Technical Dossier
Jeanneau Yacht 57

Chantiers Jeanneau

2009-2010

Flagship and the first in the Jeanneau Yachts range, the new Jeanneau Yacht 57 is to become the reference for luxury cruising yachts. Refined sailing, comfort, plumbing and electrical systems establish this yacht as a new reference for all large high performance cruising yachts.

Jeanneau Yachts

More than 50 years of boat building expertise!

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SPECIFICATIONS

Overall Length	58'4"
Hull length	56'8"
Waterline length	50'4"
Beam	16'4"
Height above water line (w/o antenna or instruments)	79'4"
Displacement (empty)	45,415 lbs
Displacement (maximum)	59,810 lbs
Standard draft (keel weight 13,448 lbs)	8'2"
Shoal draft (keel weight 14,330 lbs)	6'10"
Engine – Volkswagen Marine TDI 140-5	140 HP
Water capacity	246 US gal
Fuel capacity	115 US gal
Furling mainsail (STD)	624 sqft
Classic mainsail (Option) full battened	807 sqft
Genoa (135%)	947 sqft
Spinnaker	2,368 sqft
Asymmetrical Spinnaker	2,174 sqft
Sail area	1,571 sqft
Sail area with classic mast	1,754 sqft
I	68'10"
J	21'10"
P (furling)	64'3"
E	20'11"

Top Points of New Jeanneau Yachts 57

•Highest Quality/State of the Art Production translates to best value in a large sailing Yacht. Separate Jeanneau Yachts division established to reflect commitment to range of large performance cruising yachts.

•Base price $598,775 (average fit-out estimated around $800,000). Factory options selected for best integrated installation and worldwide supplier support.

• Phillippe Briand design group, a leader in performance cruising yacht design.

•Availability, far shorter lead time than any competitive model.

•Refinement of the highly successful Jeanneau Sun Odyssey 54DS of which almost 400 boats were built.

•Unique "Zone" concept embraced throughout the design of the boat. Zones developed and refined based upon client usage while aboard and sailing. Layout/CATIA® 3D design removes guesswork in design and allows a fully finished refined boat to "exist" before the first actual boat is even built.

•Dinghy garage stores and protects dinghy, saves over $10,000 expense for davit option, provides easier water access to dinghy, and is a great swim platform.

•BJT – Beneteau, Jeanneau, Technology. While other manufacturers have cut back their design efforts BJT has added personnel to refine each design and continue bringing new boats to the market reflecting current trends and demands of clients gathered from focus groups and from input at boat shows and from owners.

Why Jeanneau?

Design, building techniques and customer needs have changed dramatically over the last 50 years, but our passion and commitment have not. This enthusiasm and dedication is shared by over 2500 employees and a network of over 300 distributors world-wide. Our collective objective is to provide a boat that is easy to own, to use, and to enjoy.

Design
Jeanneau boats are fully engineered in a CATIA® 3-dimensional environment by a collaboration of world-renowned architects and Jeanneau's in-house Research and Design team. The Jeanneau owner's benefits directly from this collaboration, as these experts work together to produce beautiful boats which utilize the latest technology in design and performance.

Timeless Beauty
The strength of Jeanneau can be seen in the beauty our boats. World-renowned designers and architects work with our in-house teams from the very inception of the projects, and provide their expertise and innovative ideas. The products of this partnership are captivating and inspiring designs that stand the test of time.

Performance
A Jeanneau must be responsive, agile and fast. Philippe Briand and Marc Lombard are just a few of the names that guarantee the performance of our sailboat range. For Jeanneau, performance encompasses not only speed but exceptional handling under power, smooth passage through heavy seas, confidence and control. Every experience onboard is enhanced by our well-balanced sail plans, modern hulls, high-end sails and quality deck hardware. Enjoy your time onboard to the fullest.

CATIA®
Each new Jeanneau is entirely developed via the CATIA® design software. This software, used by the leaders in the aerospace and automobile sectors, allows full 3-dimensional modelling of every component. Inside of this 3D model, the fitting of technical items, complex options and furnishings ensures that all variables are explored very early in the design process. CATIA® allows Jeanneau to design a better boat with more attention to detail in a shorter timeframe.

Research & Development

A specialized Research & Design facility at Jeanneau houses 130 engineering specialists in a multitude of fields including composite technology, plumbing, propulsion, electrical, logistics and marine carpentry. This facility is unique in the boat-building sector and provides R&D resources usually reserved for large aeronautical and automobile companies. Excellence is also the capacity to adapt and evolve.

Building Technologies

Jeanneau's strength comes from the ability to combine 50 years of practical boat building savoir-faire and the latest technologies. Investments in facilities and tooling mean a better quality boat. Technologically-advanced factories with ergonomic production lines, computerised processes and efficient logistic supply chains translate into lowers costs and higher quality.

Superior composite technologies

20 years ago Jeanneau began development on a project for using a closed moulding process to inject small GRP parts. Our engineers have worked constantly to advance this technology and today we are using injection moulding to build the decks of many of our boats, up to and including 49-feet. Over 85% of our sailboat decks are now injection moulded. This is a technological edge that yields a higher-quality part with a lower weight. It also reduces the VOC released by 90% as compared with traditional GRP moulding, making it a much greener way to produce boats.

A passion for wood

Rich interior woodworking has always been a signature of Jeanneau. Here, as in so many aspects of Jeanneau boat building there is a blending of traditional craftsman skill and modern machines and techniques. Computerised varnishing machines and CNC routers provide precision finished parts that are hand-assembled on the factory floor. This combination of mechanical accuracy and the experienced eye and hand of the traditional craftsman delivers outstanding woodwork built to industrial standards.

Economies of Scale

As an integral part of the Beneteau Group, the second largest boat builder in the world, Jeanneau is in the position to work with well known suppliers to purchase tried and trusted equipment at competitive prices. This allows Jeanneau to use the highest quality materials and components from the leading suppliers and pass the savings on to customers.

Quality
Our exclusive quality control system follows each product through the entire production process and beyond. From laboratory tests of each batch of resin, to tank testing, to customer satisfaction questionnaires, we continually seek to improve our products with rigorous controls throughout the production line and frequent reviews of all suppliers.

Dependability
Quality starts with reliable materials and components. Jeanneau selects suppliers that share our commitment to quality control. These partnerships and the economies of scale deliver the best quality components at the best prices. Aboard a Jeanneau you will find equipment from the leaders in each field. These premium suppliers add to the overall quality and help ensure servicing of your boat's components world-wide.

Safety
Safety is standard at Jeanneau. Peace of mind is part of the Jeanneau experience. Extensive finite element analysis of our structural systems, secure handholds throughout each boat, large hatches that double as emergency egress routes, high-quality deck fittings, and the overall seaworthiness that comes with 50 years of experience in building offshore boats make Jeanneau a leader in safety considerations.

ISO 9001
As an ISO 9001 company, the Jeanneau building process is certified to the highest international standards. Each new sailboat is thoroughly tested throughout the building process and each receives additional tank testing where all systems are put through their paces.

International Standards
All Jeanneau boats carry the CE certification which ensures strict standards for stability, safety and structure. Everything from shroud diameters to rudders stocks undergoes review for seaworthiness.
All boats 12m and over are entirely certified by the Bureau Veritas, an independent engineering certification. This certification includes every part of the conception and building process for unmatched comfort in the quality of our composite moulding and structural components.

