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On board





The long galley (left) is pleasant to work at, particularly in harbour, with lots of work surface but limited secure stowage. The chart table (above) will have an instrument console fitted to divide it from the galley. Photographs by Patrick Roach

VOYAGE 11.20

Jeanneau has launched a new range of cruising yachts. We look at the smaller of the two models currently available

OMPARISON IS INEVITABLY going to be made between the new range of Voyage designs from Jeanneau and the established series of Océanis yachts from rivals Bénéteau.

Both marques are intended as pure cruising yachts which offer something a little different in terms of appearance and accommodation. In Bénéteau's case, they also offer an alternative to the company's rather performance orientated First and S ranges.

Jeanneau would say that they have put more emphasis on speed and good handling compared to the Océanis range, and less on radical design and layout. But the Voyage 11.20 is still distinctly different in external appearance to the current Jeanneau Sun yachts and the interior also offers some



novel features. Significantly, some of these have been incorporated into the latest Sun design, the Sun Charm.

Design

The Guy Ribadeau-Dumas-drawn hull is long on the waterline and much fuller in the body than the equivalent designs in the Sun range. There is plenty of buoyancy in the ends, too, though the turn of the forefoot is only just below the designed waterline.

The keel is an unusual shape, being a modified semi-ellipse which has been squashed vertically and extended horizon-tally. With a bulb on the end, it is said to combine efficiency with shallow draught.

The rudder, hung on a short skeg, also has a slight ellipse on the trailing edge. The transom is broad and its waterline flattened.

Construction

As with all larger Jeanneau boats, the hull is a glass and Kevlar (30 per cent) composite, with the Kevlar being used for strength and impact resistance. The laminate is hand-laid and the moulding finish is very fair. The internal surfaces have been gelled over and neatly finished.

The interior is constructed on a substan-



tial inner moulding bonded to the main hull. Extra strengthening is provided by two fulllength stringers. The deck is balsa-cored with hardwood in way of fittings.

Below decks

The striking feature of the interior of the Voyage is the linear galley on the starboard side, forward of the chart table. It is faced by a semi-circular settee round the dining table. Now that the traditional view of having seating and berths usable at sea on both tacks has fallen out of favour, it is likely we will see more of this sort of arrangement. It works very well in harbour and makes more space available aft for double sleeping cabins.

The Voyage manages two of these, both identical and both with a washbasin and hanging locker incorporated. Other stowage is limited. The basin is fitted with hot and cold water. As an option, Jeanneau offer split cushions and leecloths for these cabins.

Doors to the cabins are thick and solid and there are three opening hatches in each for light and ventilation. Surprisingly, though, there is only one reading light and one overhead light.

The heads compartment, just forward of the port aftercabin, is small and has no washbasin, the two in the aftercabins plus that in the forecabin and the galley basin being considered, perhaps rightly, to be sufficient. It is, on the other hand, fitted with a shower and a small wet locker. The decor is in easy-clean white GRP. Headroom is quite low at just under 5ft 10in.

The galley is long and the passageway forward wide enough for access to the forecabin to remain open even when the cook is at work. There is an icebox fitted with a cooling element, adequate work surfaces and two basins, but stowage for food and plates is limited. The saloon seating is in a semi-circle round the table. There is plenty of it and the upholstery is comfortable, but anyone sitting in the middle would be rather trapped. The table drops down to make a huge double, but the curved seat back will make it a very uncomfortable sea-berth. Stowage is very restricted with little other than the under-bunk lockers. Again we were surprised at the lack of reading lights.

Ventilation and natural light, on the other hand, are in abundant. There are two opening ports and two overhead hatches. With all the hull openings scattered throughout the boat, the crew must be very careful to check from stem to stern that all are closed before going to sea. There were two strong grabrails down the deck head and the moulded headliner was neat if not particularly aesthetic.

