

VICTORIA

VICTORIA is a very lightly used Jeanneau 50DS commissioned in summer 2015, one of the last of this very popular and sought after cruisers. The specification is well matched to the design and intended use with in-mast furling, electric winches and bow-thruster she is extremely easy to handle and sail. The Briand designed hull gives excellent performance and manners.

Her two-cabin layout works extremely well; your biggest decision will be which cabin to use for yourselves! Certainly, your guests will be well catered for. The saloon is open, light and spacious with an excellent nav station to port and a well-equipped galley to starboard. This allows space for a sofa to port and large dining area to starboard, Bose sound and a large flat-screen TV provide entertainment.

She has a 75HP Yanmar showing less than 600 hours use. Raymarine instrumentation including plotter and radar, teak side-decks and a dark blue hull make her an attractive and complete package. Unreservedly recommended for viewing close to Nice airport.

NOTABLE FEATURES

- Blue hull since new, teak decks and cockpit
- All furling rig
- Excellent layout for sociable and comfortable cruising, centre-line double suites fore and aft
- Remarkably low engine hours – less than 600 shown
- Briand designed hull gives excellent performance and manners at sea
- Bowthruster for easy handling at close quarters
- Excellent saloon light and airy with spacious nav station and comfortable sofa and seating, heating
- Twin helms, a teak table and good sun protection make the cockpit a great success

GENERAL

Price	€ 195.000
Location	Nice, France
Year Built	2015
Flag	UK
Builder	Jeanneau
Designer	Philippe Briand
LOA	15.07 metres
LWL	12.45 metres
Beam	4.49 metres
Draft	2.15 metres
Weight	13.75 tons
Fuel	240 litres
Water	620 litres

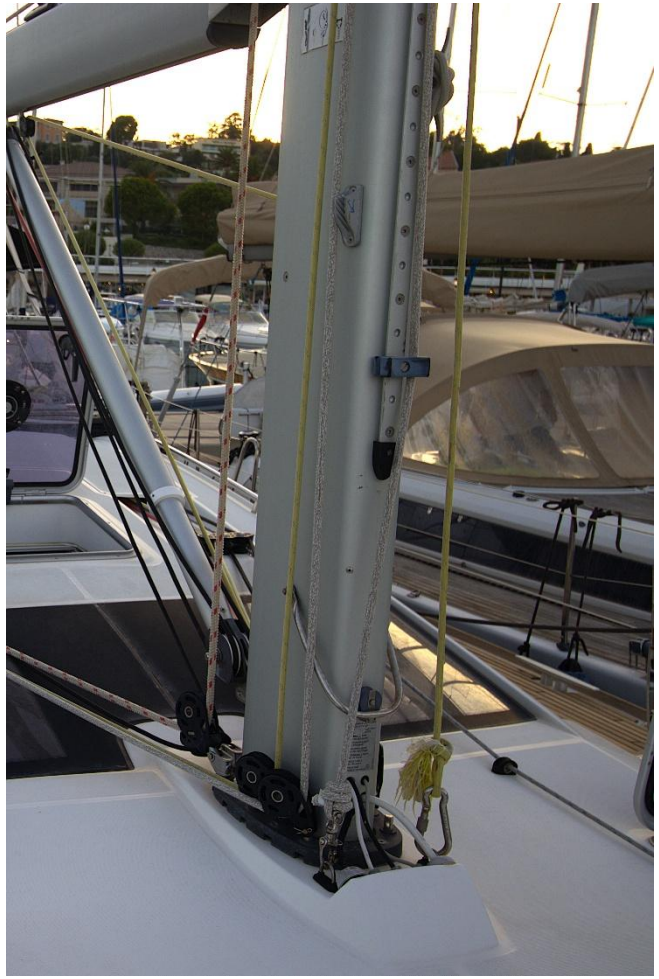


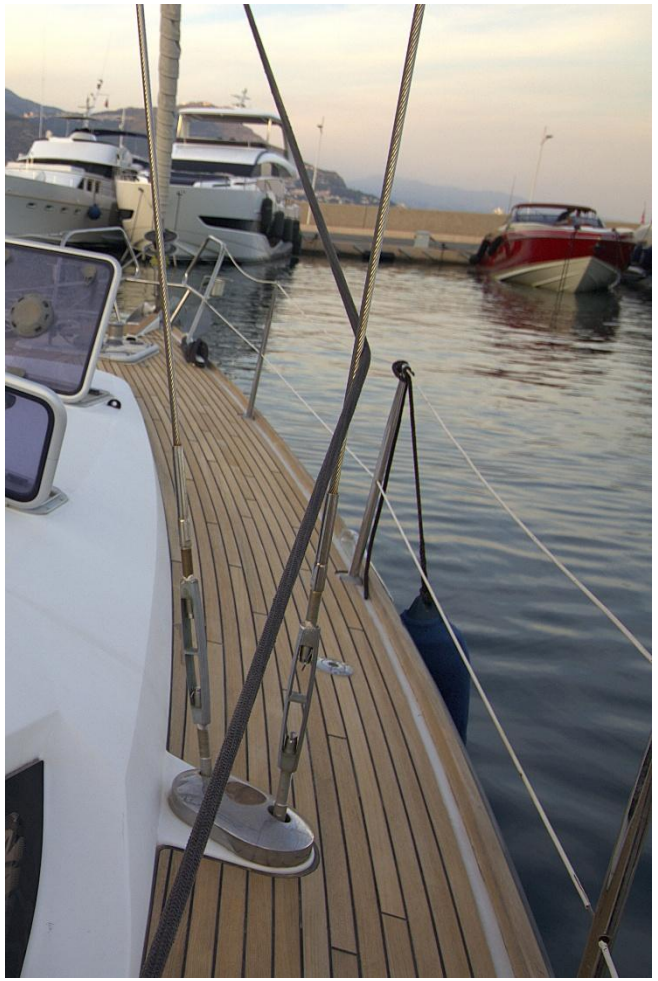
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DESIGN & CONSTRUCTION

