

Jeanneau Leader 10.5 (2019-)

Brief Summary

The Jeanneau Leader 10.5 is designed as a day boat for one to two couples or a family of four to enjoy a raftup with friends or a weekend in a quiet harbor. At 34' 5" (10.5 m), this boat sleeps four and can seat up to 10 in the cockpit for day boat entertaining. She is also designed for offshore conditions.

Price

Base Price\$181630.00

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Key Features

- Cockpit galley with optional grill
- Hydraulic steering (with Yamaha Engines)
- Twin 350 Max HP
- Single level cockpit seating/swim platform

Specifications

Length Overall	34' 5" / 10.5 m
BEAM	10' 6" 3.21 m
Dry Weight	9,370 lbs. 4,250 kg
Tested Weight	
Draft	2' 9" 0.86 m
Draft Up	
Draft Down	

Air Draft	
Deadrise/Transom	21.5-deg.
Max Headroom	N/A
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	210 gal. 795 L
Water Capacity	42 gal. 160 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

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Jeanneau Leader 10.5

Available in standard white or this dark blue, the Jeanneau Leader 10.5 is designed for fast harbor-hopping and comfortable grilling and chilling.

Mission

The flagship of the Leader line, this model combines fast cruising with fun in the sun, easy water access, and a comfortable cabin. Essentially, the Leader 10.5 is a day boat designed for entertaining guests by day, and with accommodations for four adults, she can be a fun weekend escape for a couple or a small family. She is also not afraid of choppy offshore conditions.

Distinguishing Features

- Offset console/cabin for wide port side deck
- Twin outboard power

- Cockpit galley with optional grill, fridge, and livewell
- Double stepped hull with a “tunnel” aft

Jeanneau Leader 10.5 deck plan

The Jeanneau Leader 10.5 is an asymmetrical design with a wider side deck on the port side than on the starboard side.

Major Features

- Central steering station
- Large cockpit seating area
- Privacy curtains close off two bunk areas
- Enclosed head with separate shower
- Sleeps four converts to 2 double berths
- Large windows with opening portholes

Jeanneau Leader 10.5 deck plan

Below decks we see the interior layout, mini galley, wet head, convertible dinette, and sleep space aft.

General Design

Designed by renowned naval architect Michael Peters, the Jeanneau Leader 10.5 has a double-stepped hull to improve fuel efficiency at planing speeds. Custom-shaped hull windows reduce the visual freeboard while adding light to the interior. The boat’s overall styling is modern and she incorporates aspects of several popular types of boats but is not easily categorized.

She has a cockpit like a center console, but she is not one. She has a bow like a bowrider, but she is not one. She has a cockpit like an express fishboat, but she is not one. Because of her closed bow forward and raised helm, she comes closest to being a pocket cruiser with a 10’6” (3.21 m) beam, also known as a small express cruiser.

Jeanneau Leader 10.5 hull

The double-step in the hull and a centerline hull “tunnel” work together to make the bottom slippery and increase top speed. The bow thruster is optional.

Performance

We have not tested the Leader 10.5 so can offer no guidance as to her speed, fuel consumption, and handling characteristics. According to Jeanneau, maximum speed varies from 36 to 48 knots, depending on

engine, props, and the total load.

The test data proffered by Jeanneau shows a maximum speed of 44 knots with twin Yamaha 350s.

With a full load of fuel and water, 17" pitch 3-blade props, an unreported number of people aboard (but we estimate two to three), for a total test weight of 15,174 lbs. (6,883 kg). Best cruise came at 4000 rpm, where she reportedly went 26.3 knots and had a range of 159 nautical miles with a 20% fuel reserve in her 211-gallon (800 L) capacity tanks.

According to Jeanneau's data, at 3500 rpm, powered with the twin 350s, the Leader 10.5 goes 19.4 knots.

Use any image and content as you wish
Jeanneau Leader 10.5 running

Here we see the Leader 10.5 planing which is her most advantageous speed.

With the twin Yamaha 300s, 15" 3-blade props, in a fully loaded hull with full fuel, water, gear and an unreported number of people aboard (we estimate 10), Jeanneau says its test boat weighed 16,355 lbs. (7,421 kg) – or, 1,181 lbs. (535 kg) more than the boat powered by the higher horsepower engines. In this configuration, Jeanneau reports a top speed of 36 knots. With twin Yamaha 300s, she reportedly went 10.2 knots at 3500 rpm and 11.8 knots at 4000 rpm – clearly far from planning speeds at each setting.

