Sailors to the core since 1957
A craft, a passion, men and women...

Sailors to the core
1957 - 2007

I Beautiful Vendéenne Story

II - 50 Years of Passion

III - Iconic Boats

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Our story begins in 1957 in Les Herbiers, France...

Jeanneau, a Vendéen success story
The key to our success — passion

Fine Vendéen partnerships and great victories
In 1961, Jeanneau’s first fibreglass powerboat made its début. It was the Calanque. It retained the wooden deck and featured the lines of a frigate, which made perfect sense because it was moulded onto a wooden hull. That same year, a dream became a reality: Jeanneau created the first all-fibreglass boat. This new material, a petrochemical product, created an unprecedented technological advantage. From a single mould, hundreds of hulls could be created. The fibreglass was applied to the mould and impregnated with resin, spread on by a roller. Afterward, workers had only to wait for the new hull to cure, and then they moved on to the next one.

It was the beginning of a grand saga of powerboats built at over 1,500 in a series. One after another, the names followed: the “Squale,” the “Lion de Mer,” the “Caraïbe,” and then the first great Jeanneau motor yacht, the “Impérator 900,” launched in 1966. She was etched into a wall at 1/1 scale. The grand product lines included: Skanes, Arcachonnais, Esteou, Cap Camarat, Merry Fisher, Leader and Prestige. Within half a century, a revolution took place.

From the artisan work of the 1960’s that was the norm in France and elsewhere — each boat was unique, and often customised while still on the production lines — to 2007 and the new technological advances similar to those seen in the aeronautical field, allowing Jeanneau to create boats using 3-dimensional design software and digitally controlled laser-cutting machines. Over the past 50 years of development, the men and women of Jeanneau have evolved in their fields while preserving their passion for the sea and love of work well done. At Jeanneau, the woodworkers have held on to their planes and mechanics have kept their tools for repairs. In the beginning, to test the solidity of the first fibreglass boats, a boat was hitched to a towrope and put in on Lake Tricherie, about 10 km. from the Les Herbiers, France factory and yards. There, 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 at the helm, of course. Today, real-life tests are conducted on ocean crossings or circumnavigations.
"In the beginning, we built three boats a week. It was very artisanal. We built everything from wooden preforms, from the keel to the stringers. From the beginning, Jeanneau’s vocation was competitive. Henri Jeanneau owned a hardware store in Les Herbiers, in Market Square. One day, from his window he saw a boat pass by on the bed of a truck, and he decided, in 1957, to try his hand at boat building. The changeover to fibreglass took place in 1959 and in the early 1960’s. This new material had just barely arrived on the market. We started with a wooden mould, and we covered that with the fibreglass. Once we had begun, we had to finish. I remember the beginning. Sometimes we didn’t finish until nightfall!

"In terms of initial sales, we faced a real challenge. We had to demonstrate to our customers that a fibreglass boat would perform as well as a wooden one. The first model was called, Sport polyester. Then came the Mirage and the Prélude. Fibreglass finally took the place of wooden boats between 1961 and 1962."
Jeanneau builds its first sailboats

The first Jeanneau sailboats were launched in 1964, a date that is synonymous with the democratisation of pleasure cruising. That same year, Éric Tabarly captured the public’s attention when he competed in the English transatlantic race, “l’Ostar,” aboard his 44-foot ketch, the “Pen Duick II.”

Where would French ocean racing—or even pleasure cruising—be without Éric Tabarly’s victory in 1964? It was the first time that a French national beat the English on their own turf. Tabarly became the pride of France. He passed his passion for the sea on to a new generation, and he created a veritable craze for sailing among the French. He inspired many careers, leaving in his wake a number of skippers who would know fame in their own right, including Alain Colas, Olivier de Kersauson, Philippe Poupon, Marc Pajot, Titouan Lamazou, Michel Desjoyeaux, Philippe Monnet, Francis Joyon, and Jean Le Cam.

In the late 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. The celebrated Glénans sailing school found its stride in this same period. 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.

1964

THE FIRST SAILBOATS

Alizé

Sangria

Aquila

2007

THE SAILBOAT PRODUCT RANGE

Sun Odyssey 42 DS

Sun Odyssey 36 i

Sun 2000
Jeanneau is purely a product of the Department of Vendée. A company composed of men and women driven by a shared passion and energy that is particular to the hardworking people of Vendée, a people who have enabled many companies in the department to achieve the highest standards in their fields.