Customer Satisfaction

At Jeanneau, we know that delivering excellent boats is only the beginning; excellent customer service must follow. When you purchase a Jeanneau you become part of our family.

Warranty

A five-year limited structural and osmosis warranty on the hull and deck and a two-year limited accessory warranty come with each new Jeanneau. Our network of suppliers and dealers world-wide provide an unmatched level of service.

Service

Present in 50 different countries, Jeanneau has an established and professional distributor network. Our representatives are experienced and regularly trained on the Jeanneau product line and new models. They are aided by an innovative intranet program to facilitate the expedient order and delivery of spare parts. In addition, each of our distributors is prepared to advise clients and provide them with the exemplary service they should expect to receive from a leading boat builder.

A full on-site team represents Jeanneau in the US. Spare parts are delivered within 2 business days and Dealers and customers are attended in a timely manner with no language or time-zone barrier.

The Jeanneau experience is a unique experience. No other builder offers the same level of cutting-edge design, top-quality finish, superior performance, and dedication to customer satisfaction in such a competitively priced package.

Construction

Hull is hand laid fiberglass in a two part mold. This allows for the recessed cove stripe and recessed hull ports. The lay-up schedule begins with a vinyl ester barrier coat to guard against osmosis with subsequent layers of cloth and polyester resins. The hull is hand laid so that before the workers walk away from the finished hull they can visually observe that there are no voids, resin starved areas, or other areas that could later prove to be points of weakness. This is a far superior technique to that of vacuum bagging and/or using coring, as those methods do not allow for absolute visual inspection of the finished lay-up.

This yacht utilizes a 3rd generation hull counter mold grid that is glued and laminated to the hull for strength, but which at the same time still allows access to the hull for safety and service reasons, and provides the added benefit of keeping the hull and bilge drier. All access areas of the bilge are coated with gel-coat paint for ease of maintenance. Sub-flooring in the salon is on an aluminum grid to assure strength and stiffness for the entire life of the yacht. Bulkheads are completely bonded to the hull and deck using special high-performance polyurethane adhesives for additional strength and rigidity. All hull ports are bonded using a proprietary technique that assures perfect alignment and consistent adhesive thickness for a lifetime of strength and leak free service.

The deck is hand laid with discontinuous balsa coring. Wood coring is used in high load areas such as under winches, deck organizers, cleats, etc. Jeanneau utilizes a proprietary highly effective non-skid pattern molded into the side decks and the coach roof. The interior underside of the deck is finished with a counter-molded liner that is bonded to the deck prior to being fitted to the hull. Of particular note on the JY57 is that the area of the transom garage is a continuous part of the molded deck, this so that at no time does sea access to this area expose the interior of the boat to water intrusion.

The keel is epoxy encapsulated cast-iron affixed with zinc mounting bolts and nuts for long life and corrosion resistance.

3rd Generation Hull Structure

Jeanneau has long been known for strong and seaworthy boats. Today the technology of boatbuilding has evolved, but our commitment to this tradition has not wavered. The Jeanneau 3rd Generation Hull Structure combines the latest in fiberglass technology with modern yacht design to deliver a structural reinforcement perfectly adapted to the demands of the offshore sailor.

Jeanneau models using 3rd Generation Hull Structure

Sun Odyssey 39i
- Sun Odyssey 39DS
- Sun Odyssey 42i
- Sun Odyssey 42DS
- Sun Odyssey 44i
- Sun Odyssey 45DS
- Sun Odyssey 49i
- Sun Odyssey 50 DS

1. High-load zones cut-out for access to the hull
2. Integrated repair area at aft end of keel
3. Structure is precisely placed in the hull
4. Glued and relaminated to the hull for strength
5. Acts as a support for the floorboards
6. Keel bolts located near vertical members and through counter mould and hull
7. Limber holes at hull level for efficient drainage
8. Counter mould remains below level of floorboards and is not visible

Superior composite technologies

- Jeanneau is the master of many different types of fibreglass construction from hand lay-up to injection moulding

- Each technology has its proper place at Jeanneau and they are applied to create the perfect part, taking into account structural, aesthetic, and efficiency factors

- Every barrel of resin and gelcoat is tested before entering the production process and the Jeanneau laboratory continues to test and improve the quality of every process.

Detailed woodworking

The signature woodwork at Jeanneau is the result of the seamless marriage of craftsman and high-technology

- Triple-axis digital cutting machines are able to take a full-sized laminate panel and cut it to exact tolerances, rout out complicated shapes and drill precise holes

- Robotic UV-varnishing line sands, prepares the surface and applies three coats of varnish to a laminated panel in just a couple of minutes

- Over 10,000 finished wood parts a day are produced using these machines

- Operation of just-in-time arrival of sub-assemblies on the line

- Specialists employed at every level to do work specific to their specialty

Cutting-edge Computer-Aided Design

Overview

- Jeanneau has integrated its tremendous in-house talent with the latest in CAD software

CATIA

- The latest generation of CAD, called CATIA, allows integration of the entire new product development process, from conception to production and from marketing to spare parts.

- CATIA allows team members to work concurrently, sharing their knowledge rather than applying their skills sequentially

- Jeanneau has invested substantial resources into CATIA in order to improve the quality of the boat design and reduce the cycle time required to introduce new boats to the market

- Digital modeling allows for structural analysis of designs using advanced "finite element calculations"

DS CATIA

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Superior composite technologies

Prism Process

- Leader in vacuum bagging technology for the construction of racing boats, JTA developed an resin injection process applicable to the construction of cruising boats

- By using advanced engineering, precisely positioned layers of glass fabric and mat and specially developed core materials, Jeanneau is able to mould a deck to exacting tolerances

- Jeanneau's leadership in this domain gives it a substantial advantage over its competitors and ensures unequalled quality to the customer

This 21st century technology allows Jeanneau to manufacture complex fibreglass parts with:

- Perfect finish on both sides (no need for a counter mould)
- Reduced weight (providing the sailboat better stability/performance)
- Increased strength and rigidity of the piece (quality of lay-up)
- Reduction by 90% of VOC emissions (environmentally-friendly)
- Optimum working conditions for the production team (no contact with resins/catalysts)
- High quality parts (precise control of gelcoat, core materials and resin injection)

The deck of the Sun Odyssey 49i is the largest mass-produced injection fibreglass part in the world

Woodworking FINE TEAK ®

African forest trees are selected and cut with constant care and long term preservation perspective.

1. Wood trunks are peeled to provide 6/10th of a millimeter thick veneer. The sheets of veneer are then sorted and graded based on quality.

These first operations take place in the country of origin. The dried veneer sheets are then sent to Italy for further processing.

3. The sheets of veneer are immersed in a tank of products to obtain a light and homogeneous shade.

4. The same sheets are then immersed in a second pigment tank designed to get the desired color. This process locks-in the pigment for optimum UV resistance. A fungicide treatment completes this step of the process.

5. Once the sheets are dry and stable, they are glued and stacked according to a chosen decoration pattern.

6. Under pressure on a mold, the stack acquires the desired decorative grain pattern. A flat die will provide a "straight" grain pattern, a wavy die will create a "swirl" pattern.

7. An oblique angle cut is made on the wood block. The angle chosen will determine the thickness of the design. The result is a stained wood veneer with the pattern of choice, very good impact resistance thanks to the high modulus glue and the compression effect.

8. Both impact resistance and look can be greatly improved by making another wood block using these veneers and the procedure explained in operation 5 above (double cut technique). The veneer used by Jeanneau benefits from this procedure
Quality control is done on each sheet of veneer (stain, geometry, grain, thickness, etc.)