It is not until the engines rev to 4500 rpm that we see a speed that shows she is solidly on plane, at 24 knots. With the twin 300s, her greatest cruising range was reported to be at 5000 rpm where she went 30 knots and had a range of 124 nautical miles with a 20% fuel reserve.

Handling

Again, since we haven't tested the boat we can offer no comments, other than to say that we do know that Groupe Beneteau, which owns Jeanneau, as a matter of corporate culture, is generally focused on providing as much riding comfort as possible in its hulls. The builder is located near the west coast of France, on the famous Bay of Biscay where rugged sea conditions are an everyday occurrence. For that reason alone, we suspect that the Leader 10.5 hull is designed for snotty conditions. And there is another reason...

Hull Design

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Jeanneau Leader 10.5 steps

The Leader 10.5 has two steps. Note that the aft step (the one to the left) has a channel that is deeper and the cleft in the chine is larger.

The hull shape is what designer Michael Peters calls a “Stepped-Vee Ventilated Tunnel” (S.V.V.T.) hull. Jeanneau says that a version of this design has been used on U.S. Coast Guard cutters. The hull has two deep steps, which at planning speeds create a vacuum that sucks air into athwartships troughs or channels, and it is then carried aft. The aft step, which is deeper than the forward one, sucks in air and directs it to what Peters calls a “tunnel.” But it is not a “tunnel” as we normally see in recreational boats with a rounded top, as in propeller pockets. We would describe this aspect of the design as more of a “relief” in the middle of the bottom with vertical side walls which contain and possibly compress the air in the center section of the bottom to the transom.

By our measurements, the bottom has a 21.5-degree deadrise (Jeanneau does not publish the deadrise angle), which is not quite as deep as it could be and is probably a good compromise between 24-degrees and something like 17-degrees. There is a wedge-shaped pad right on the centerline of the hull in the bottom relief (aka “tunnel”). The picture here shows it best.

[Jeanneau Leader 10.5 tunnel](#)

This image, provided by Jeanneau, shows the “tunnel” relief, the sidewalls of it, the pad which is the triangular surface in the middle of the “tunnel”, and the deadrise of the bottom at the transom. This is certainly a creative hull that utilizes proven designs. For example, the builder several years ago tested two hulls which were the same, one with, and the other without steps, and demonstrated that the stepped hull was noticeably faster and more fuel-efficient. (This was not a new discovery as the concept was actually used in experimental hulls in the early part of the 20th century.)

But, what Peters has done that is different, is to make the aft step channel quite deep, thus sucking in more air and then physically channeling it aft in his carved out center section. This certainly reduces the drag of this bottom surface, and Jeanneau claims that it also provides a cushion of air to produce a softer ride.

The Pad. Adding the triangular-shaped flat pad on the keel has also proved to be a good way to boost speed and efficiency. Over the years in bass boats and center consoles, among other designs, pads have proven to be a good way to boost efficiency, without harming the cushioning effect of the V hull. One reason is that this portion of the hull is where the boat rides at high speed.

[Jeanneau Leader 10.5 hull](#)

Another view of the bottom supplied by Jeanneau that clearly shows the large aft step and channel that at planning speed sucks air under the boat and directs it into the “tunnel” in the center of the bottom. By introducing air between the boat’s bottom surface and the water, friction and drag are reduced making it easier for the engines to push the boat at planning speeds.

It should be pointed out that her steps and “tunnel” do not help the boat get on plane, but only provide benefit once the boat is securely planing and able to create a vacuum in her athwartships channels.

The boat also has running strakes on both sides that add lift (and wetted surface) and knockdown spray at high speeds. The overall concept of Peters’ design is to maximize the comfort as well as the speed and fuel-efficiency of the bottom.

Boat Inspection

Swim Platforms

The port swim platform extends just past the body of the outboard engines and houses a storage locker, cockpit shower, and telescoping ladder which faces aft. We’d rather see it facing off to the side, to get the steps further away from the props. There is also a starboard platform accessed by walking around forward of the outboards, holding onto the cockpit settee’s backrest. These two long side platforms provide space to launch watersports.

Up close and personal with the Jeanneau Leader 10.5 platform

By bringing the swim platform slightly further aft of the outboard powerheads, Jeanneau is providing more room on either side from which to launch watersports. The red rectangle indicates the in-deck locker.