Jeanneau has always been imbued with this competitive spirit, a work ethic rooted in the desire to win and to stay at the forefront, to produce boats of the highest quality. In partnerships with other large Vendéen companies, such as co-sponsorships of races with Fleury Michon and Graveleau, Jeanneau has sought to lead truly Vendéen teams to victory, a victory emblematic of the dynamic spirit of an entire region.

A company for every fourteen inhabitants — impressive! Could this be a Japanese statistic? Hardly! This statistic represents the current business climate in Vendée. The Department of Vendée was awarded a “dynamic economy” rating by l’Express (May 2006). Vendée is home to a diverse, highly productive economic fabric, made up of artisans, small and medium-sized businesses, and international companies. This economic vigour places Vendée at the highest rank among departments in the Region of Pays de la Loire.

The secret of this success: energy and passion. In Vendée, capitalism has a human face.

There is no model, simply pragmatism. With factories and yards set in the countryside, stories of artisans and blue-collar workers, the famous “Vendéen miracle” may appear to some an anachronism, but the Department of Vendée continues to demonstrate booming productivity and success.

The most beautiful of Vendéen stories: Jeanneau tied the knot with Bénéteau in 1996, 10 years ago, to live out a shared history and passion for the sea.
Jeanneau and Fleury Michon (1984-1990)

On May 19th, 1984, the Fleury Michon 7 was christened in Les Sables d’Olonne, France, marking the beginning of a beautiful 10-year partnership between two of the largest Vendéen companies, Jeanneau and Fleury Michon.

The construction of the “Fleury Michon 7,” the world’s largest catamaran (25.9 m.), allowed Jeanneau to make a technological leap that would spark the factory’s creativity. Built in just 4 months in a specially equipped, climate-controlled atelier on the factory grounds in Les Herbiers, France, the Fleury Michon project constituted Jeanneau’s largest transatlantic laboratory.

All the various parts were set into motion — those exploring new techniques or methods in construction, as well as teams charged with challenging conventions and obstacles posed in the course of undertaking such an initiative — to yield the now well-known results of this technological adventure:

- Perfectly balanced weight ratios;
- Quick production time;
- Solid construction proven in 3 Atlantic crossings.

Jeanneau experienced races along with Philippe Poupon and his crew, energized by the excellent performance and exhilarating speeds now attainable on the “Fleury Michon 7.” In the wake of this thrilling adventure, Jeanneau continued to work at perfecting its production models. The “Fleury Michon 7” would not only be an icon for the region, it would also be a large laboratory for the shipyards. For the first time, materials could be tested and results measured onboard the “Fleury Michon 7” to expand Jeanneau’s knowledge base, and the information gathered could then be used in the development of production models.

Long experienced at sea, naval architects and avid sailors, specialists who win races… these words define the great men who took up the formidable task of building the “Fleury Michon 7,” including Naval Architects, Michel Joubert and Bernard Nivelt, and Project Manager, Jean François de Premorel.

The fine tradition of collaboration between Fleury Michon, Jeanneau and great skippers like Philippe Poupon has endured for many years with the construction the “Fleury Michon 8,” as well as 9, 10 and 11, winners of many races. Distanced from each other by only 15 km., the two companies continued to build on their original partnership.

The victories of Philippe Poupon on Jeanneau prototypes

“Fleury Michon 7”
1st place in the Grand Prix of La Rochelle
1st place in the Route de la Découverte

“Fleury Michon 8”
1st place in the Brighton-London
1st place in the Route du Rhum
Record-holder for Atlantic crossing
Record-holder for distance under 24 hours

“Fleury Michon 9”
1st place in the C Star
Jeanneau and Graveleau, the winning team (1980-1992)

Jeanneau Shipyards and Transports Graveleau, two successful companies in the Department of Vendée, decided to join into a partnership in the 1980’s to take advantage of the growing popularity of powerboat racing. Sponsored by Graveleau and piloted by Michel Rousse, Jeanneau’s high-tech power catamarans, classed as either Formula 1 In-Shore or Formula 3000, quickly mastered every race circuit. And for good reason — they were able to benefit from the very latest technological innovations. With more solid and break-resistant Kevlar hulls, they struck fear in the hearts of their competitors.

