



# NEW JEANNEAU SUN FAST 3600

NIGEL COLLEY, OWNER OF SUN FAST 3200 *FASTRAK IX* TELLS WHAT HE LIKES ABOUT HER BIGGER SISTER.

**FROM** the moment I set eyes on the Sun Fast 3600 in the dock, the decision was made. She looks menacingly graceful with her hard hull knuckle, acute at the stern and projecting more softly all the way forward.

She has a lower drag hull shape for the light stuff but lots of form stability with her wide beam which comes into play as the boat heels over in the breeze to rest on her chine. This, combined with a high 44% ballast ratio and twin rudders, gives the boat plenty of power and control when the breeze is up. No need for early reefing or an army of crew hiking out. With its relatively high freeboard, the hull guarantees a dry ride, just like her 3200 smaller sister, improved further by the hull chine also acting as a spray deflector.

The deck is beautiful in its simplicity. Corners which would normally be rounded are squared off on the diagonal which gives a stealth-like appearance. The side decks are wide and flat with a moulded, low-profile toe rail, a successful feature carried over from the 3200. The cockpit is long, wide, flat and open at the back, but with seats and moulded coamings for comfort and protection at the front.

## DECK GEAR & LAYOUT

Predominantly the deck gear is all by Harken and Spinlock, two proven, performance-orientated suppliers employed to great success on the Sun Fast 3200.

The prototype boat we are testing has the twin tiller option just like the 3200. The twin wheel option may be preferred by the more racer-cruiser orientated buyer or for fully-crewed campaigns, and both of these categories would probably also choose the optional German mainsheet system with its two dedicated sheet winches. However the short-handed brigade will almost certainly elect for twin tillers with the multiple purchase coarse and fine tune mainsheet system. Either option comes with a floor-mounted, cockpit-wide mainsheet traveller just in front of the helm position.

All the primary controls are led forward to within easy reach of the helm station – fine tune, coarse tune, traveller, backstay adjuster. With the twin wheel option you get two angle-adjustable foot pads to stand on, simplifying life when the boat is heeled.



ABOVE: Viewed from above, the racing pedigree is obvious.

RIGHT: The generous spinnaker is flown off a short prodder.

THERE IS A JAMMER ON THE SIDE DECK TO LOCK OFF THE SHEET WHILST SWITCHING WINCHES.



FROM TOP TO BOTTOM: The wide, roomy and light main salon.

The Sun Fast 3600 is a seriously good-looking yacht.

OPPOSITE PAGE: She is designed to be sailed fast and that's what she does.



For the tiller option you get man-sized foot blocks positioned in just the right place.

The powerful cascade backstay comes down to a single point on the centreline of the transom and is attached to an extended mast crane. This feature provides better purchase for mast bend control and allows a larger mainsail roach with a semi "fat head" mainsail.

The shrouds are swept back and taken out to the hull side for maximum support. The 19/20ths twin spreader, deck-stepped mast eliminates any inevitable leaks you get with keel-stepped rigs, and comes with a carbon option.

The test boat had the well-engineered, Axxon-made carbon rig. Carbon mast with rod rigging or aluminium mast with Dyform rigging? The choice is yours. You will need deeper pockets for the carbon option and take a 3- or 4-point hit on the IRC rating.

Carbon is lighter and stiffer and you may be able to extract the performance benefits with a competent crew round the cans, but short-handed offshore - maybe not.

The balanced rig features a 105% jib and large-roach mainsail with a fat headboard. The jib sheet car positions are controlled from the cockpit and a totally practical jib in-hauler system with a powerful purchase is included as standard. A Barton boom strut holds the boom up and works against the downward purchase of the double-ended vang effectively.

On the boat we tested we used the extended, fixed, carbon prodder. An option to the model comes with a conventional symmetric spinnaker set-up with a pole that includes a shorter prodder for flying a Code 0 or heavy air asymmetric reachers.

The spinnaker sheets are led aft before being taken forward through a turning block which enables sheeting from any of the four cockpit winches. There is a jammer on the side deck to lock off the sheet whilst switching winches or if the winch needs to be released for another job. The two coach roof mounted winches are the latest Harken Quattro versions with two different diameter drums to provide fast and faster gear ratios or more bits of string to be worked at the same time.

The cabin top is quite flat so all the halyards and other rig controls run directly aft from the base of the mast, doing away with a set of friction-inducing lead blocks. Turning fairleads are incorporated into the base of the pulpit legs, providing good leads for the tack lines, and there are stainless steel rings welded to the base of the shroud chain plates for tying off mooring spring lines.



## KEEL & RUDDERS

The 2.13m deep "L" shaped keel is solid cast iron fin with a lead shoe, providing an impressive 44% ballast ratio. This, combined with the high form stability of the hull, will greatly enhance the all-round performance of the boat.