The chart table is comfortable to sit at and is a good half-Admiralty chart size. It features a large bookshelf and in future boats a

Comparative data

	LOA	LWL	Beam	Draught	Displacement	Ballast	Sail area	Berths	Engine hp	Inventory	Price
Voyage 11.20	10.70m 35ft 1in	8.98m 29ft 6in	3.65m 12ft	1.55m 5ft 1in	6,618kg 14,560 lb	2,230 4,906	52m² 560sq ft	7	28	В	£65,550
Feeling 1090	10.90m 35ft 3in	8.80m 28ft 11in	3.68m 11ft 10in	1.74m 5ft 11in	4,900kg 10,805 lb	2,000 lb 4,410 lb	57m ²	6/8	28	В	£55,085
Océanis 350	10.30m 33ft 9in	9.13m 29ft 11in	3.43m 11ft 3in	1.56m 5ft 1in	4,800kg 10,584 lb	1,800kg 3,969 lb	49m ² 528sq ft	8	28	В	£52,555
Corsair 36	10.87m 35ft 8in	9.27m 30ft 5in	3.81m 12ft 6in	1.50m 4ft 11in	7,037kg 15,550 lb	2,996kg 6,600 lb		8	28	В	£70,025
Sigma 362	10.98m 36ft	8.77m 28ft	3.51m 11ft 6in	1.86m 6ft1in	5,818kg 12,800 lb	2,345kg 5,160 lb	53.14m ² 572sq ft	7	28	В	£53,072

Notes

Sail area is taken as main and working jib. Price may include a larger headsail
Inventory is graded from A to D

A: excellent and includes luxuries beyond sailing necessities

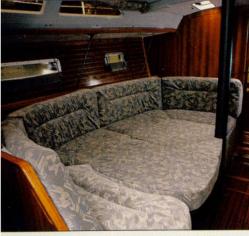
B: good and includes all items for managing the yacht

C: average including some essentials such as warps

D: below average excluding many essentials

- 3 The quoted engine hp is that offered as standard or, where there is a choice, the one we consider most suitable to its role
- The price is the standard manufacturer's retail price inc VAT, the engine quoted above and the standard sail wardrobe which may differ from the quoted sail area





The saloon seating converted to a huge double

large instrument panel will be fitted between the galley and chart table. This will also serve as a break between the two functions.

The forecabin has the same sort of facilities as the aftercabins - its own basin, a hanging locker and a reasonable amount of general stowage. Again, enclosed clothes lockers are in short supply. Artificial light here is well provided for with two overhead and two reading lights.

The interior of the Voyage is a bit of a mixture, with some excellent equipment, very high quality woodwork and fittings, yet some incongruous design inadequacies. The most obvious of the latter are the lack of lockerage and of seating or bunks on the starboard side of the boat. For warm, fair weather sailing during the day the interior will be superb. For half a gale at night she is not so well arranged. Strangely enough, for a boat which was otherwise strong on space, all the bunks except the saloon double were the minimum 6ft 2in long. Headroom throughout, too, was acceptable but not outstanding, with a maximum of 6ft 2in in the saloon and aftercabins, 6ft in the galley and 5ft 9in in the forecabin and heads.

On the other hand, we were impressed by the level of standard equipment including the hot and cold water, cooling element in the fridge, excellent door catches of a new design, 12v sockets in all cabins, the doubleclipped pipe work, and hinged under-bunk locker tops. The joinery throughout is solid and very neat. Jeanneau has returned to gloss varnish for the teak work. It's a matter of personal taste whether you like a shiny finish or the more natural look of matt. We thought it looked rather smart and the gloss was very high.

On deck

The cockpit of the Voyage is dominated by a huge wheel which drives the rudder directly via a rod linkage. The floor plan is keyholeshaped and there is plenty of room behind the wheel for the helmsman. The liferaft sits below his humped seat and in the wings are one deep sail locker and one shallower general stowage bin.

The bathing platform is well equipped





with Mediterranean cruising in mind. It has teak-laid steps, a shore power plug, shower head, a four-step ladder and a stern fender. The cockpit sole is quite high and the seating low, but it is well sculpted and very comfortable with nicely angled coamings. Sail controls come to hand easily. Winches are mainly self-tailing Barbarossas. The mainsheet is taken to a traveller forward of the mainhatch and back to a winch on the coachroof backed by Spinlock jammers. The genoa sheet cars are adjustable by lines to the cockpit. Halyard and reefing winches are at the mast. The boat is rigged for a spinnaker with only the boom and sail extra. The mast is rigged with single, swept spreaders and is supported by twin lowers and cap shrouds. She is masthead-rigged.