Entirely built of composite materials, these boats engendered a small revolution that would allow Jeanneau to become known internationally as the most competent brand in endurance powerboating. Two world records were beaten by the Team Jeanneau/Graveleau: the world record for the highest speed over water with a standard outboard motor (170.21 km/h.) in 1987, followed by the world record for endurance in a 24-hour race.

Among our victories and awards, we maintain a place of honour for the exploits of the team composed of Jeanneau and Michel Rousse in the Rouen 24-Hour Race (1987 and 1988), in the Paris 6-Hour Race, and numerous other races in Great Britain and in Singapore, which bear testimony to Jeanneau’s international leadership in the domain of powerboat racing. Jeanneau has been widely recognized for its achievements in the world of racing and the grand titles are often synonymous with victories that began in the Vendéen shipyards.
50 YEARS OF PASSION

Adherence to the true maritime tradition

The greatest awards in pleasure cruising
For our customers who take to the open waters often, Jeanneau offers safe, seaworthy boats without compromise: strong and sturdy in all types of weather, comfortable while cruising, sure when the wind tests the sails and always pleasant at port. We are proud of our values: adherence to the true maritime tradition; love of beautiful, fluid lines; use of state-of-the-art technologies; careful attention to functionality; security; and respect for nature. These values have set us apart and enabled us to build our success in France, in Europe and around the world.

At Jeanneau, these values are present in the hearts and minds of our staff, and they are evident in our work. You can place your trust in us.

Jeanneau, a distinctive brand

Experience, tradition and savoir-faire

Fifty years of experience handed down, of shared passions, of adaptation to new materials and increasing demands have infused Jeanneau with a unique expertise. The men and women of Jeanneau have assimilated such diverse fields as marine carpentry, cabinet making, mechanical, electrical and hydraulic engineering. Into their work, they have integrated modern glass fibres and new composite materials, including carbon fibre. Together, they have mastered more than forty fields.

The craftsman’s touch

Over the course of fifty years, we have transitioned from artisanally crafted wooden hulls to those made of sophisticated composite materials. The computer, automated machinery and the five-axle robot have found their place, but the final decisions belong to the craftsmen, who rely on their irreplaceable savoir-faire and respect for the marine tradition.
Jeanneau has participated in the world's greatest ocean races, and the competitive spirit has always been a driving force in the evolution of the company. From the beginning, Jeanneau has relied on innovation and cutting edge technology to stay ahead. For a large shipyard, what better testing ground than a serious sailboat race!

In 1976, Jeanneau began competing by entering a Mélody in a single-handed transatlantic sailboat race, with Yves Olivaux at the helm. This grand début in ocean racing was a significant first challenge for Jeanneau to demonstrate that a production-line sailboat could cross the Atlantic, as Eric Tabarly had done. Over the course of 50 years, this and many other races in which Jeanneau boats competed (transatlantic races, single-handed races, world championships, the Sailing Tour de France, multi-hull races, Formula 1 powerboat racing, etc.) have allowed the men and women of Jeanneau to become caught up in both human and technological quests for achievement.

In addition to the production-line boats (Rush won as a production-line model in the Le Figaro single-handed race; Sun Shine won the “Route du Rhum” in 1982; a Sun Shine, “Coup de Soleil,” won the RORC; Microsail was a class club of Fun sailboats; the Sun Légende 41 Régate and the Sun Magic 44 have each won the Trade Winds Transat; the Sun Kiss “Tasker” won the double-handed Transat and the Transat Point-Europe; and the Sélection “FIV” have won many a race) the Jeanneau One Designs and other special race boats have enticed many great skippers of our time into open waters (including Michel Desjoyaux and Bertrand Pacé, helmsman in the America's Cup). In 1982, a date which will forever live in the history of sailboat racing, Jeanneau created a dedicated workshop for the Jeanneau Advanced Technologies Department.

The workshop for Jeanneau Advanced Technologies was the brainchild of Jean-François de Premorel, a friend of Philippe Poupon, and its products were met with unprecedented success. Staffed with racing enthusiasts and experts in high-tech construction, the workshop would give birth to fifty-some-odd race boat prototypes benefiting from state-of-the-art technologies: formula 40s, large multi-hulls, 60-foot trimarans, One Tonners, F1 powerboats, boats for the America’s Cup, the “Globe Challenger,” etc. The first boat built was the largest race catamaran of its time (“Fleury Michon 7” for Philippe Poupon). The team placed in charge of constructing these race boats produced rapid, impressive results and continually developed their savoir-faire. The victory of Philippe Poupon on “Fleury Michon 7,” in the 1986 Route du Rhum race is the best example of the fruits of their work.

