



self-tacking jib

multiple line bins

sheet winches are well placed

JEANNEAU 41DS

Another winning deck saloon design by Tom Dove

The words Jeanneau and “deck saloon” have become inseparable terms in the world of midsize cruising sailboats.

Continuing this trend, the 41DS marries a deck saloon layout—with a raised cabin amidships, large windows and private cabins forward and aft—to a proven hull with fine sailing qualities.

>> CONSTRUCTION

This large-volume builder stands squarely in the upper middle class of the construction world. The glass work is excellent, the joinery fits perfectly, and all the systems are properly installed. It's not a custom vessel with elaborate detailing, but a sound, attractive boat aboard which things are just done right.

Our test boat was built in France, but all future 41DS models will come from the company's newly expanded factory in Marion, South Carolina. For years, the U.S. factory only built hulls and did the final assembly with parts shipped from France. Now, even the CNC machinery for cutting interior joinery is done in the company's U.S. facility.

The hull is solid fiberglass, and the deck is cored with balsa. Polyester resin is used throughout. I found neat, smooth glass work everywhere. The electrical and plumbing systems were equally neat and made of high-quality

materials. As with most European production boats, the keel ballast is cast iron.

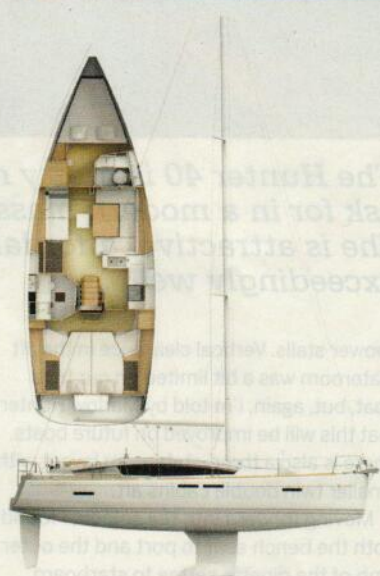
Batteries and tanks live below the raised saloon sole, keeping that weight down low for better stability. I found good engine access through panels under the steps and in the aft cabin. As a side note, kudos to Jeanneau for its owner's manual, the best I have seen for any boat. It covers all the systems and factory options thoroughly, and is filled with gorgeous color drawings that lay out the innards in wonderful detail.

>> ON DECK

The Jeanneau 41DS is set up for easy handling by a couple or singlehander with average strength and agility. Our test boat had the standard in-mast mainsail furling and self-tacking jib. It was also equipped with electric Harken Rewind winches, which pay out the sheets as well as trim them in at the press of a button.

The tall mast, small jib and rolled mainsail combination makes sailing almost effortless for skippers comfortable with a bit of technology. Naturally, the traditional mainsail with 90-square-feet more area will provide some additional power, not to mention the benefit of mechanical simplicity. But that comes at the physical cost of

Specifications

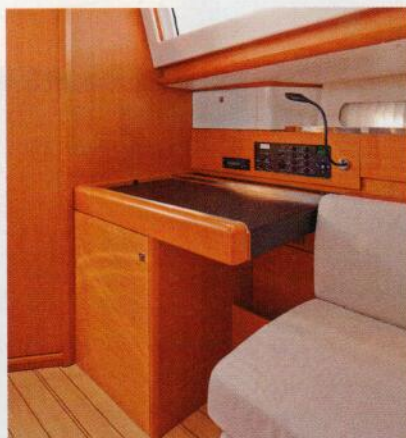


HEADROOM	6ft 4in
BERTHS	6ft 7in x 4ft 10in (fwd); 6ft 5in x 6ft 2in (aft)
LOA	40 ft 6in // LWL 36ft 1in // BEAM 13ft 1in
DRAFT	6ft 11in // DISPLACEMENT 17,292lb
BALLAST	6284lb
SAIL AREA	718ft ² (100% FT)
FUEL/WATER/WASTE (GAL)	53/87/42
ENGINE	40 hp Yanmar
ELECTRICAL	440 AH (house); 110 AH (engine)
DESIGNER	Philippe Briand
BUILDER	Jeanneau, Les Herbiers, France
U.S. DISTRIBUTOR:	Jeanneau America, 410-280-9400, jeanneau.com
PRICE	\$244,300 sailaway
BALLAST RATIO	36%
SAIL AREA-DISPLACEMENT RATIO	18
DISPLACEMENT-LENGTH RATIO	164

