

**MOTOR
BOATS** MONTHLY **TESTED**

Jeanneau NC11

Jeanneau's boat for all seasons is put to the test in Scotland over 48 blustery hours

REPORT BY MARK TURLEY



Mark says...



It has been difficult keeping up with all the new models the French yards have been churning out. However this latest launch promised something very different...

Jeanneau appears to have its Gallic eye on the northern European market. Earlier this year the French yard's revamped Leader range were treated to coupe-style hardtops and now this latest launch falls perfectly into the wheelhouse sector – the likes of Nimbus and Aquador had better watch out. Euroyachts treated us to a sneak preview of the Jeanneau NC11 ahead of its Southampton Show launch to check its 'new concept' credentials.

Design & build

If you hadn't already guessed, 'NC' stands for 'new concept'. This may be over-egging things a bit, but the yard's Italian designer, Vittorio Garroni, has certainly come up with an extremely versatile boat that is spacious in all the right areas without wasting an inch of its high-volume hull.

The seating in the wheelhouse and cockpit can be re-jigged to make the best of these areas and thanks to the four-part sliding door arrangement,

the cockpit becomes part of the saloon. Letting the outside in is a key part of this boat's design, and even when seated you have a 360° view. And the large sunroof lets in loads of light so you don't have the feeling of being enclosed, even though you benefit from wrap-around protection.

The hull is quite bulky – almost identical to the Leader 10 – but Vittorio has cleverly chopped it up by setting long, chiselled-edged windows into the topsides. These ports actually look a lot bigger



FACTFILE

Jeanneau NC11

LOA: 35ft 7in (10.85m)

PRICE: from £189,650

TOP SPEED: 34 knots





The hull is broken up by the coloured gelcoat and the slash window line. With 34 knots on tap, the NC11 has plenty of oomph

than they are but even so, they help bring light in down below and add a huge amount of interest to the usual slab sides.

The galley runs along the port side of the

“The asymmetric deck system works really well, with an ample port deck”

wheelhouse, and the helm station ahead has its own sliding door out onto the ample port side deck. The starboard deck is less generous but still useable. The interior finish and woodwork is typically Jeanneau, but while there is nothing wrong with the look it feels like a step backwards from what the rest of the boat is achieving.

Design & build

Packed with practical, cruising ideas



Exterior

The asymmetric deck system works really well, with the port side deck being a good width and well protected by a good height of gunwale, guardrail and a well-placed handrail running along the wheelhouse top. So whether it is a matter of making your way from the cockpit with a couple of fenders or the skipper nipping out of the side door to catch a spring on the midships' cleat, it feels totally safe. The starboard side deck



Simply slide the transom seat module back over the bathing platform to make extra cockpit space



The port side deck gives excellent access

has still been left wide enough to use but you will almost always use the wider port-hand one.

The transom moulding incorporates the cockpit bench seat, the whole lot sliding aft over the bathing platform to increase cockpit deck area. Regardless of the transom position, boarding from the bathing platform is always easy thanks to port and starboard access gates. The void within the seat itself is easy to get to as well, making it ideal for a liferaft as well as a few fenders and deck gear. A section of the enginebay has been partitioned off to provide a lazarette, giving you a lot more stowage. A split hatch in the cockpit sole – teak-decked as standard – gives straightforward access. Up at the bow the chain locker is big enough to swallow a fender or two, and the boat is spec'd with an electric windlass as standard.



A lifting squab makes access easier

The superstructure's generous overhang does an excellent job of protecting the opening left by the sliding four-part doorway. This action is particularly useful when you want to reverse the seat back of the dinette's port-hand sofa and make the cockpit the main event. In this mode, and with the transom seat slid back on its

runners, there is more than enough room to fish the table out of the saloon and add a chair or two from the lazarette. An aft canopy option is available to fully enclose the cockpit.

Exterior

Expanding cockpit and great crew access

✓✓✓✓✓



The helm is unfussy and easy to operate, the visibility is excellent



The full-width sunroof (or should that be rainroof?) comes manually operated as standard



The superstructure's generous overhang does an excellent job of protecting the huge opening exposed by the four-part sliding doors



Light and bright, the wheelhouse's deep windows ensure a good view out wherever you sit



Open up the sideboard to reveal the galley appliances

Accommodation

The accommodation amounts to a double forward and a decent-sized convertible twin amidships, served by a single toilet and shower compartment. Whether dining inside or out, the galley is right on hand up in the wheelhouse. It is tucked within a sideboard arrangement and is suitably equipped with a gas hob and oven (Jeanneau will swap it for a microwave oven if you prefer), plus a decent fridge, rubbish storage and reasonably sized sink.