In 1990, the first three boats to place in the Route du Rhum were trimarans built by Jeanneau Advanced Technologies (“Pierre 1st” helmed by Florence Artaud, “Fleury Michon 9” helmed by Philippe Poupon, and “RMO” helmed by Laurent Bourgnon), the result of 6 years of teamwork. In subsequent years, Laurent Bourgnon accumulated victories at the helm of “RMO-Primagaz,” while “Lakota” (formerly “Pierre 1st”), with Steve Fosset onboard, beat the record-holders in the Pacific. During this time period, Jeanneau Advanced Technologies continued to produce increasingly complex prototypes, continually testing the latest technologies and newest materials.
1980 – 92

Jeanneau had built 3 generations of sailboats for the Sailing Tour de France: a veritable sailing school. The race began in 1978 with the urging of Bernard Decré, a Nantes native who was passionate about sailing, and for whom success was all in the sportsmanship. In 1987, over 18,000 crewmembers manned 252 boats. It was a competition of the highest level, for which only the best sailors were recruited from the up-and-coming generation. In an incubator for true talent, they sailed on a Rush Royale (1982, the first Jeanneau in the race), which was replaced in 1984 by the Selection, followed by the Jeanneau One Design. This race represented a significant, sustained media success for Jeanneau.

1981

Jeanneau won the first 3 places in the Nyamey-Bamako rally, an African endurance race that takes place over 2,000 km. of river water harbouring many dangers, including: sandstorms, exposed rocks, oxbow lakes, rapids and landslides, dangers that bring to mind the Paris-Dakar. Specially designed and constructed from Kevlar, the Cap Camarat Niger 510 was the clear winner of this African adventure with Gérard D’Aboville.

1980 – 1983

The Microsail, “Tête de mull,” designed by Garry Mull, won the Micro Cup 3 times in a row. A production model, the Microsail became an inexpensive and enjoyable race sailboat.

1984

The 1st World Cup of Mediterranean Tuna in Gruissan featured 20 identical Esteou 730s. The largest tuna caught weighed 200 kg.

The first World Fun race in La Rochelle featured over 54 competing Fun models. The Fun was a 7-metre, monotype race sailboat. Competitors came from around the world, and they included the Italian, Tiao; the Dutchman, Lubken; the French, Solladge and Christine Briand; the Germans, Shade and Meyer; the Australian, Bruce Hobday; and the Swiss, Janine Arnulf.

1985

Jeanneau adopted Kevlar, the miracle fibre made by Dupont in Nemours, France. With the “CGI” One Tonner, the “Fleury Michon 7” catamaran, the Cap Camarat Niger powerboats and the Jeanneau production line models that have become references of their time, Jeanneau was on the pulse of technology.

Jeanneau became a champion in the endurance and speed races with Formula 3000 boats and several-time champions of the Paris 6-Hour Race and the Rouen 24-Hour Race.

The Sun Légende 41, designed by the naval architect, Doug Peterson, won the SORC in the United States. This was a first for a boat built out of Kevlar by Jeanneau Advanced Technologies.

1986

Jeanneau won a Mini-Transat with Sébastien Magnen at the helm of a boat that was specially built by and for Magnen at the Jeanneau factory. Created in 1977 by Bob Salmon, a British national, the Mini-Transat was originally a British race that was subsequently adopted by the French. It was a single and double-handed race reserved for boats of 6.5 m., crossing from France to Fort-de-France (3400 miles). Dominated by adventurous spirits, this race also attracted great sailors who tasted their first experiences on open waters.

Jeanneau found a new competitive edge with the Formula 40 (12-metre catamaran) launched by Le Figaro for a new test of the multi-hull, “Figaro.” The trimaran, the “Fleury Michon 8” (22.70 m.), and the Formula One powerboat (a power catamaran piloted by Michel Rousse) were also constructed this year. Jeanneau built Formula 40 models for Philippe Poupon, Yves le Cornec, and Yvon Faouconnier.
Jeanneau built two superb One-Tonners from the drawings of Daniel Andrieu destined to win the One Ton Cup and the Admiral’s Cup, two ocean races as well known and respected as the America’s Cup. Baptised “CGI,” a sailboat with pure lines and optimised vacuum-bagged construction to concentrate and minimize weight, had been conferred to the French challengers in the America’s Cup, Bertrand Pacé and Pierre Mas, two-time winners of the Sailing Tour de France in 1987 and 1988.