9. The sheets of veneer are then sent to plywood manufacturers to be glued on a marine grade plywood (panels are 10'2" x 5')

These very high quality wood panels are used by top of the line furniture manufacturers as well as the best power boat manufacturers

JEANNEAU	**Technical Dossier** **Jeanneau Yacht 57**	**Chantiers Jeanneau** **2009-2010**

SELLING POINTS

- Twin steering stations on unique pods keep cockpit sole clear
- Plenty of seating, very friendly layout with the 2 large aft sun lounging areas
- 1 huge cockpit locker with gas lift and cockpit access to transom garage via ladder
- Wide side decks for easy and secure passage forward in all sea conditions
- Forepeak storage locker with shelving and access ladder for sail storage. Can be equipped as a skipper cabin or in 3 fwd. cabin version hatch accesses "V" berth
- Powerful 2,000W anchor windlass, 24V (#204 gypsy for 12mm/1/2" HT chain)
- Unique main sheeting system as on large race boats eliminates need for traveler
- Harken 70.2 primary winches located near helm stations
- Large transom garage for dinghy or other storage, hydraulic deployment
- 4 "combined" deck hatches over salon provide unequaled salon brightness
- Dual counter-balanced salon companionway doors self stow, privacy screen inc.
- Hull to deck joint utilizes high tech adhesives, through bolts at stanchion bases and fairleads, and screws to produce a joint of unrivaled strength

Features and Benefits

Ease of Handling:

Electrically-assisted sail handling*
The latest generation of Harken powered winches and electric headsail furler along with standard in-mast furling makes sail handling by a short-handed crew simple

German Sheeting*
Mainsail sheet led to dedicated winches near each helm station for total control of sail trim from either helm

Multi-purpose transom
Full-featured transom area is usable even with the transom door closed. Easy access to the sea and safe boarding via removable swim ladder

Dinghy garage
Garage with available optional roller system, electric winch and air station for quick retrieval, launching and storage of the tender

Retracting hydraulic passerelle*
Mounted in the port side transom for safe boarding without detracting from the styling of the boat

Latest generation engine
Volkswagen advanced turbo diesel propulsion systems with hydraulic gearboxes for feather light control

Easy maintenance
Pneumatically-assisted opening floor panels in saloon for access to centralised technical functions

LUXURIOUS LIVEABILITY:

4-Zone cockpit
Multipart cockpit allows separate areas for lounging, sunbathing, dining, and of course, sailing

Electric stern platform
Opening platform is your terrace on the sea

Panoramic companionway
Sliding doors on ball-bearing track provide wide opening and plenty of light and ventilation to the interior

Wrap-around saloon windows
Views of the water found in every direction and through the large hull ports

***Optional Equipment**

Saloon skylight
Four flush opening hatches allow for ventilation and light
Pleated shades and screens
Privacy is assured by pleated shades on all hatches, ports and panoramic companionway
Dimmer switches fir lighting
Create the mood you want at the touch of a button
LED lighting
Navigation, anchoring, courtesy and various task lighting is provided by high-efficiency LED lights
BOSE® entertainment system*
4.1 Bose® surround-sound system with base unit for maximum enjoyment of music and movies onboard
Blond teak flooring
The elegance and beauty of teak is found throughout the boat
Inner spring mattresses*
For the ultimate comfort aboard (available in the forward and aft owner's cabin)
Transformable Pullman cabin
Three forward cabin version can be transformed into multiple cabins or opened up into a large owner's suite
Transformable aft cabins
Single aft cabin berths slide together to make large double berth in seconds
Yacht-grade electrical and plumbing systems
Heavy-duty 24V electrical system with plenty of battery power high-capacity hot water heater
Electric galley*
Fully electric ceramic stove top and oven provides modern cooking and eliminates onboard gas system
Cockpit refrigerator*
Located in the cockpit table for easy entertaining

***Optional Equipment**

OFFSHORE PERFORMANCE

Latest hull design
A performance-oriented Philippe Briand hull with a long waterline provides seaworthiness and speed

Powerful sail plan
High aspect, triple spreader rig form a balanced sail plan that is easy to handle and powerful

Twin steering consoles
Instruments and controls located in modern consoles at your fingertips

Efficient weight distribution
Generator and tankage located under the saloon sole in order to lower the centre of gravity

Bluewater autonomy
Large tanks, spacious storage and optional equipment such as, water maker and extra fuel tank speak to this passage maker's potential

Built to international standards
Design, engineering and construction certified by the Bureau Veritas and built to an ISO 9001 standard

***Optional Equipment**

Hot Buttons of Buyers Attracted to the Jeanneau Buyer

1. **Elegant Bright Interior:** Jeanneau Yachts offer a new style of interior for the modern sailor that is packed with plenty of space and plenty of light. This new interior is specifically designed with comfort and cruising in mind. It's important to understand that on Jeanneau Yachts, the cabin sole has deliberately been kept low in order to utilize the full width of the boat. Doing this enables the space under the side decks to be used for seating thus giving the boat tremendous volume. More than anything else, buyers focus on the interior of the boat.

2. **Serious Cruising Boat:** Experience has shown us that the Jeanneau buyer is an experienced sailor and considers Jeanneau to be a boat designed for serious sailing. The modern yacht fits the bill here since no performance is sacrificed for the sake of the large functional interior and superior cockpit.

3. **Modern European Styling:** With the proven appeal of the Garroni/Jeanneau Design team, the Jeanneau Yachts are truly good looking which probably accounts for many of the other manufactures imitating the Jeanneau styling.

4. **Sailing Performance:** Jeanneau buyers universally appreciate a good sailing boat. And while sailing performance doesn't top the list of most cruisers, it's still important to them. Always make sure to point out that the Jeanneau Yachts are always built on hulls designed first and foremost for performance and comfortable sea keeping ability.

5. **Quality Construction:** It's fair to say that all of the major builders in the market today are building good quality boats. However, not all the boats are the same and in the world of production boats, Jeanneau enjoys the position of being considered as being of better quality than any other production builder in the market. When someone is buying their last boat and spending upwards of $800,000, you can bet that quality will be one of the major things they are concerned about.

6. **Phillippe Briand Design:** Elegance, flexibility, and performance for the demanding sailor. The long waterline and careful weight distribution ensures speed and seaworthiness unmatched in her class.

JEANNEAU	**Technical Dossier** **Jeanneau Yacht 57**	**Chantiers Jeanneau** **2009-2010**

Sail plan/Rigging

- All new fractional keel stepped mast with 3 sets of spreaders
- Double backstay, optional hydraulic backstay available
- Furling main in Mylar/Taffetas for maximum sail area and performance

I:	68'10""
J:	21'10"
P:	64'3"
E:	20'11"
Sail area	= 1,571 sqft

	FURLER	**CLASSIC MAST**
Sail area displacement ratio =	19.42	21.68
Ballast displacement ratio =	27.8%	27.8%
Theoretical hull speed=	9.51 knots	9.51 knots

Sails

Standard Sail Package:

Mainsail – Furling tri-radial cut using laminate Mylar taffeta material with UV-stabilized thread, Rutgerson stainless steel eyes placed in radial reinforcement points.

Genoa – Tri-radial furling genoa , Rutgerson stainless steel eyes placed in radial reinforcements with anti-UV Sunbrella protection at foot and luff, leech and foot adjustment lines.