Up close and personal with the Jeanneau Leader 10.5 sole locker

The sole locker is located under the adjustable-mounted table and is a good place for storage and is large enough for the optional 3.5 kW gasoline Westerbeke generator.

Cockpit Seating

Up close and personal with the Jeanneau Leader 10.5 cockpit

The teak cockpit sole requires an upgrade, but the teak table comes standard. Optional table legs allow it to drop down to seat height for an optional 7000r sun pad cushions. Ski mast on the centerline behind aft seat is an option.

Up close and personal with the Jeanneau Leader 10.5 locker

The aft, in-deck locker is a good place for wet bathing suits. The second arrow points to gunwale where an optional fold-out bench seat may be installed.

The cockpit seating area is at the same level as the swim platform, thus avoiding a trip hazard, and has storage underneath. To starboard is an L-shaped bench seat that wraps around a teak table, which is standard. Handholds and drink holders are within easy reach of most seats. The standard starboard settee can be dropped down to open up the cockpit.

A port side fold-down seat is available as an option, and we strongly recommend it for those who plan on doing a lot of entertaining. We have found that while men don't mind sitting on the covering boards, women prefer seats.

[Jeanneau Leader 10.5 sun pad](#)

By lowering the standard teak table and with the addition of a filler cushion, the boat has an aft sun pad.

Cockpit Sole Compartment. There is a large, deep compartment with a liner in the middle of the cockpit. This space can provide massive storage, or, as an option, can be fitted with a 3.5 kW Westerbeke gasoline generator. And, of course, it must be if an owner plans on having the optional 12,000 BTU reverse-cycle air conditioning system in the cabin.

Cockpit Galley

[Jeanneau Leader 10.5 cockpit](#)

The galley's opening lid handle doubles as an athwartships handhold when shut. Here we see the cockpit with the starboard bench seat folded into the gunwale and out of the way.

A few steps forward of the table is the cockpit galley. A refrigerator is an option in the lower port cabinet; above it is the optional grill. To starboard are two sinks, with drawers and locker space below. A livewell can replace the outboard sink if desired, or this can be used to ice down beverages.

Since this is primarily a day boat, she needs a dedicated place for a standard-size Igloo or Yeti cooler. There is storage space under the aft bench seat, and this is the logical place for a cooler that fits. The disadvantage of using this location is that people have to get up from the seat every time someone wants a refreshment.

[Jeanneau Leader 10.5 helm](#)

The helm area has three seats leaning centered on the wheel. The cockpit galley closes with a single lid. This counter can be used for several purposes, such as a side board when entertaining, or a bait prep station when fishing. Note the compass forward of the dash brow, which is standard.

Helm Area

Just forward of the galley, up a step on either side, is helm seating for a skipper and two companions, with the center seat lined up behind the steering wheel and throttles just to starboard. Hydraulic steering is standard; trim tabs, a bow thruster, or a tilt wheel can all be added. Each seat has its own bolster and armrests.

[Jeanneau Leader 10.5 helm dash](#)

The dash has room for up to two 12" screens side by side. An engine diagnostic screen is to the left of the wheel. For this size boat, probably a single 12" screen is adequate and we would use the rest of the console real estate for other items such as the mounting of a VHF radio. A single wiper and sprayer can be added to keep the windshield glass clean.

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Jeanneau Leader 10.5 t top

Add a T-top for sun and rain protection while at the helm, with or without a sliding extension that covers galley and seating area. Our recommendation is to specify both the hardtop and the sun awning extension. They both will add considerable utility at a relatively low cost. Another option is an aft kit enclosure - not pictured.

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Jeanneau Leader 10.5 hard top

The hardtop provides UV protection for the people at the helm.

Bow

The cabin/console is purposely off-set to starboard, creating a wider port walkway up two steps to the bow. The stainless double railing conforms to CE and ABYC standards, and the wire safety across the bow can be unclipped for docking bow to, and for anchoring. Two optional sun pads lift up at the aft end to form head/backrests, chaise lounge style. They can be connected together with centerline pads.

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Jeanneau Leader 10.5 bow sun pads

Bow sun pads are optional, as are the centerline windshield wiper and opening hatch.

Safety items up here include navigation lights and the wire to close off the centerline gap in the bow rail. One important item that's not included is an anchor and rode. Obviously, every boat needs ground tackle, and in order to keep the base price down, and because veteran boaters each have their own favorite anchors, Jeanneau has left that for the aftermarket. Even those owners who plan to do nothing more than marina hop, need an anchor. Frequent anchoring will be eased with the optional windlass and bow roller.