1987

The Sun Légende 41 Régate, designed by Doug Peterson, first American to design boats for Jeanneau, won several times over the La Rochelle Race Week and the Spi Ouest France Race.

1988

Denis Conners, winner of the America’s Cup, initiated the Family Cup, sailing on the Sun Way 21, which was elected boat of the year. This was the most glorious success under the guidance of the French Sailing Federation, an exceptional event: 128 families match-raced on Forêt d’Orient Lake. The winner was Marc Pajot and his family.

1990

In a tremendous feat, Jeanneau finished with three boats in 1st, 2nd and 3rd places in the celebrated Route du rhum. The winners were “Pierre 1st,” helmed by Florence Arthaud; “Fleury Michon,” helmed by Philippe Poupon; and “RMO,” helmed by Laurent Bourgnon — all accomplished sailors who trusted Jeanneau Advanced Technologies.

1992

In the Silver Capes, a race of 112 nautical miles at sea, stretching between the Cap Breton and Cap Ferret, a Jeanneau Cap Camarat 6.75, with Hubert Auriol at the helm, took first place.
OBELIX TROPHY - BENODET
1er SUN FAST 37 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun
1er SUN FAST 32 «Jasmine» - Classe IRC A2
Skippé by Marc Menesguen et Patrice Valton

SEMAINE DE LA ROCHELLE
1er SUN FAST 37 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

TROPHEE ATLANTIQUE UNCL
1er SUN FAST 37 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

SPI OUEST FRANCE
1er SUN FAST 43 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

SEMAINE DE LA ROCHELLE
1er SUN FAST 43 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

OBELIX TROPHY - BENODET
1er SUN FAST 43 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

TROPHEE ATLANTIQUE UNCL
1er SUN FAST 43 «Région Ile de France» - Classe IRC 3
Skippé by Jimmy Pahun

2002

SEMAINE DE LA ROCHELLE
1er SUN FAST 32i «Lof Story» - Classe IRC 2

TROPHEE ATLANTIQUE UNCL
1er SUN FAST 32i «Lof Story» - Classe IRC 2

2003

SPI OUEST FRANCE
3ème SUN FAST 40 «Inis Mor» - Classe IRC 4

CORK WEEK
2ème SUN FAST 40 «Inis Mor» - Classe IRC 4
2004

SPI OUEST FRANCE
1er SUN FAST 35 «Armada» - Classe IRC 2

2005

SPI OUEST FRANCE
1er SUN FAST 40,3 «Charrette» - Classe IRC 3

2006

TRANSQUADRA
1er SUN ODYSSEY 49 PERFORMANCE «Capitaine Némo» (temps réel)

COUPE DEL CANETO
1er SUN FAST 40,3 «Pavane» - IRC
SAILBOATS
JEANNEAU’S GREAT SUCCESSES

SANGRIA
Launch date: 1970
Number of units sold: 2156

FANTASIA
Launch date: 1982
Number of units sold: 1743

FLIRT
Launch date: 1976
Number of units sold: 1743

SUN 2000
Launch date: 2000
Number of units sold: 1144

SUN ODYSSEY 35
Launch date: 2002
Number of units sold: 900
SUN LEGENDE 41
Launch date: 1985
Designed by Doug Peterson, the Sun Legend 41 was built of Kevlar by Jeanneau Advanced Technologies. It won the SORC in the United States in 1985, and it won multiple times in both the La Rochelle Race Week and the Spi Ouest France Race.

SUN MAGIC 44
Launch date: 1988
The Sun Magic won the Trade Winds Transat in 1987, as well as the Spi Ouest France Race.

SUN KISS
Launch date: 1983
The Sun Kiss won the double-handed Transat and the Transat Point-Europe 1.