Performance Sail package:

Mainsail – tri-radial cut in Hydranet (see accompanying). Lazy-bag in Sunbrella Captains Navy or Taupe, and lazy-jacks. UV-stabilized thread, Rutgerson stainless steel eyes at radial reinforcement points. FacSlide ball-bearing cars on rack, batten boxes on universal joints, fiberglass battens, leech line access at each reef, loose-footed single-line auto reefing system at two points and classic reefing at third point.

Genoa – Tri-radial furling genoa, in Hydranet, Rutgerson stainless steel eyes placed in radial reinforcements with anti-UV Sunbrella protection at foot and luff, leech and foot adjustment lines.

JEANNEAU	**Technical Dossier** **Jeanneau Yacht 57**	**Chantiers Jeanneau** **2009-2010**

Designing the Future

clear ahead

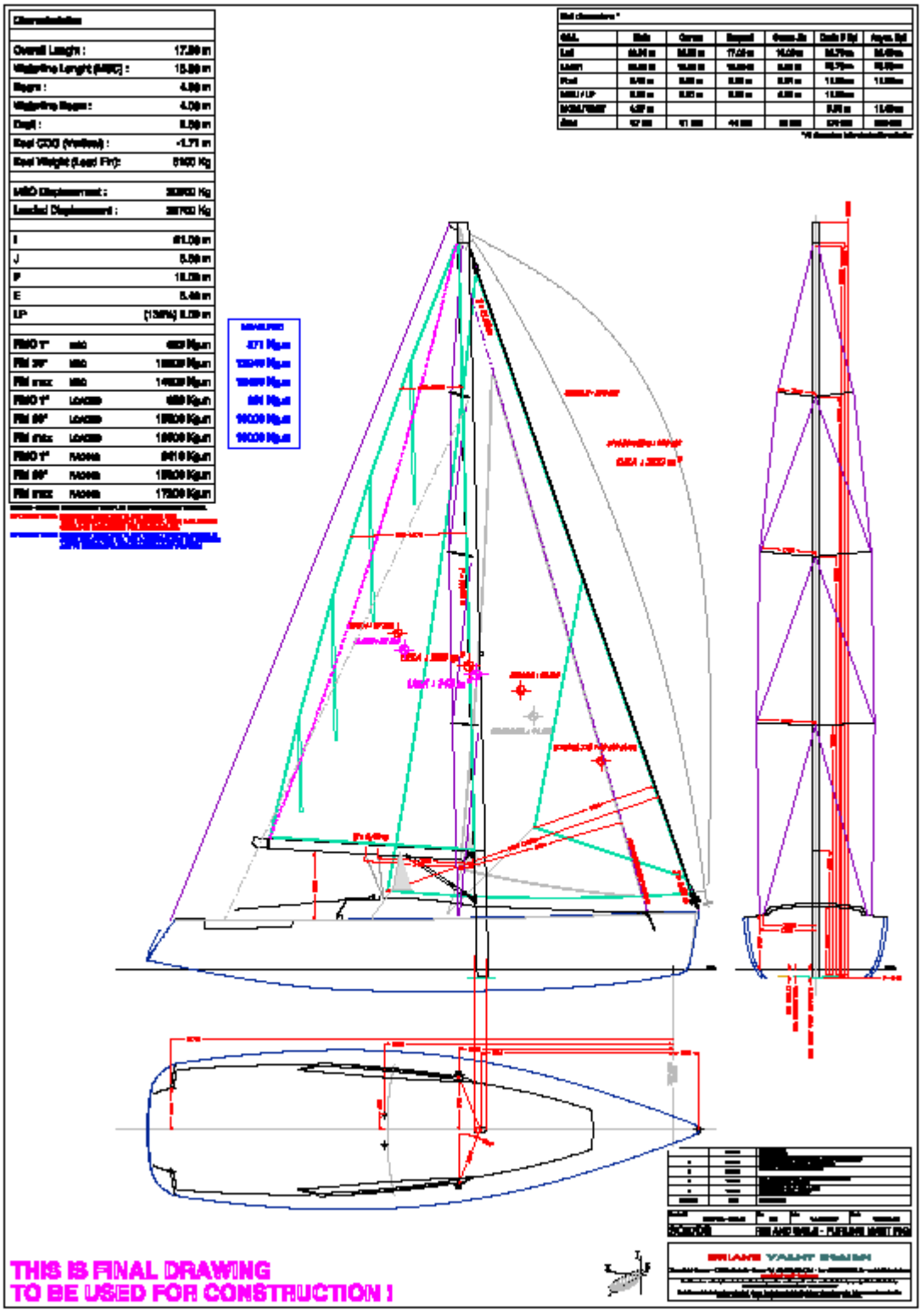
HydraNet® radial

DIMENSION-POLYANT's HydraNet® radial styles combine the durability of a woven polyester base with a ripstop of Dyneema®. The resulting fabric is higher in tear strength and, combined with the strength of the ripstop, stronger over the life of the sail than any woven polyester. A bonus of the woven polyester construction is a breathable platform that minimizes the damp environment that triggers mildew growth. A tight weave gives HydraNet® radial its superior shape retention; the fabric also has a soft working "hand." For the sailmaker, design targets that were possible only with laminates can now be achieved with HydraNet® radial. The range of HydraNet® radial styles is designed for step-up construction, and the wide 54"/137cm width makes for efficient nesting of radial panels.

sailcloth technology

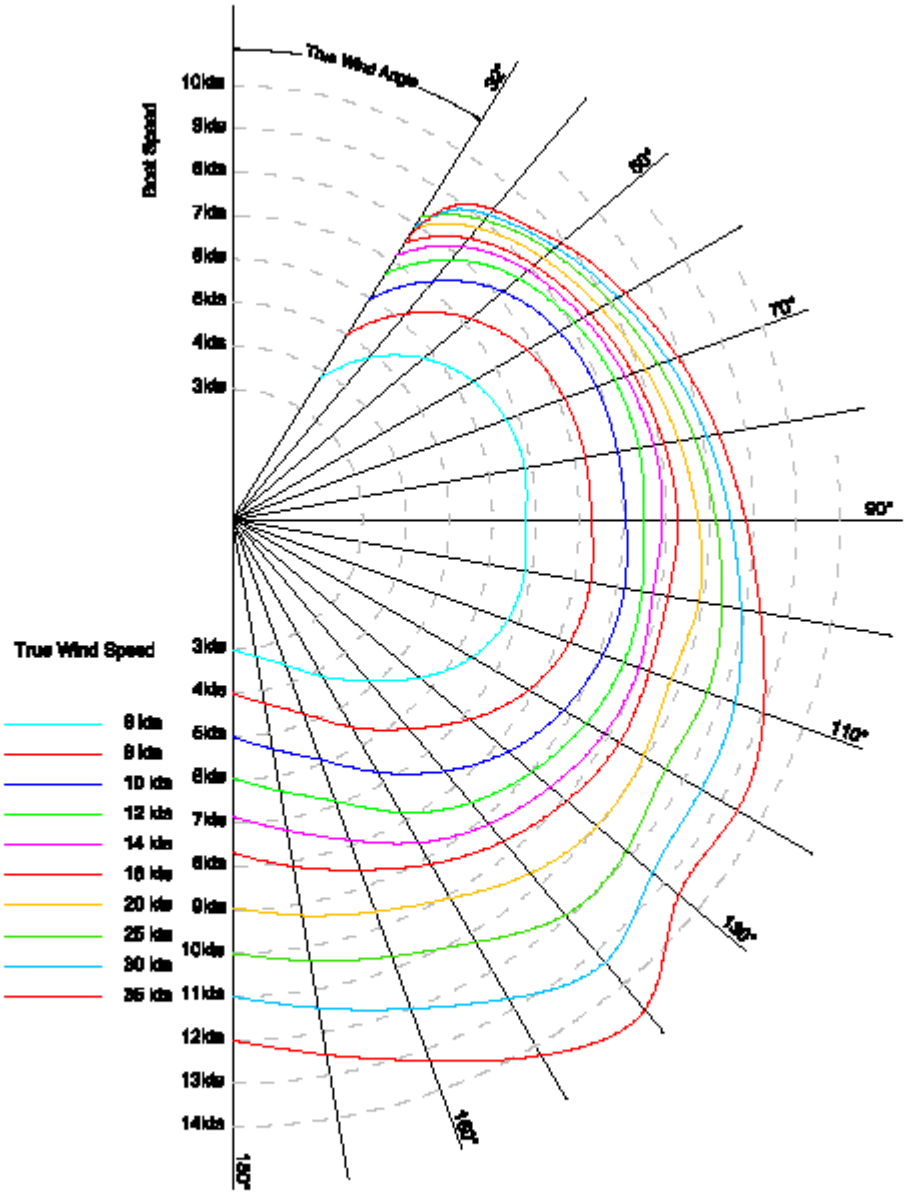
X-PLY® - DC-Line® - HydraNet® - FLEX® - Wovens - D4® Membranes - HydraNet® radial - GraphX® Carbon - DYS® Offshore - X-Tech - HTP® plus - INSERT®