The Cabin

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Jeanneau Leader 10.5 cabin

The cabin is divided into two bunk areas that Jeanneau separated by galley (port) and enclosed wet head (starboard). Privacy curtains for each sleeping area are available.

Use any image and content on this site at your own risk.
Jeanneau Leader 10.5 galley

Offset steps down into the cabin block off the port side of the mid cabin bunk, and a privacy curtain can be added to close off the rest of the opening. The galley includes an opening port, sink, and standard two burner gas stove. Another 40 L refrigerator can also be added down here. Note that the VHF radio is placed on a bulkhead in the companionway, an unhandy location for the skipper.

Galley. At the foot of the companionway is the galley to port. A sink with fresh water (42 gallon /160 L) is standard along with two gas burners. A Vitro ceramic version is an option. A 40 L refrigerator comes standard with shelves, not pull-out drawers. A microwave is optional. Below and above the counter is storage.

The forward cabin/salon has a rectangular table, with rounded corners, surrounded on three sides by a U-shaped banquette. This provides a remarkably cozy venue in the evening with family and friends when discussing the day's activities over a glass of wine. There are side windows and an overhead hatch to bring in light. If there is a breeze at anchor, the overhead hatch can grab it and send it through the cabin, otherwise A/C is available so long as a generator is installed.

By adding optional filler cushions, and installing the optional privacy curtains, which are stored in a designated locker when not in use, the space can be turned into a sleeping location for two.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 salon

Side windows and the optional opening hatch light up the salon, which converts into a double bunk.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 cabin

A view aft showing the mid-cabin in the background under the bridge deck, with the head compartment at left and the galley at right.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 mid cabin

The mid-cabin bunk is lit by a fixed skylight and ventilated by two overhead opening ports. Out of the photo, on the left and right are hanging lockers. There is also garment storage port and starboard and shelving.

The enclosed head holds a small sink, counter, and toilet area. A shower is built in, though a seat, which covers the toilet, and sliding plexiglass divider/shower door are both optional. An electric fresh water toilet is also available as an upgrade from the standard marine head.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 head

The plexiglass divider, toilet seat cover, and hot water are all options that will be much appreciated whenever the shower is used. The opening deck hatch is standard.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 layout

With the cushions down on the center platform, we see that the bow makes into one large bed. The enclosed head is outlined in red.

Up to 1000 ft and 1000 ft
Jeanneau Leader 10.5 layout

The red dots indicate storage compartments and the blue dots indicate shelving.

Warranty

For all boats purchased after Sept 1, 2018, the company has extended the standard (international) warranty from two to three years. Gel coat blisters are covered for up to five years, and the structural warranty is seven years.

Optional Equipment to Consider

Extras worth paying more for include an anchor/rode, hot water for using the two showers, mooring kit, underwater lights, and a T-top for built-in shade and extra handholds, a bow thruster, trim tabs, and the electric flush toilet. Fishermen may want to add the livewell.

Which Engines? Obviously, the big option to consider is upgrading to the twin 350-hp engines. While Jeanneau's test data is by no means apples-to-apples because of the 1,181 lbs. (535 kg) difference in weight with the higher horsepower boat pushing the lighter load. It nevertheless appears that the boat needs considerable torque to get on plane, which indicates either a twin large displacement 4-stroke outboards, or 2-stroke outboards, either of which would suite the application best.

In this case, the choice between the two Yamaha engines seems clear – the twin 350s, with a displacement of 5.3 L and 8 cylinders, is a safer bet for overall performance than a pair of 300 V6s with a displacement of 4.2 L.

Price

The Jeanneau website lists a starting price of \$181,630 as the recommended retail for this model. US dealers generally do not list prices. New boats in Europe range in price from \$190-230,000.

Observations

The Leader 10.5 is primarily a day boat for entertaining and excursions, which is why we would like to see provision made for an ice chest or two in the cockpit. She can also be a good boat for two couples or a young family of four interested in fast weekend getaways. There's enough galley for cooking and enough space for sleeping when needed.

Although we have not tested the boat, we think the Jeanneau Leader 10.5 can be taken offshore with confidence. Because she is not a traditional bowrider with an unprotected open and deep forward cockpit, she has seakeeping abilities more similar to those of a small express cruiser. We would not hesitate to take her across the Gulf Stream in reasonable conditions.