



RED DEVIL

Jeanneau's Sun Fast 3200 is an ideal mix of comfort and practicality for sailors

WORDS: SOUMYA JAIN





ALL AROUND

With a fiery streak of red paint on the hull, the Sun Fast 3200 is built according to the IRC rule and is intended for handicapped and one-design racing. In keeping with the one-design nature of the boat, each element of the deck and hull are weighed before assembly. Jeanneau's America President Paul Fenn, said, "The Sun Fast 3200 is an amazingly stable and simple boat to sail. Point-to-point races are perfect for the boat."

The goal with the 3200, says Andrieu, was straightforward: a boat that is fast, simple, and safe for amateur shorthanded offshore sailors. Stiffness as well as stability top Jeanneau's priority list. Consequently, the boat falls on the wide side and is built as light as possible with a light displacement of 7,496 pounds. They get their weight savings by using resin infusion and balsa coring, and through lightweight interior components like soft storage compartments and panels en lieu of cabinets and doors. Its twin rudders and sailplan, optimised for shorthanded sailing, make the boat easy to sail. Andrieu says, "In zero to six knots it's very difficult, but after that, it's very fast." You can easily charge it up to 25 knots.

The hull shape resembles an Open 60. The fine entry flares into a beamy midsection and holds that beam all the way aft. This shape provides form stability and promotes easy surfing. The keel is a combination of lead and iron and is epoxy coated.

ON DECK

The large cockpit is cleverly designed for both fully crewed and shorthanded sailing. The twin tillers, controlling two high-aspect rudders, provide the ideal helm control. The mainsheet traveller (a line used to adjust the shape of the sail) runs across a bench aft of the tillers and the multi-purchase sheet is trimmed forward of the helm. The sheet winches are mounted on deck just forward of the tillers with instrument pod repeaters behind. There are two watertight aft hatches for access to lockers and an ingenious centerline locker for storing the life raft. Two winches on the coach roof handle most sail controls. The adjustable backstay can be controlled from either of the helm. The SF3200 has a keel-stepped Sparcraft mast. The large, light furling genoas/gennikers are a better bet in most situations than asymmetrical spinnakers. When combined with a conventional chute, they offer the best range of downwind sailing options.

DOWN BELOW

The 3200's simplicity is reflected in the interior too. It is bright and comfortable. The fabric storage compartments are not only lighter and less expensive than cabinetwork, but also give

► **BACK IN 1956, M HENRI JEANNEAU STARTED BUILDING BOATS IN HIS FATHERS WORKSHOP IN LES HERBIERS, FRANCE FOLLOWING HIS SUCCESS IN THE 'SIX HEURES DE PARIS' POWER BOAT RACE.** In the following year, the first Jeanneau was created, which was a simple wooden outboard motor dinghy. The company switched to fiberglass sailing boats in 1958.

Groupe Beneteau acquired Jeanneau in mid-90s to create the largest sailboat group worldwide. Jeanneau has been making a series of popular yachts and motorboat ever since and manages to surprise its customers by creating boats with graceful lines and fine styling.

The French boat builder has produced some good looking sailing performance cruisers in the market. Its new 33-footer Sun Fast 3200 is no exception. It has been making its mark in Europe since the last year, where it was named European Yacht of the Year 2008 at the Dusseldorf Boat Show. The boat has already proven itself in numerous offshore events, including the rugged Norwegian Two Star regatta. Designed by Daniel Andrieu, it's perfect for ocean sailing as well as competitive racing. Andrieu has a long relationship with Jeanneau and has designed some of their most successful offshore models including Sun Magic 44, a frequent Admiral's Cup winner in the 1980s.





the boat a much more open feel. Even the doors are fabric. There is plenty of storage under the berths as standard. The two double aft cabins present plenty of room for gear storage. There is a navigation station to port, and a galley to starboard with a fridge and two-burner stove. In the bow section there's a head, sink, and holding tank.

The layout includes a sail locker all the way forward, followed by the athwart ship head forward with a space-saving sliding door. The saloon includes a centerline table that drapes around the mast and long settee berths. The galley is towards the starboard of the companionway and includes a lightweight laminate countertop with fiddles. The electrical panel is minimal, but includes a 12-volt outlet and engine voltmeter. Water capacity is 21 gallons and fuel capacity is 20 gallons. A 15-horsepower Yanmar diesel and saildrive transmission are standard. Engine access is from both cabins and from behind the companionway. The engine compartment is well insulated.

With a perfect blend of technology, comfort and practicality, Jeanneau Sun Fast 3200 seems to be an ideal boat. Apparently, it is Andrieu's ideal boat. In 30 years of designing, the 3200 is the first of his own designs he's ever bought to race and cruise with his family and friends.

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TECHNICAL SPECIFICATION OF SF 3200

Length Overall	- 30 m / 33.8'
Hull Length	- 9.80 m / 32.2'
Length Waterline	- 8.75 m / 28.7'
Beam	- 3.49 m / 11.5'
Forward Freeboard	- 1.30 m / 4.3'
Light Displacement	- 3.50 t / 7 700 lb
Draft Iron Cast Fin & Lead Bulb	- 2.10 m / 6.9'
Ballast Weight Fin & Bulb Keel	- 1.30 t / 2 900 lb
Air Draft	- 15.85 m / 52.0'
Fresh Water Tank	- 100 l / 26 gal
Fuel Tank	- 60 l / 16 gal
Designed Engine Power	- 15 kW / 20 hp
Mainsail	- 34.5 m ² / 370 sq.ft
Genoa	- 31.4 m ² / 340 sq.ft
Asymmetric Spinnaker	- 86.0 m ² / 930 sq.ft
Upwind Sail Area	- 65.9 m ² / 710 sq.ft
Downwind Sail Area	- 120.5 m ² / 1 300 sq.ft
Yacht Designer	- Andrieu Yacht Design
Builder	- Chantiers Jeanneau SA