JEANNEAU	**Technical Dossier** **Jeanneau Yacht 57**	**Chantiers Jeanneau** **2009-2010**



SUN ODYSSEY 57' - "Racing Condition" - 14 Crew members

Polar Diagram



BRIAND YACHT DESIGN

JEANNEAU	**Technical Dossier** **Jeanneau Yacht 57**	Chantiers Jeanneau 2009-2010

Layout Selection

Owner's forward, three cabins, three heads (shown with optional crew quarters in forepeak)

Owner's aft, four cabins, three heads

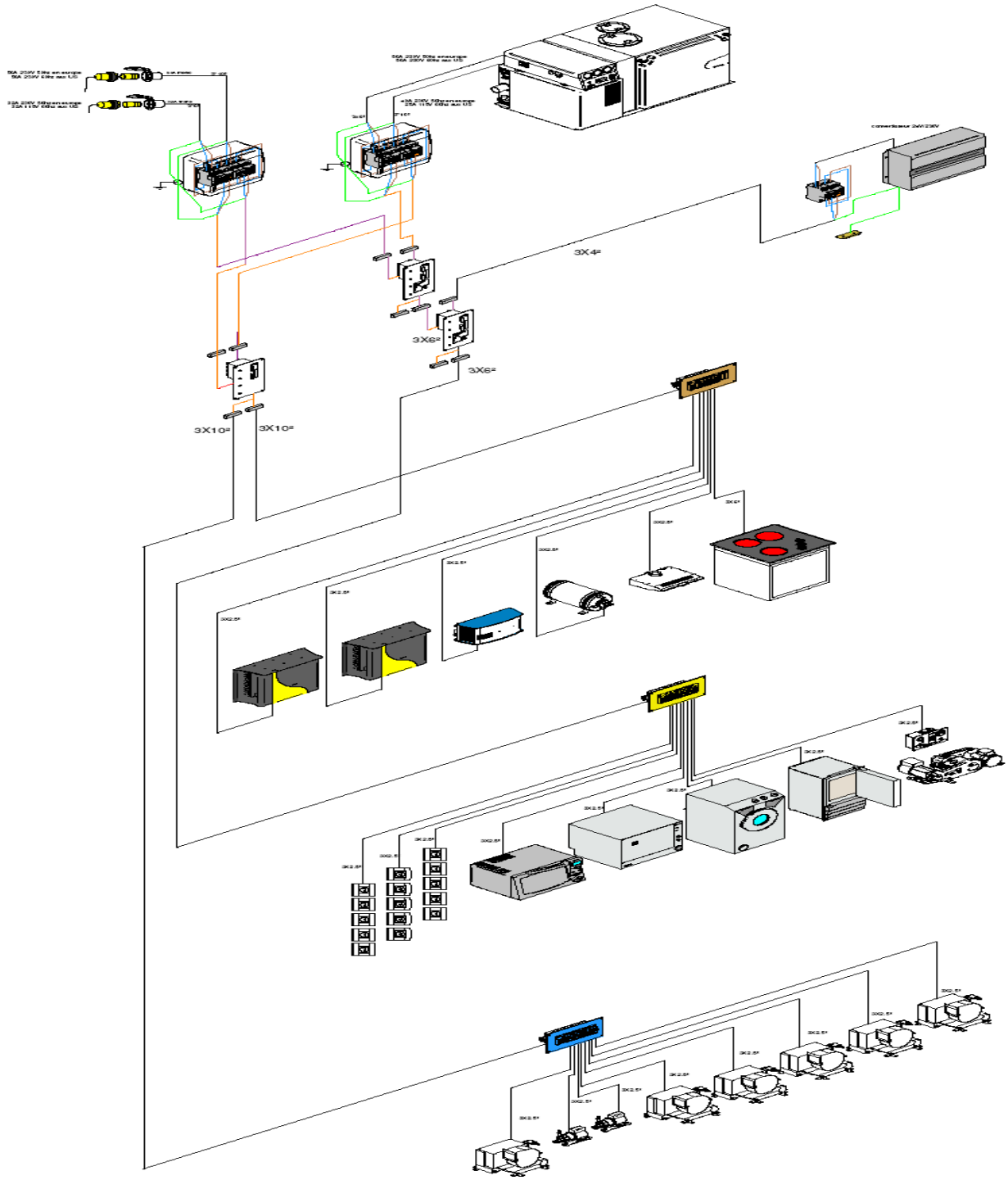
Five cabins, four heads

Two cabins, two heads version now available. Same as owner's aft and owner's forward combined, salon remains the same.