The twin rudders provide excellent grip when heeled over and quick broach recovery as the leeward rudder is always in the water. Compared to the Sun Fast 3200 the rudders are further aft and the trailing edges are flush with the transom.

## ENGINE, MECHANICALS AND ELECTRICS

The 3 cylinder Yanmar 21hp Sail Drive effortlessly took us up to 7 knots very smoothly and without any fuss. A 2-bladed folding propeller comes as standard but the optional Gori folding propeller provides lower drag and increased motoring.

Jeanneau have worked hard to minimise the amount of commissioning and pre-race preparation required on the 3600. For example, this boat comes with a fairing piece around the sail drive leg unit and all the sea-cocks are the flush fit version, so no fairing of skin fittings is required.

As standard you get a 50Ah engine battery and 120Ah domestic. An extra 120Ah domestic battery, shore power and battery charger are optional. Lighting throughout is LED, including the tri-colour at the masthead.

## INTERIOR

Down below the use of wood has been minimised and replaced with mouldings

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ABOVE: The sailplan is well thought-out and practical.

### JEANNEAU SUN FAST 3600

LOA	11.25m/36' 10"
LWL Waterline length	9.50 m/31' 2"
Beam	3.55m/11' 7"
Displacement	4700kg/10,362 lbs
Standard keel draft	2.13m/6'11"
Engine power	21 Hp/15Kw
Cabins	2
Berths	6
Fuel capacity	75 l/20 US gal
Water capacity	100 l/26 US Gal
Standard - sail area	69.8m <sup>2</sup> /751 Sq ft
CE Category	A
Designers	Andrieu Yacht Design / Chantier Jeanneau S.A
Price	from \$284,000 (no sails or instruments)

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for easy clean and practicality. The cushions are covered in a practical waterproof Sunbrella material.

The interior layout is similar to the Sun Fast 3200 but makes good use of the extra space with a wider cabin sole and wider opening to the forepeak which is much better for sail stowage when racing. A proper, full-size saloon table with folding leaves provides for entertainment and comfort when cruising.

The large chart table with useful-sized semi-bulkhead improves the possibilities for computer displays and the excellent sculptured navigators' seat is doubled with the same seat on the opposite side next to the galley.

The galley is not huge but it is functional and does the job with plenty of stowage and an option for a 12v fridge and hot water. Pressurised cold water is standard as is also a sea water foot pump.

The mirror image aft cabins have a full-sized double berth, an opening port into the cockpit and canvas storage bags. At the front of the boat there is a sea toilet, sink with running water and the rest is empty, as with the 3200, for sail stowage. Overhead there are two opening deck hatches, both big enough to drop sails through when required.

### SAILING & PERFORMANCE

Quite simply the boat is joy to sail. Wind strength on the test sail was 7 to 8 knots and then increasing up to maximum of 15 knots. Upwind the steering was light with just enough feel played back to the helm.

The twin rudders ensured good tracking. One thing very noticeable whilst the wind was at the lighter end of the spectrum was that this boat does not drag its stern and leaves an unfussy wake. As the breeze built the boat just went faster!

Off the wind we popped a borrowed A2. In 15 knots of breeze, and heating up for

speed, 11 knots was not a problem, and bearing off down to 145/150 true wind angle, 9 to 10 knots of speed was easy.

We tried a few broaches just to see what would happen. Actually getting the boat to broach was not easy, but when she did it was all non-dramatic and fairly sedate. With the leeward rudder remaining firmly planted in the water, the broach recovery was quick and the boat was soon back on its feet again.

The previous day during sail trials, Erik Stromberg from Jeanneau says the boat was just planted on 16 knots for as long as you like in 25 knots of breeze.

The 3600 will clearly just eat the miles. She begs to be pushed offshore as her powerful yet stable hull form will take all the power you can give her and translate this into forward motion. The deck layout was equally suited to fully crewed or short-handed sailing, and the boat will respond positively to correct trimming to give a most satisfying ride.

### SUMMARY

The 3600 is a worthy addition to the Sun Fast range and can only enhance the on-going desirability of the 3200 in the process. It has successfully taken all the best features of the 3200, blended in a number of neat upgrades and covered all the bases with respect to fantastic all round performance, offshore and inshore, fully crewed and short-handed, racing and even comfortable performance cruising.

This boat provides the complete rounded package and she will undoubtedly be one of Jeanneau's many success stories. The Jeanneau team behind this project are justifiably proud of their new boat, and many of them, interestingly, were involved with the former Jeanneau Advanced Technologies division responsible for high profile projects such as Philippe Poupon's *Fleury Michon* round-the-world race yachts. \*

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