JEANNEAU ONE DESIGN
Launch date: 1991

SUN ODYSSEY 54DS
Launch date: 2002
Born of a new concept «Deck Saloon» created by Vittorio Garroni.
**POWEROATS**

**JEANNEAU’S GREAT SUCCESSES**

- **CAP CAMARAT 625**
  - Launch date: 1998
  - Number of units sold: 1703

- **LEADER 650 PERFORMANCE**
  - Launch date: 1989
  - Number of units sold: 1281

- **MERRY FISHER 580**
  - Launch date: 1997
  - Number of units sold: 1309

- **MERRY FISHER 635**
  - Launch date: 1998
  - Number of units sold: 962

- **LEADER 805**
  - Launch date: 1999
  - Number of units sold: 987
CAP CAMARAT NIGER 515

Won the first 3 places in the Nyamey-Bamako Rally in 1981.

FORMULE 3000

This model saw tremendous success in the 1980’s.

It won numerous victories in the Rouen 24-Hour Race and in the Paris 6-Hour Race.
A TRUSTED NAME IN PLEASURE CRUISING

Jeanneau design: the best names in naval architecture  

The Jeanneau dealer network: an international resource  

Jeanneau service: customer satisfaction at heart  

Jeanneau technology: in pursuit of excellence  

The many faces of Jeanneau  

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World-renowned naval architects have advanced Jeanneau’s production model boats, as have consultations with some of the world’s most accomplished sailors, veterans who have raced in the celebrated Admiral’s Cup, the America’s Cup, the SOBC, the One-Ton Cup and the Half-Ton Cup and many other ocean races. At Jeanneau, it is simply a matter of efficiency to see that production model boats benefit from the same innovations that benefit race boats.

In 1984, at just 22 years old, Philippe Briand designed his first production model boat, the legendary Symphonie, of which 100 were built, followed by the Sun Kiss and numerous Sun Odysseys.

Naval architect, Daniel Andrieu, designed the Sun Magic 44, the Jeanneau One Design 35, the Sun Light, the Sun Fast 40 and the Sun Odyssey.

Philippe Harlé designed both the Sangria and the Fantasia.

Doug Peterson designed the Sun Légende 41.

Bruce Farr designed the Sun Odyssey 51.

Ribadeau-Dumas was architect of the Voyages and the Trinidad.

Marc Lombard designed the Sun Odyssey.

Tony Castro was architect of the Sun Shine.

Nigel Irens designed the great Jeanneau Trimarans.

Vincent Lauriot and Marc van Peteghem designed a series of Lagoons and Trimarans.

Mickael Peters designed the Cap Camarat and Prestige.

Vittorio Garroni has designed powerboats and the Sun Odyssey 34DS.

Jacques Faurroux was also an architect working on the Sun Odyssey 54 DS.

Olivier Petit designed the Sun 2000 and Sun 2500.

Robert Rigoudeau has designed numerous Jeanneau powerboats.
Simply delivering great boats, whether sailboats or powerboats, is not enough; excellent service must follow. Strengthened by fifty years of experience, Jeanneau has positioned itself to ensure the best customer service that an international shipyard can offer.

With a presence in over 45 countries through over 300 dealers, the Jeanneau dealer network is certainly one of the largest in the marine world. Experienced and regularly trained on product models, each dealer is capable of offering Jeanneau customer support. Whatever the time or place, the Jeanneau dealer network can provide our customers with the exemplary service that they have a right to expect from a renowned shipyard like Jeanneau.
At Jeanneau, customer satisfaction comes first.

Our work does not end with sales. Our commitment to you lasts for the life of your boat.

Worldwide, over 300 official Jeanneau dealers have been selected because they share our values and our love of boats. Our dealers receive specialised training in topics ranging from sales counselling to after-sales service. They are also aided by an innovative intranet program to facilitate the timely delivery of spare parts.

A portion of their compensation varies in function with the satisfaction reported by customers. We create the conditions for quality, and with your evaluations, you enable us to raise the bar even higher.

A boat is an asset to be preserved, and as such, we oversee the sector of previously owned Jeanneau boats and facilitate their resale via the website of the European Yacht Brokerage Group. Just as a Jeanneau naturally takes to sea, it also naturally holds its value.
With its special blend of uncommon savoir-faire and investment in the latest technologies, Jeanneau had cemented its place among the top European boat manufacturers.

Computer-aided design

Jeanneau anticipated market demands by continually pursuing new ideas using the most advanced drafting tool on the global market: CATIA computer-aided design software.