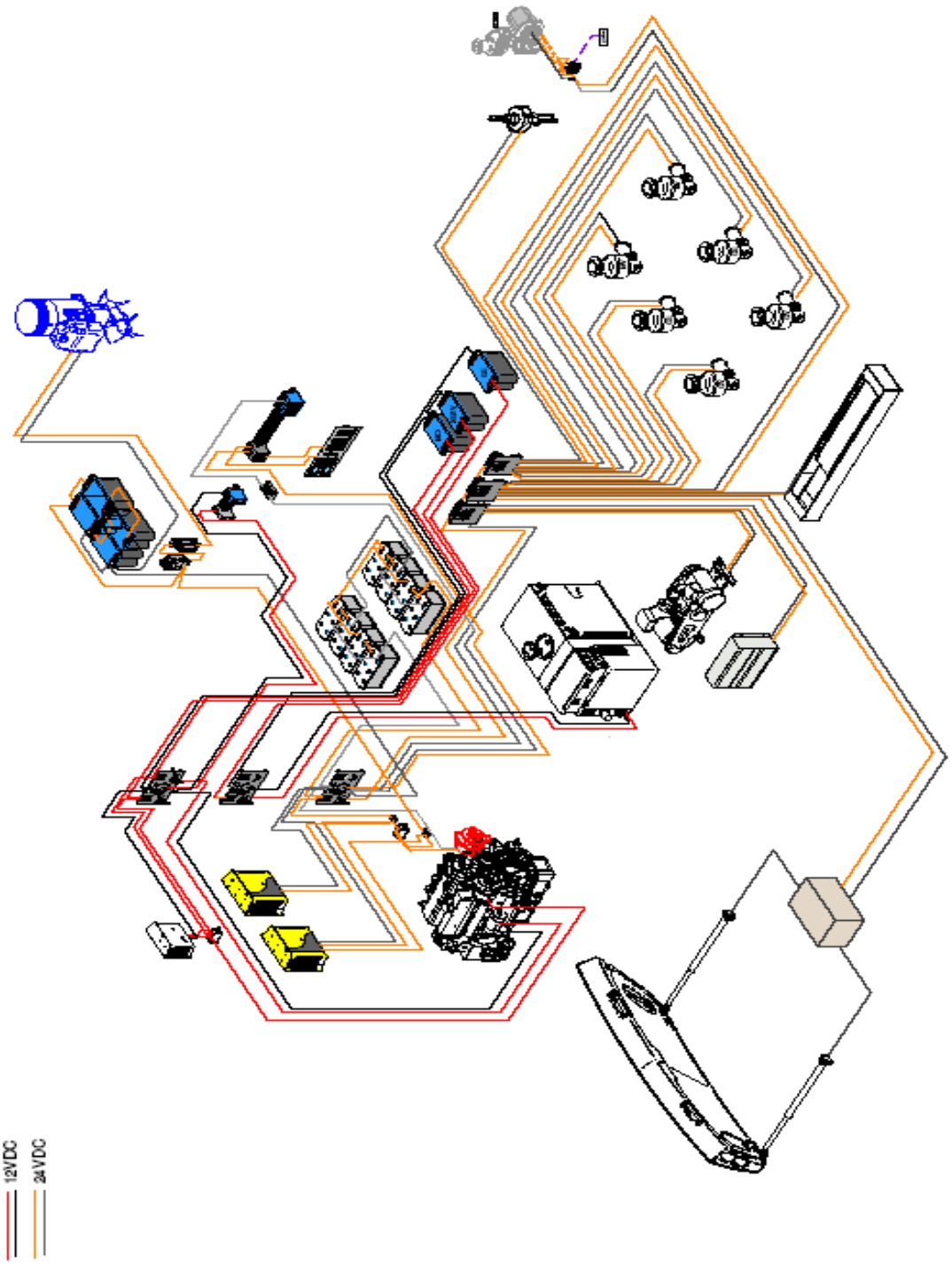
Electrical System

The JY57 has a very sophisticated electrical system, actually four relatively isolated systems in this one yacht. On the transom you will find two shore power connectors, one a 30 amp/115V connector that brings shore power in to pass through the standard 1,800 watt pure sine-wave inverter (located behind the starboard side salon seating) to distribute through the yachts 115V plug outlets located throughout the boat. This incoming 115V power is also wired to support any additional installed items on the yacht such as microwave oven, washer/dryer, icemaker, etc. Also on the transom you will find a 50 amp 115V/230V connector which brings shore power in to supply high load items such as any of the reverse cycle heat and air-conditioning systems, the hot water heater and the battery chargers. Within the yacht you will find both a 12V system and a 24V system. The 12V system is used to start the engine and the generator and to supply standard lighter outlets throughout the boat and in the cockpit as well as to power the CD/DVD players throughout the yacht. This system is supported by a bank of five (5) 12V batteries located under the sole adjacent to the galley. This 12V battery bank is charged by a dedicated 25 amp charger on the 115V/230V incoming shore power circuit. The main electrical system around which the yacht is built is all 24V. This includes all lighting, instrumentation, winches, bow thruster, head-sail furler if fitted, anchor windlass, etc. To support these needs this yacht is fitted standard with four (4) 4D batteries, and included in the Premier Trim Level package are four (4) additional 4D batteries creating a total house bank of approximately 1,000 amps capacity at 24V (this compares to about 2,000 amp capacity if this were a 12V yacht). These batteries are located under the salon sole adjacent to the navigation station. The 24V battery bank is charged by two dedicated 60 amp battery chargers, one standard and one part of the trim package for faster charging. For charging while underway the engine is fitted with two alternators, a 120 amp alternator for the 12V battery bank and an 80 amp alternator (equivalent to a 160 amp alternator if this was 12V output) for the 24V battery bank. If the yacht is fitted with the factory 11Kw Onan generator this is wired to produce dual voltage, 115V and 230V which is used and distributed through the yacht just as the two incoming shore power circuits are. To reduce power consumption on such a large yacht, all lights are LED including the navigation and anchor lights. Further the refrigerators and freezers are fitted with dual speed compressor motors to reduce power consumption by half once these units go into "maintenance mode" once the contents have reached their desired cold temperature setting.

115 Volt and 230 Volt Distribution



12 Volt and 24 Volt Distribution



Plumbing

The plumbing system on the JY57 is of a sophisticated caliber to match the other systems of this yacht. Fresh water is stored in three separate 82 US gallon roto-molded tanks (all tankage on this yacht are roto-molded, including the fuel and holding tanks) located under the saloon floor just above the keel. Two to starboard and one to port (there is a factory option to convert the port side tank to increase the diesel fuel capacity and is a popular option especially if a water maker is to be fitted). Each tank is filled with a separate deck fill and for added convenience a pressure regulated shore water connector is located at the transom. Pressurized water distribution throughout the yacht initiates with twin 24V high-pressure pumps and initial distribution is through 3/4" tubing. Following initial distribution tubing size reduces to ½" standard to feed all the outlets and fittings. Why such an elaborate system? This design assures that regardless of the demands upon the system, for example when returning to port following a long day sailing, should multiple people wish to shower while someone else does the dishes or washes clothes, the water pressure will be unaffected and very high. Tank level information is available at the navigation station and selection of tank is by a manifold conveniently located under the saloon floor. Hot water is supplied by a large capacity (16 US gallons) hot water heater. This heater is very efficient in producing hot water as needed as it is 230V or via heat exchange from the engine, virtually producing as much hot water as desired continuously on demand. A hot and cold fresh water shower is located on the transom. Regardless of configuration selected each head is fitted with a separate roto-molded holding tank with 20 US gallon capacity (except owners aft version has a 22 US gallon tank). If a skipper cabin is selected in the forepeak it is fitted with a separate 22 US gallon holding tank. Extra design and consideration was given to make the system odorless by special tank and hose selection. Grey water drains directly overboard. New filter less macerator bilge pumps are utilized to reduce maintenance and potential for blockage.

Engine

Volkswagen 5 cylinders, 2.5 liter engine capacity, 140 HP direct injection with electronic engine management (MDC) and extremely low weight per horsepower: That is ideal for the sailing yacht such as the new Jeanneau Yachts 57.

This exceptionally sturdy and refined 5 cylinder draws its power, among other factors, from a turbocharger with variable turbine geometry (VTG-charger) and from inter-cooling. The engine will brighten your day with a torque of 310 Nm at any speed between 1700 and 3100 rpm, with high fuel efficiency and minimum emissions.

This engine was developed for sailing yachts as a mid speed version of the 5 cylinder 150 HP diesel used in the Volkswagen Jetta TDI. This allows comfortable cruising with low engine speed and VERY low engine noise levels.