Galley stowage is a bit thin on the ground, with just the odd cupboard or two and a single drawer. Clearly you are meant to utilise the

lockers set outboard of the dinette, with one being designed for crockery the other acting as a bar.

Bulk storage, on the other hand, is quite remarkable as under the saloon sole you'll find two large lined lockers, one of which is equipped with a whole nest of pull-out trays that can act as a larder for the galley. It's just a shame that you have to hinge up part of the floor to get to it.

Ahead of the galley is the single helm seat that has a glass door out to the port-hand side deck and you'll find an opening section of window opposite. But by far the most effective source of ventilation on this boat is the one-piece sunroof. A manual version comes as standard but you can upgrade to a push-button electric job as part of the sensibly priced Preference Package – which

also includes heating and bow thruster.

In true Nimbus style, the dinette's front two-seater sofa can also be flipped over to face forward, and if you delve around outboard you will find a pair of stools, enabling six to sit around the generous extendable table. As an option the table can be supplied with the necessary infill to convert it into an occasional double berth. All-in-all it's a pretty flexible aspect of the boat, offering a range of lounging, dining and cruising options for the crew.

“Flip the front two-seater sofa over to face forward”



The side windows flood the mid cabin with natural light, and the twin beds will convert to a double



The shower is partitioned off and has its own seat

ENGINE OPTIONS



The NC11's only engine package is a pair of Volvo D3s rated to 200hp. The yard's choice makes good sense because it keeps costs down, rather than pushing into the more potent (and heavier) D4 territory.

Engine access is simple for checks but some things look a bit more awkward when it comes to servicing. The front of the enginebay is partitioned off for stowage.



The rear sofa can be hinged over to form part of the cockpit



Join the skipper when underway by flipping the seat over

Drop down a couple of shallow steps and you will find the toilet compartment complete with a separate shower stall to port. A couple of

nice design details such as the chunky wash basin, extended run of window, a seat in the shower and the option of an electric toilet, help lift the usual blandness.

Across the way the midships cabin benefits from the extra light shed by the exaggerated run of window let into the topside. The cabin is set up with two single berths of a reasonable width but they quickly convert to a double by sliding out an infill. At first stowage appears to be confined to a generous half-height hanging locker but delve under the mattresses and you'll find all the voids have been lined out ready for clothes – not ideal perhaps but at least it's there as an option.

A set of double doors leads through to the forecabin, a neat trick which does away with the swinging room required for a single door and means there is space for a proper island double rather than resorting to a V-shaped arrangement with an infill. There is plenty of seated headroom and the berth is generously proportioned, but immediate clothes stowage

is again under pressure, with just a draw in the base of the berth and a hanging locker with a few shallow shelves. Kit bags or bedding can be stored in the space beneath the mattress.

Accommodation

Convivial, spacious wheelhouse and accommodation



Performance & handling

Twin D3-200s run this 35-footer smoothly up to 34 knots. Although the NC11 isn't particularly heavy, you don't at any point feel that these relatively small capacity engines find it hard work. In fact, you can ease off the throttles a fair bit and still achieve speeds in the mid-20s. When we were faced with an unpleasant head sea chop on test, the hull/engine combo was happy to give us a perfectly steady, level-riding 17 knots; neither wanting to slip back or surge ahead. This is all well and good but the hull isn't immune from finding

the fist of a wave at times, so it pays to play with the trim, something the boat generally benefits from. Overall the NC11 delivers a low-hassle drive, tracking and responding cleanly.

The helm position is well set up, even though the seat isn't adjustable, with good positioning of controls and gauges, and a central position in front of the wheel to take electronics. The visibility is excellent, and we were glad to find screen demisters fitted as standard along with decent-sized wipers. And we love the fact that the skipper can be accompanied by two, perhaps even three crew, sat facing forward across the



The forecabin boasts an island double but unfortunately storage space is limited

Jeanneau NC11 technical data



Easy to operate helm and adjacent door

way. The curved wooden fiddle that borders the bits tray here acts as a handle but shorter folk might need a grabrail a bit closer.

Performance & handling

Fast, quiet. Great helm set-up and visibility



Aside from a bit of hull noise, the sound levels with the rear doors shut are commendably low and you can sit here and relax into cruising mode.

