus of breeze while not profiting. I was, however, given a fine demonstration of this boat's potential, as the vessel was completely unfussed in the gusts and demonstrated why this would be a fine boat to take on a round the world trip. The yacht also demonstrated her ease of handling beautifully. Almost everything is push button and most controls are accessible from a panel set into the helming position. The mainsheet whirred away inaudibly beneath the deck and the self tacking jib ensured that you really didn't have to think about much at all. If you want to switch to the genoa then the winches are well positioned within easy reach of the helmsman. The helming position is good, giving you a commanding view. It's perhaps a little more exposed than on some of those hard core blue water specialist yachts, but it is partially enclosed and the high freeboard is also reassuring. All in all, she was well mannered and effortless to sail.



**SAM'S VERDICT**

Jeanneau proved in 2015 that a 60' plus yacht could be a hit with the public and the 65 looks set to pick up where her predecessor left off. The manufacturer has not gone for a wholesale root and branch change with this boat but the minor tweaks have ensured that the product has been refined and improved without doing any harm to the original

concept. The boat is easier to handle than my own 28' yacht and bow and stern thrusters ensure that mooring couldn't be much easier. Wind on the day of my test to fully enjoy her.

PERFORMANCE: ★★★★★  
BLUE WATER ABILITY: ★★★★★  
LOOKS: ★★★★★

**THE SPEC**

- LOA:** 65' 11" (20.1m)
- LWL:** 59ft 1in (18m)
- Beam:** 17ft 9in (5.4m)
- Draught:** 9ft 8in (2.95m)
- Disp:** 31,000kg (68,343lb)
- Sail area:** 204.1m<sup>2</sup> (2,197ft<sup>2</sup>)
- Berths:** 6-10
- Engine:** 180hp Volvo
- Water:** 1,000lt (220gal)
- Fuel:** 825lt (181gal)
- Sail area:disp:** 21.0
- Disp:LWL:** 148
- Price** ex VAT £626,000 – Test boat: £832,000
- Contact:** www.jeanneau.com



**ALTERNATIVE BOATS**



**HANSE 675**

Hanse Yachts issued a powerful statement of intent with the launch of the 675 in 2016. Just like Jeanneau, they aimed to offer superyacht style and luxury at production yacht prices. [inspirationmarine.co.uk](http://inspirationmarine.co.uk)



**DUFOUR 61**

Dufour's take on the mini superyacht concept is a tad smaller than the 65 but also works on the concept of marrying the best of production yachts with a hint of superyacht style. This Umberto Felci design certainly cuts a dash on the water and features acres of space and a lot of luxury down below. [universalyachting.com](http://universalyachting.com)



**BENETEAU OCEANIS YACHT 60**

The Oceanis Yacht has been out for a while now and has proven to be a big hit. Featuring a high level of luxury and distinctive styling this is a boat that shares a good deal with the 65 right down to competitive pricing. [beneteau.com](http://beneteau.com)