IMAGES COURTESY OF JEANNEAU AMERICA



THE DETAILS: The saloon (left) is open and airy, while the nav station (below) is quite large. For a video of the Jeanneau 41DS go to sailmagazine.com/video



I especially appreciated the efficient arrangement of sheets and other control lines and everything was marked as well as color-coded. It's easy to get to know this boat

hoisting and furling canvas manually.

There's a good arrangement of sheets and other control lines, with everything marked as well as color-coded. I especially appreciated the excellent line tail stowage in bins beside the winches and under the bridgedeck. This is a detail boatbuilders often overlook.

>> ACCOMMODATIONS

The Jeanneau 41DS is set up for a couple to cruise alone or with occasional guests. There's no attempt to cram in a bunch of berths for charter operation, and the company plans no other interior versions.

As you descend into the saloon, a modern, sleek, bright environment greets you. The wood is a medium tone, the overhead and hull ceilings are padded, and all the joinery fits precisely. Open one of the numerous lockers and you discover that what appear to be magnetic catches are, in fact, mechanical, for additional security in a seaway. Sliding shades regulate light through the ports and hatches.

Sit at the nav station, and you find space for a laptop computer in one compartment and room for a chartbook or other traditional nav tools in the other. Stretch out on the comfortable portside settee/chaise to enjoy your latest copy of *SAIL*.

Somebody on the Jeanneau design team must be pretty tall. My 5ft 2in

wife could not reach the overhead grab rails, although she found the countertop fiddles and other grab points convenient underway and commented that the companionway was exceptionally safe and secure. Deck saloon boats have a slight step-down as you go forward or aft, so be sure to warn you guests so they will be able to avoid an unnecessary jolt.

The two sleeping cabins are conventional and comfortable, with good headroom in the aft cabin as a nice result of the raised bridge deck.

The aft head compartment is practical, but a bit complicated to use, and I had to try a bit of fiddling and twisting to work the clever transparent plastic partition that walls off the shower from the toilet and sink.

>> UNDER SAIL

The high-aspect rig yields an air draft of about 62 feet, so you will need to choose your masthead accoutrements—antennas, wind sensors, etc.—carefully to avoid exceeding the magic 65-foot clearance that is standard for most highway bridges in the United States.

In a 6-8 knot breeze near Annapolis,

the 41DS yielded 4.5 knots on a beam reach. This seems respectable for a fully equipped cruiser, and the feel of the helm and responsiveness of the boat were quite pleasant.

Tacking angles were below 90 degrees, and setting sail, furling, tacking and changing course were delightfully simple. Visibility was also excellent, with clear sight lines from any place I chose in the cockpit. The efficient arrangement of sheets and other control lines make this an easy boat to get to know: an especially important feature if you plan to take many of your less-experienced friends out sailing with you on a regular basis. A well-laid-out boat is also a much safer boat in dirty weather.

Our Take

Pros

- Simple, sound construction
- Attractive lines and interior
- Good sailing qualities
- Easy handling
- Competitive price

Cons

- In-mast furling main loses area, increases complexity
- Base price does not include several essential items

>> UNDER POWER

As it did under sail, the 41DS revealed very nice handling under power, turning in a one-boat-length circle. The boat also stopped without a fuss and backed almost perfectly straight without any significant rudder kick. The standard three-blade prop

proved a good match to the engine, with a cruising speed of 7.5 to 8 knots at 2,800 rpm. The boat reaches its limiting hull speed without working the engine hard. The cruising sound level was modest at 77 dBA.

Jeanneau offers its optional "360 Docking" system for skippers who want the ultimate maneuverability in exceptionally crowded marinas, but I was pleased with the conventional drive system. 📍