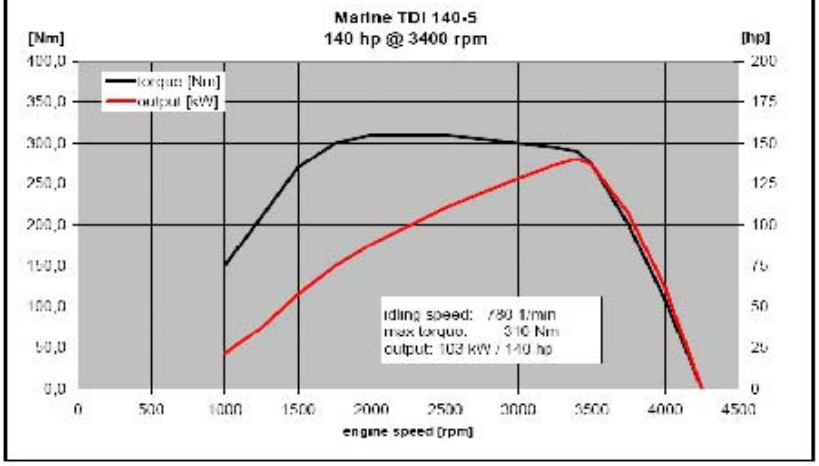
VOLKSWAGEN marine

Technical data sheet TDI 140-4	
Engine type	5-cylinder turbo diesel
Fuel system	Direct injection**
Charge	Turbocharger VTG***
Boost intercooling	Seawater tube heat exchanger
Cylinders	Inline 5
Displacement [cm³]	2461
Stroke [mm]	95.5
Bore [mm]	81.0
Compression ratio	19.0:1
Performance (ISO 3046) [kW]	111
Performance [HP]	140
At	3.400 rpm
Specific power output [kW/l]	45.1
Appr. piston speed [m/s]	12,7
Max. torque [Nm]	310
At	2500 rpm
Min. specific fuel consumption be [g/kW]	203
Weight [kg]*	265
Alternator	120 A
Electrical system	12 V
fuel intake	8 mm
sea water intake	38 mm / 1,5"
Oil change	Once a year or after 200 hours of operation. (depending on which occurs first)
Cooling	Thermostatically controlled double circuit cooling system with heat exchangers, collective exhaust pipe and water-cooled exhaust turbocharger, engine oil cooling, hydraulic oil cooling, fuel cooling

* Dry, without gearbox (ZF 45A: +35 kg; Z-Drive: +101 kg)

** Distribution injection pump

*** Turbocharger with variable turbine geometry



Volkswagen Spare Parts list:

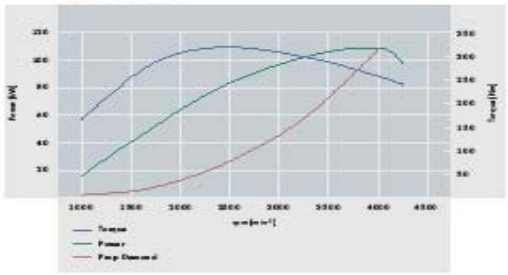
Fuel Filter	**06V 201 511**
Oil Filter	**065 115 562**
Impeller Kit	**17937-0001**
Belt (Alternator)	**065 119 137 F**
Belt (Water)	**065 119 137**
Zinc	**Y1 195 201**
Thermostat	**065 121 113**
Gasket (thermostat)	**065 121 113**
10 amp fuse	**28310**
15 amp fuse	**28315**
50 amp fuse	**28383**
Oil 0W/30 Synthetic	**SS0**
Coolant	**G001200**
Engine paint	**RAL9010**

Engine Performance for 150-5 (140 HP not available at time of publication)

Marine Engine Performance

Volkswagen Marine TDI 150-5

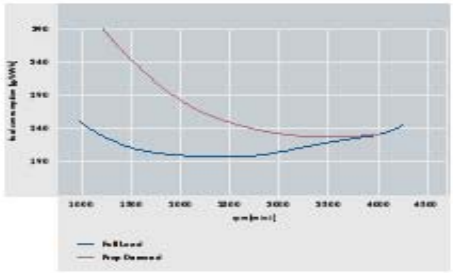
Power Rating TDI 150-5 - Diagram
On ISO 8178-4 (metric)



Power Rating TDI 150-5 - Data
On ISO 8178-4 (metric)

DRZ [1/min]	Torque [Nm]	Power [kW]	Prop Demand [kW]
1000	146	17	2
1500	261	40	6
2000	310	65	14
2500	329	83	27
3000	307	97	47
3500	288	106	75
4000	267	111	111

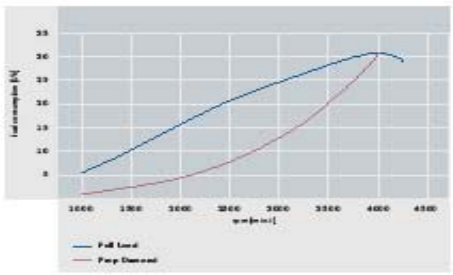
Specific Fuel Consumption TDI 150-5 - Diagram
On ISO 8178-4 (metric)



Specific Fuel Consumption TDI 150-5 - Data
On ISO 8178-4 (metric)

DRZ [1/min]	Full Load [g/kWh]	Prop Demand [g/kWh]
1000	348	
1500	328	350
2000	305	383
2500	303	351
3000	309	330
3500	319	324
4000	327	327

Fuel Consumption TDI 150-5 - Diagram
On ISO 8178-4 (metric)



Fuel Consumption TDI 150-5 - Data
On ISO 8178-4 (metric)

DRZ [1/min]	Full Load [l/h]	Prop Demand [l/h]
1000	3,3	1,1
1500	10,8	3,3
2000	16,1	4,8
2500	20,3	8,1
3000	23,9	12,1
3500	27,7	16,4
4000	31,6	21,6

1 Nm ≙ 0,7375620525 lb ft foot pound

1 kW ≙ 1,3410219 HP English

1 inch = 0,08333 foot

1 kW = 1,3596121 PS metric

1 l = 0,2641704656 g

1 g ≙ 0,0022046223 lb American

VOLKSWAGEN marine
SUPERIOR TECHNOLOGY

JY57 Packing/Shipping List

Length overall		**17.78 m**	**58'5"**
Width		**5.00 m**	**16'5"**
Height	**Standard keel**	**4.96 m**	**16'4"**
	Shoal keel	**4.56 m**	**15'0"**
	W/o keel installed	**3.46 m**	**11'5"**
Height in cradle			
	Standard keel	**5.06 m**	**16'7"**
	Shoal keel	**4.66 m**	**15'4"**
	W/o keel installed	**3.35 m**	**10'8"**
Weight	**Standard keel**	**20,600 kg**	**45,415 lbs**
	Shoal keel	**21,000 kg**	**46,297 lbs**
Volume	**Standard keel**	**449.83 m3**	**15,886 ft3**
	Shoal keel	**414.27 m3**	**14,630 ft3**
	W/o keel installed	**307.59 m3**	**10,863 ft3**
Mast	**length assembled**	**24.60 m**	**80'9"**
shipped in two sections (each)		**13.00 m**	**42'9"**

Safety

Safety is standard at Jeanneau. Peace of mind is part of the Jeanneau experience. Extensive finite element analysis of our structural systems, secure handholds throughout each boat, large hatches that double as emergency egress routes, high-quality deck fittings, and the overall seaworthiness that comes with 50 years of experience in building offshore boats make Jeanneau a leader in safety considerations.

