



# JEANNEAU LEADER 33

In the golden afternoon sun and light winds of Cannes, this craft is a tempting prospect

Words Jack Haines

**B**asking in the sheer pleasure that is a spring day in Cannes, Jeanneau's new Leader 33 is hard to resist. Sunroof and throttles wide open, the Michael Peters hull is gamely skipping across the light chop that the late afternoon breeze has brought along with it. The pair of Volvo Penta D3-220s are spinning along happily, achieving 30 knots without a sweat, the twin stern drives carving brilliant white lines into the deep blue canvas.

It's the sort of day made for a 30ft sportscruiser, and reinforces why this size and style of boat is so popular. For those upgrading from an open RIB or dayboat, the 30ft sportscruiser retains the element of fun in the driving experience but delivers a level of

comfort and accommodation that allows for extended overnight cruises. The question is, with rivals from Bavaria, Sealine and Galeon to name a few yards in Europe, and heaps of competition from the US, does the French boat stand out?

## A STRONG LOOK

In the style stakes, yes. This is an awkward-sized boat to make look pretty due to the fact that you are fighting length against height to provide as much internal volume as possible. Add a hardtop into the mix and the lines can get horribly out of proportion, but the Jeanneau is a sweet-looking thing. The Garroni design is clean and attractive, providing adequate on-board living space without totally destroying the aesthetics.



SEE THE VIDEO  
mby.com/33





The sliding door adds some privacy to the open-plan saloon

There's plenty of natural light and good headroom in the bathroom

The Leader 33 is available as an open boat as well, but it was designed from the off to wear a hardtop, which is why it is incorporated so well.

It's not just the exterior that's been cleverly designed; the main deck and interior are bursting with innovation. There is a small 'boot' on the transom that can be quickly accessed to stow lines and fenders but is also part of a larger locker that can be opened from the cockpit by lifting up the base of the aft bench.

The dinette backrest folds totally flat to create a mini sunpad but if you want more sunbathing space, the teak table slides down and opens out to create a base for more cushions and a genuinely massive sunpad. The forward section of the dinette cantilevers to switch between aft-facing dining space and raised, forward-facing seating that allows people to sit alongside the helmsman.

The aft section of the deck, controlled by a switch on the helm, rises to reveal the engines and deliver truly excellent access to the

installation. The only potential issue is that if you lose power, the manual override procedure would be difficult if you were rolling around out at sea. There is a healthy amount of separate deck storage too, though the hatches lack catches or gas rams to hold them open so there's a danger of toes getting pinched.

The single helm seat is comfortable whether seated or standing and the dash is smartly finished in dark materials and clearly laid out with easy-to-read analogue dials dotted along the top of the dash to supplement the single MFD below.

### SHIP SHAPE

The configuration of the saloon takes inspiration from the excellent Leader 36. The bed remains permanently in place with an L-shaped sofa just aft of it that can convert into a dinette with a table that stows away neatly in a locker beneath the bed. Come bed time, the sofa cushions can be removed and the end of the bed extended to almost double the size of the sleeping space with the help of infill cushions. It works brilliantly, as does the sliding partition door which improves privacy if you are sleeping four up. The main saloon area benefits hugely from the amount of glass that Jeanneau has squeezed into the structure, not only in the topsides and overhead but also at eye level so you can see out easily when moving around the interior.

Move into the midships cabin and despite being somewhat compromised by being tucked beneath the cockpit, the yard has done a great job of making the most of the space. The twin beds can be made into a double with infill cushions, and one of my favourite bits of detail is the excellent access to the under-bed



storage. Usually this means lifting up mattresses and fiddly locker lids but here, the last few feet of the bed base is a hinged, ram-supported panel that can be lifted with one hand and allows very quick and easy access.

The 33's bathroom sacrifices some practicality and physical space by including a separate shower cubicle, though this does make for a classier feel and means the entire bathroom doesn't get soaked if someone has a shower.

This is a seriously well-packaged boat, designed by people that understand how to make the very most of a limited amount of space. If you are using it as a couple then it's great to be able to leave the table in place and have a permanent dinette whilst using the mid cabin as your main sleeping space. With guests on board, the generous bed forward and sliding door mean that you do have an element of privacy but valuable floor space isn't stolen by having a bulkhead separating the saloon and forward cabin.

It may only have one diesel engine option (with or without the sterndrive joystick) but Volvo's punchy D3s are a good match for the 33, balancing efficiency, performance and fun out on the water.

### VERDICT

Like most Jeanneaus, the appealing base price has the shine taken off it once you tick the necessary options. In this case, there was a jump of €50,000 from the basic boat to the on-water price but it remains competitive against rivals and gives you plenty of reasons to choose it over others on the market. In this sector, so much of the decision will come down to the deal that can be struck, but if you can get it for the right price, the Leader is excellent. **Contact** See Jeanneau website for dealers. **Web:** www.jeanneau.com

### THE DATA

#### SPECIFICATIONS

**LENGTH** 34ft 7in (10.56m)

**BEAM** 10ft 10in (3.32m)

**FUEL CAPACITY**

114 imp gal (520 litres)

**WATER CAPACITY**

38 imp gal (175 litres)

**DRAUGHT** 3ft 1in (0.96m)

**RCD** B for 8 people

**DISPLACEMENT** 4.9 tonnes (lightship)

**TEST ENGINE**

Twin Volvo Penta D3 220hp

**TOP SPEED** 32 knots

**PRICE FROM** €228,600 inc 20% VAT

**PRICE AS TESTED**

€289,033 inc 20% VAT