Specification & value

The standard spec includes what you would expect for a boat of this size – shorepower, windlass and so on – with items like the teak finish to the cockpit and the manual sunroof also thrown in. However, to round things off it is best to spend £11,000 extra for the Preference Pack, which gives you a bow thruster and heating along with quite a few fiddly but useful bits as well. Add in a reasonable play of electronics and the NC11 just tips over the £200,000 mark, putting it in a useful position compared to others of this ilk.

Specification & value

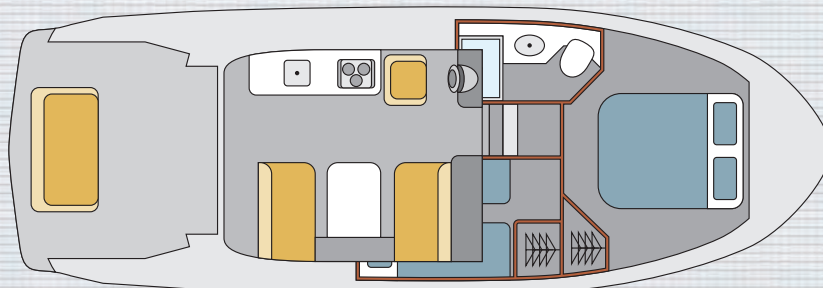
Fair spec and price given its fit with the competition



MBM verdict

This is impressive stuff from Jeanneau. The NC11 is a likeable, practical, enclosed wheelhouse boat, providing an excellent alternative to the usual fare of the Scandinavian yards. Its sophisticated design might not always be matched by the interior finish but overall the NC11's brighter, livelier look make this a very successful foray into the wheelhouse world.

MBM rating



specifications

| | |
|----------------|-------------------|
| BUILD | GRP |
| RCD | B |
| LENGTH OVERALL | 35ft 7in (10.85m) |
| HULL LENGTH | 34ft 7in (10.55m) |
| BEAM | 12ft 2in (3.73m) |
| DRAUGHT | 2ft 9in (0.90m) |
| DISPLACEMENT | 5.6 tonnes |
| AIR DRAUGHT | 8ft 8in (2.70m) |
| FUEL CAPACITY | 154gal (700lt) |
| WATER CAPACITY | 55gal (250lt) |



key dimensions

| | |
|----------------------|-----------------------------------|
| WIDTH OF SIDE DECKS | 11in/6in (28cm/15cm) |
| HEADROOM IN SALOON | 6ft 4in (1.94m) |
| FORECABIN BERTH | 6ft 3in x 5ft 0in (1.91 x 1.52m) |
| MIDSHIPS BERTHS (x2) | 6ft 4in x 1ft 11in (1.94 x 0.57m) |

performance

| | |
|---------------|--------------------------------------|
| Engines | twin Volvo D3-200 sterndrive diesels |
| Configuration | 5cyl, 2.4lt, 200hp @ 4000rpm |
| conditions | wind SW'ly, Force 3, sea slight |
| Load | fuel 80%, water 50%, crew 2 |

| Rpm | knots | gph | lph | mpg | range | noise |
|------|-------|------|-----|------|-------|-------|
| 2800 | 16.6 | 7.0 | 32 | 2.37 | 292 | 74 |
| 3000 | 20.4 | 8.1 | 37 | 2.52 | 310 | 74 |
| 3200 | 23.7 | 9.7 | 44 | 2.44 | 301 | 74 |
| 3500 | 27.5 | 12.3 | 56 | 2.23 | 275 | 75 |
| 4000 | 34.0 | 18.0 | 82 | 1.89 | 232 | 79 |

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 wheelhouse.

prices

| | |
|--------------------------------------|----------------------|
| STANDARD BOAT with twin Volvo D3-200 | inc VAT £188,750 |
| PREFERENCE PACK | £10,920 |
| BOW THRUSTER & HEATING | inc in the Pref Pack |
| HEATING | inc in the Pref Pack |
| ELECTRIC WINDLASS | standard |
| SHOREPOWER | standard |
| COCKPIT TEAK | standard |
| COMMISSIONED, DELIVERED & ANTIFOUL | £9100 |

BOAT AS TESTED £219,470

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the rivals



NIMBUS 335 COUPE

From £189,000
The single-engined coupe was launched a few years ago benefits from a walk-by sidedeck and tidy two cabin accommodation.
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RODMAN 31 SPIRIT

From £110,000
The 31 follows an open-plan format with a helm, dinette and galley and two cabins below, but it's the interior styling that really impresses.
Tel: 01243 512101
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