Transom Safety Swim Ladder

Pull off cap

Pull out ladder

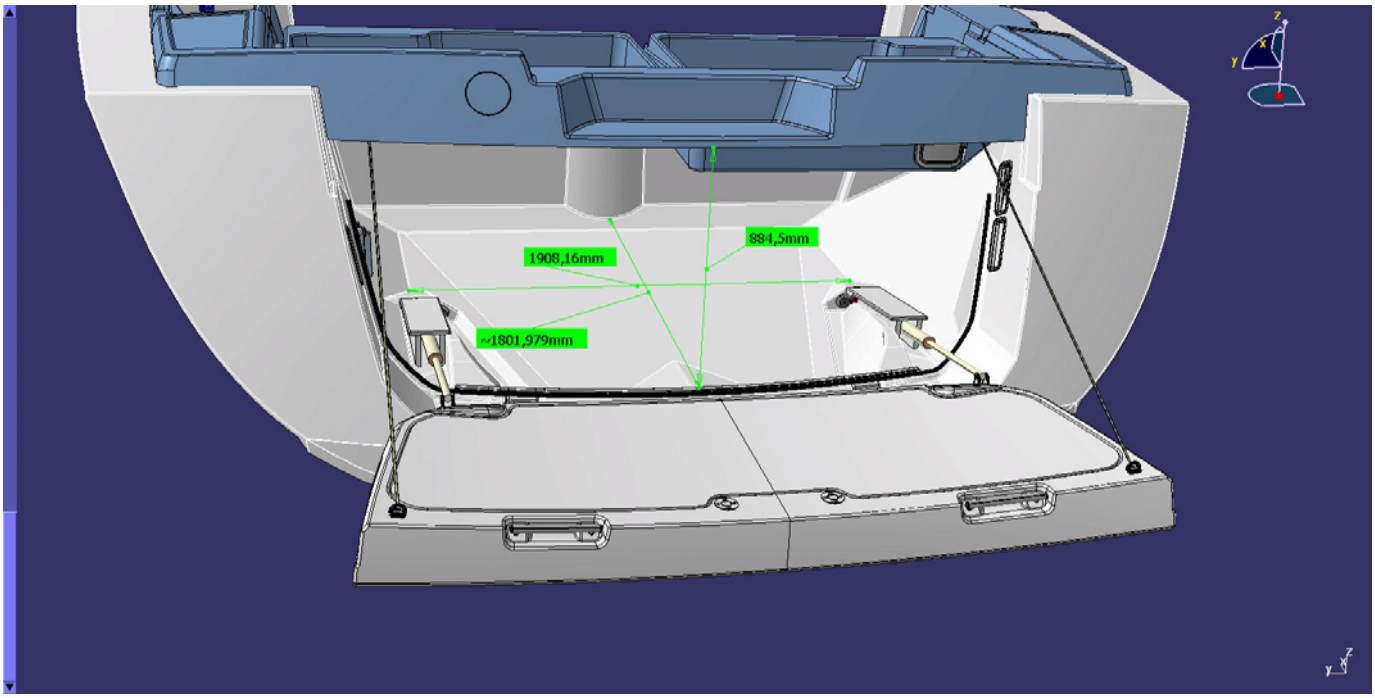
Deploy ladder for use

Egress hatch(s) aft cabin

Emergency tiller

Bilge pump, water inlet (arrow)
(Shown with optional hydraulic
Backstay adjuster to right)

Transom Garage



Garage Dimensions

Air inflation station

Electric garage control

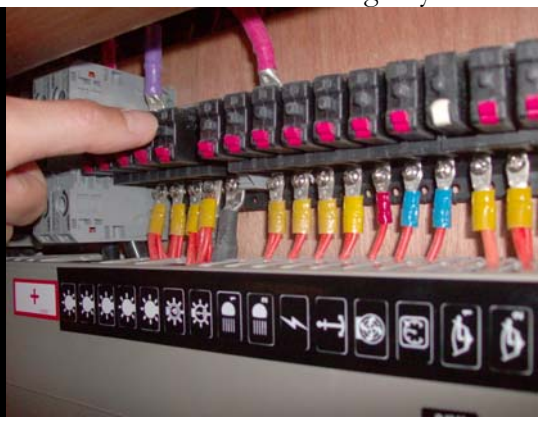
Optional passarelle storage

Electrical Components

12 volt breakers to starboard under companionway stairs

24 volt breakers under port side of nav station across from galley

Breakers behind nav station



Reset table 24V breakers

Nav station breakers and gauges

230V and 115V panel

The Jeanneau Story: 1957 – 2008

Jeanneau was founded in 1957 by Henri Jeanneau, who was fascinated by all things mechanical including airplanes, automobiles, and boats. He started the Jeanneau Shipyards in the tiny town of Les Herbiers, France, which was home to a rich heritage of artisan works. He began by building a wooden hull with which he participated in the 6-hour Paris race, the longest national race at the time. France was seeing unprecedented economic growth at the time and Henri Jeanneau quickly understood that the appearance of new electric appliances designed to ease household chores would allow families to devote more time to leisure activities such as boating.

In 1961, Jeanneau's first fiberglass powerboat made its debut. It retained the wooden deck and featured the lines of a frigate, which made perfect sense because it was molded onto a wooden hull. Later, that same year, Jeanneau created the first all-fiberglass boat. This new material, created an unprecedented technological advantage. From a single mold, hundreds of hulls could be created. The fiberglass was applied to the mold and impregnated with resin, spread on by a roller. Afterward, workers had only to wait for the hull to cure before moving on to the next one. It was the beginning of the "production boat" that could be built at over 1,500 in a series.

In the beginning, to test the structural integrity of his boats, a boat was dropped into a nearby lake and hitched to a towrope. Then, at full speed, it was launched over a wooden ramp and into the air, clearing a nearby road, to land in a field. Henri Jeanneau, was of course the man at the helm.

The first Jeanneau sailboats were launched in 1964. That same year, Eric Tabarly captured the public's attention when he competed in the English transatlantic race, the Ostar, and won. It was the first time that a French national beat the English on their own turf. Tabarly became the pride of France and created a veritable craze for sailing among the French.

1960's, pleasure cruising sailboats became mainstream, and shipyards like Jeanneau would produce their first sailboats to benefit from this new enthusiasm for sailing. Technological innovations lowered production and purchasing costs, and pleasure cruising became accessible to the masses. It was the end of the age of the aristocratic sailor, and sailboat production exploded with the fabulous Sangria, a model launched by Jeanneau in 1970 that sold over 2,700 boats. This formidable success cemented Jeanneau's place at the forefront of the marine industry in the design and construction of cruising sailboats and small powerboats.
Over the course of the past 50 years, the Jeanneau Shipyard has produced thousands and thousands of boats, both sail and power. Today, Jeanneau and Jeanneau Yachts are part of Groupe-Beneteau, the largest, most successful boat builder in the world. Jeanneau markets a total of five separate powerboat ranges with each range consisting of 5-6 different models ranging in size from 16 – 60 feet. Jeanneau also produces sailboats ranging in size from 20 – 57 feet. All together over 6,000 boats are produced each year (3,800 power and 2,200 sail). Jeanneau operates a total of five production facilities, employs over 2,000 people, and is represented by over 250 dealers worldwide.

A vast shipyard…

2,500 people, 380,000 square meters, 6,000 boats/year, present in 45 countries.

PRODUCTION SITES

LES HERBIERS

NANTES CHEVIRE

CHOLET

ROCHETREJOUX

Electronics