CATIA 3-D design software allows for the integrated development of the many parts that make up a boat, from the concept phase to production and marketing to spare parts. CATIA also allows members of the Jeanneau Design Department to share their knowledge and better apply their individual skills at each step of the process, from design to production. Jeanneau is truly at the forefront of technology with this software, which improves the quality of designs and reduces necessary production time before launching new boats on the market.

Computer-aided laboratory and factory work

Model construction is carried out by a 5-axel robot that is capable of producing complex prototype parts, without constraints of size or shape.

A leader in the use of composite materials in construction, Jeanneau has mastered the various techniques of simultaneous spray and injection moulding.

Jeanneau’s expertise in composite materials encompasses the combination of even the most complex techniques to obtain optimal results. Advanced techniques and rigorous application of fibreglass coats allow Jeanneau to create a mould with precise dimensions.

Jeanneau has a considerable competitive advantage over other manufacturers and guarantees its customers incomparable quality.

The robotic woodworker

Woodwork is the soul of our boats ...and the heart of our trade.

Digitally controlled, 3-axel robots allow for precise, simultaneous cutting of multiple wood panels. Over 10,000 wooden pieces are produced each day by these machines. Material production by direct logistics flow allows for maximum flexibility.

Jeanneau has forged its reputation, in part, on the quality and demonstrated skill of its woodwork. In particular, the shipyards have always given special attention to the selection of different types of wood, most notably teak, which lends a warm and inviting quality to the interiors of its sailboats and motor yachts.

Teak is becoming an increasingly rare and endangered natural resource, however. It is also increasingly difficult to find teak with a pleasingly homogenous hue and grain, a development that complicates the process of carving wood panels and increases the amount of scrap. Concerned about this issue, in recent years, Jeanneau has turned to research to find alternative solutions. This led to a new partnership with the Italian company, Alpi, a specialist in woodcutting. As a result, a new procedure was developed for the creation of fine wood laminate panels to replace teak on flat surfaces.

The result of an exclusive procedure that involves staining, slicing and assembling alternative exotic woods, Fine Teak® also boasts excellent technical qualities. It benefits from an extraordinarily warm, uniform hue and features the same characteristic wood grain of classic teak.

In this initiative, Jeanneau is contributing toward sustainable development and fair trade. We are utilizing a blend of time-honoured skill in the field of woodworking and new technological advantages to advance, while carefully preserving the warm look and feel of the boats’ interior woodwork on which Jeanneau’s reputation was built.
Jeanneau's hulls are now entirely produced in our assembly lines by digitally controlled cutting and drilling machines. This machinery takes the place of hours of backbreaking work by our employees, and it guarantees improved security and quality of our products. Jeanneau continually reinvests in its future to advance production techniques, to stay competitive, and to offer ever more innovative, high-performance boats for our customers.

Who, other than a sailor, could respect nature more? For those of us who sail the open waters, whether along the coasts or on more protected waters, this is the only argument we need: we must protect our fragile marine environment for continued sailing pleasure and the enjoyment of future generations. We, at the Jeanneau factory and shipyards, share your values and have long engaged in a voluntary initiative to protect the environment.

The Prisma Process, developed by Jeanneau, is a unique construction method for industrial composite pieces. This new injection-moulding procedure offers many unique advantages.

1 Improved Safety for Humans and the Environment
   • Automated processes protect the operator from inhaling noxious fumes.
   • One-fourth reduction of volatile organic compound emissions (VOC) better protects the environment.

2 Guarantees of Greater Security and Reliability
   • Mechanical resistance is improved.
   • The pieces are lighter, stronger and more rigid.
   • A more uniform construction improves overall quality.

3 Enhanced Aesthetic Value
   • The finish is a superior quality.
   • Inside and out, the result is smoother, cleaner and more attractive.