The foredeck is filled by a large well in which a manual windlass is installed as standard. The roller drum for the standard roller furling headsail is mounted below decks

Above: the saloon in daytime mode. All seating is concentrated on the port side. Below left: the heads with its shower seat but no basin. Below right: the forecabin is fitted with a basin. Opening ports provide lots of air and light



and has an access hatch for maintenance and emergency repairs. In the stem is a huge bow roller and a walk-through pulpit for bows-to mooring (though it must be said that getting out and in through it is quite a scramble).

The cabin top and hull sides are a mass of hatches and ports. The deck features six opening hatches excluding the main hatch. The port side has five opening ports, the starboard side four.

Under sail

Our trials took place on a murky November day with a brisk Force 4 wind blowing. Sail was set easily, with the winches proving to be a match for the task.

We began our trials with some short tacking in the Hamble River, when she proved remarkably responsive and quick in stays. She tended to sail through the tack rather than spin on her keel and she held her way well. Feel through the wheel is excellent, with the rod linkage proving very positive.

With about 15 knots of wind blowing she was on the edge of needing a couple of rolls in the genoa. From time to time she had a slight tendency to gripe, particularly and understandably, when hit by a gust.

Out in open water we did take in the rolls and she was much better balanced. She has a generous sail area, much of which is in the roller genoa. The Profurl system made a neat job of reducing sail to No 2 size.

Setting off on a broad reach she accelerated cleanly to around 7 knots in 14 knots of true wind, which was pared back to 5.5 knots in 10 knots true. Similar speeds were recorded on a close reach, ranging from 6.5 knots in 12 knots to 7 knots in 13.

When we turned on to a beat, the wind had dropped a little, but she still made a creditable 5.7 knots in 10 knots of wind.

She could be tacked comfortably through 85 degrees and sailed at just under 35 degrees to the apparent wind. She hove to quite happily, lying at about 60 degrees to the wind and forereaching at 1.7 knots (which is, perhaps, a little fast).

She gave the impression that, though not particularly stiff, with the right amount of sail she would drive to windward powerfully. She is well balanced, tractable and outstandingly responsive to the helm. In comparatively calm waters she was delightful to steer, edging up to windward cleanly and keeping the helmsman informed about her attitude to the wind.

Sheet winches coped well with the loads

and were quite well positioned for the crew, although perhaps a shade too far outboard for real comfort. By cruising standards she is quick and will not frustrate more performance-orientated crews.

Under power

The Yanmar 3GM diesel is neatly and accessibly mounted under the companionway and the engine compartment appeared to be thickly insulated with foam. The engine ran quietly and smoothly up to about 2,500rpm, above which she was rather more noisy, with a bit of vibration creeping in. Flat out she made 8.5 knots at 3,900rpm, but the most comfortable setting was about 2,300, when she motored at about 6.5 knots.

She maintained steerage way well at very low speeds and responded quickly to the throttle both at full ahead from dead stop and full astern at cruising speed. She stopped in a straight line and there was little tug on the wheel either ahead or astern.

Turning circles were disappointing, due to the long, shallow keel with its large endplate-effect bulb. However, she did turn positively if slowly both ways astern and could be held in a straight line at low speeds. Handling in tight corners will not be a problem provided sufficient space is allowed for a full turn.

Conclusions

The Voyage is a boat with some excellent features, a high standard of equipment and a well-finished interior. Her Mediterranean

character tends to show through in the form of the large number of hatches and windows, and while these will not be a problem as such in British waters, some aspects of her interior layout will not suit her entirely to long offshore passages in this part of the world.

However, short passages and overnighting at anchor are her forte, with space, comfort and lively performance combining to provide enjoyable sailing and living aboard. JJ

Specifications

Hull hand-laid laminate incorporating 30 per cent Kevlar with woven glass rovings. Internal reinforcing in way of stringers and internal moulding

Deck balsa-cored laminate

Keel cast iron fin, modified ellipse with bulbed foot

Rudder GRP moulding on stainless steel frame and stock. Support includes stern tube and skeg with bushings

Rig single swept spreader with fore and aft lowers, masthead rig

Batteries two 96ah batteries

Fuel 115 lit (25 gal) stainless steel tank Water 350 lit (77 gal) in two stainless steel tanks

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