Jeanneau loves the sea and respects nature

• For well over a year, the entire Jeanneau fleet, including sailboats and powerboats, has been equipped with engines that meet the toughest gas and noise level emissions standards, standards that are now obligatory in 2006 — or in some countries, will be in 2007.
• Having mastered our patented Prisma Process® technology nearly 5 years ago, Jeanneau now applies the process across product lines. All new sailboats benefit from injection-moulded hulls. Due to their closed moulds, the hulls created using this process allow for a significant reduction of V.O.C. (volatile organic compounds) emissions into the atmosphere.
• The development of “Fine Teak®” for the interior woodwork on sailboats demonstrates good stewardship of rare and endangered natural resources by substituting a wood with identical aesthetic and technical properties, thereby also conserving the warmth and soul of a boat’s interior.
• Today, the Jeanneau factory and yards anticipate the recommendations of the Federation of Marine Industries, and Jeanneau has ensured that the largest possible number of production models would be eligible for the “Bateau Bleu” environmental label. Of course, all new models have been conceptualised with this in mind.
• Jeanneau is proud to announce that we have been ISO 14001 certified since 2004. Responsible management of energy, recyclable materials and emissions of V.O.C., among others, are all outlined in a multi-year investment plan that involves the ensemble of Jeanneau factories and shipyards in limiting the potential environmental effects of production.
• Now a standard on all boats over 9 metres in length, the heads are equipped with waste holding tanks to ensure protection of delicate marine ecosystems. With this initiative, Jeanneau anticipates the inevitable adoption of stricter environmental protection laws in the coming years.

Jeanneau’s programme for environmental safety and protection is exceptional in the marine industry, and very rare is the competitor who undertakes similar initiatives. This programme complements our quality initiative, which we began implementing with our certification ISO 9001, maintained since 1995.
LES CATAMARANS LAGOON
Lagoon joined the CNB Brand (Group Bénéteau) in 1995.

MICROCAR - VEHICULES WITHOUT LICENCES
The company merged with the Group Bénéteau in 1995 with the purchase of the Jeanneau shipyards by the Group Bénéteau.

RIGIFLEX - ROWBOATS
Created by Jeanneau some thirty years ago, today, the brand offers several dozen models and is distributed in France and across Europe.

JEANNEAU CANAL BOATS
Jeanneau also diversified with the construction canal boats between 1982 and 1992.

JEANNEAU WINDSURFERS
Jeanneau diversified by offering this product in the 1980s.
Date Founded: 1957 by Henri JEANNEAU

General Directors
Bruno CATHELINAIS - President and General Director
Didier GREGORY - Associate General Director, Sales and Marketing
Bruno HALLAIRE - Associate General Director, Industry

Production Sites
Les Herbiers
Production area: 97,043 m²
Total surface area: 346,865 m²

Divided into 6 zones:
- Headquarters: Management, Sales, Marketing, Administration, Finance, Design Office
- Bois Verts 1: Production of sailboats from 12 to 16 m.
- Bois Verts 2: Production of Sun Odyssey 54 DS and large motor yachts (Prestige over 13 m.)
- Bignon facility: Production of large Merry Fishers and sailboats from 8 to 11 m.
- Powerboat facility: Production of small powerboats and Prestige 32 and 34
- Woodshop

 Rochefort
Production area: 3,312 m²
Total surface area: 12,701 m²
Production of powerboats from 7 to 9 m

Nantes
Production area: 2,100 m²
Total surface area: 10,290 m²
Production of Prestige 36

Coutant
Production area: 20,000 m²
Total surface area: 170,000 m²
Production of sailboats from 10 to 14 m

Ostroda (Poland)
Production area: 10,000 m²
Total surface area: 49,667 m²
Production of powerboats up to 7 m.

Global Staff
Approximately 2000 people (France + Ostroda) on 01/09/06

Product Lines

Sailboats
- Sun Odyssey - Sun Odyssey performance
- Cruising sailboats from 9 to 15 m. (29 to 49')
- Sun Odyssey “Deck-Salon”
- Cruising sailboats from 12 to 16 m. (39 to 54')
- Sun Fast
- Sailboats from 9.60 m to 12.20 m (32 à 40')
- Sun 2000 et Sun 2500

Powerboats
- Prestige (motor yachts from 10 to 15.30 m.)
- Runabout
- Cap Camarat (“Open” and “Walk-Around” from 5 to 9.50 m.)
- Leader (day cruisers from 5 to 8 m.)
- Merry Fisher (fishing/cruising)
- Rigiflex (tenders, small boats and small outboard motorboats)

Dealer Network
An international dealer network that includes over 300 dealers in France and abroad in over 45 countries
Services:
- EYB / Pre-Owned Boats: 1 European site for the sale of pre-owned boats
- SGB Finance (financing options specialists)