- Built in 2015 by Jeanneau in France, the Sun Odyssey 50 DS pairs a Philippe Briand hull with styling by the Garroni design studio, and both design and construction were certified by Bureau Veritas.
- The hull is solid, hand-laid GRP, stiffened by a laminated fibreglass structural grid that spreads keel and rig loads and anchors the interior joinery. The deck is built using Jeanneau's Prisma closed-mould injection process: an end-grain balsa core and dry laminate are sealed in the mould before resin is injected. The result is a lighter, stiffer, void-free deck, finished smooth on both faces.
- Below the waterline, a cast-iron L-shaped fin keel with weighted bulb (2.15 m draft) carries around 3,750 kg of ballast. She steers through a deep spade rudder from twin wheels. Above deck, a fractional sloop rig with furling genoa and in-mast furling main keeps sail handling within reach of a cruising couple.
- The Deck Saloon design raises the saloon sole amidships. This opens up light and living space while freeing generous stowage below. A low deckhouse profile and slightly raised cockpit keep the view forward clear from the helm.
- The hull is painted in dark 'Flag' blue
- Teak laid cockpit, side decks and bathing platform with black caulking
- Bow thruster
- The 50 DS cockpit is laid out in two distinct zones, so sailing helms and controls are separated dining and relaxing areas
- Aft, twin wheels give the helmsman a choice of vantage point on either tack. Because the cockpit sits slightly raised and the deckhouse is kept low, the view forward stays clear even when seated at the wheel.
- Primary winches are electric and are within reach of the helm, and make trimming a push-button affair, ideal for a couple sailing short-handed.
- Deep bench seating wraps around a generous table with a moulded base, teak top and wide drop leaves, with built-in bottle and glass stowage and sturdy grab rails for use under way.
- A large lazarette for lines, fenders and deck gear.
- Astern, steps in the transom lead down to the bathing platform for easy swimming and boarding from a tender.













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MAST & RIGGING

- The 50 DS carries a fractional sloop rig designed to deliver easy, powerful sailing without the need for a large crew. With around 92 m² of working sail on a 17 m foretriangle, she has the power to keep moving in the light airs of a Mediterranean summer.
- This yacht is fitted with a rigid vang, in-mast furling for the mainsail and a roller-furling genoa of around 140%. Both sails can be set, reefed or stowed in moments without leaving the cockpit, so shortening sail as the breeze builds is quick, safe and stress-free.
- Sail handling is made easier still by electric winches at the helm. Sheets can be trimmed at the touch of a button, allowing one person to steer and trim at once. That makes her a genuinely comfortable boat for a couple to handle, whether on a day sail or a longer passage.
- The rig is set up for convenience rather than outright racing, yet she still performs well. When tested by Sail Magazine, the 50 DS sailed at around half the true wind speed in light conditions and tacked cleanly through 90 degrees under furling main and genoa.
- All new in 2015, lightly used and regularly maintained
- Furling mainsail with UV protection
- Furling genoa with UV protection
- Cockpit winches for headsail sheets 2-speed electric HARKEN
- Two HARKEN winches on roof, one is powered for the main sheet and one for halyards and vang, cross-winching to electric unit is easy
- Helm stations with repeated controls and black carbon wheels
- Leather covered helm, bow thruster controls
- LED nav lights











INTERIOR & ACCOMODATION

- Sleeps four in two generous suites with centreline doubles. The saloon could provide additional berths when needed, the dining table can be lowered to form a double. Diesel fired forced air heating system factory fitted.

- Below decks, the 50 DS combines the light and space of a true deck saloon with a layout designed for comfortable, private living. This example is arranged with two large double cabins, making her ideal for an owner cruising with guests or two couples sailing together.

- The en-suites have electric flush toilets

- **SALOON**: Step down from the cockpit into a bright, raised saloon. Large deckhouse windows bring in natural light and give a view of the anchorage from the table. To starboard, a U-shaped dining settee around a generous table for meals. To port, a comfortable settee and sideboard offer a relaxed spot to read or unwind. Grab rails are placed low throughout so that everyone aboard can reach them under way, and the raised sole frees up generous stowage beneath.

- **GALLEY**: Half a step down to starboard, the L-shaped galley is laid out for cooking at sea. It has a three-burner stove, separate oven, microwave, double sink and refrigeration, with good worktop space and handholds within easy reach. Its position by the companionway keeps the cook close to the cockpit.

- **NAVIGATION STATION**: Opposite the galley to port, the forward-facing nav station is one of the most generous in its class. A proper chart table is backed by a wide countertop for pilot books and paperwork, with room for a flat-screen display behind the seat.

- **CABINS:** Aft, the cabin spans the full beam of the yacht with a large double berth, ample hanging and drawer stowage. Forward, a second double cabin offers guests an equally comfortable space. Both cabins are en-suite separated by the saloon, creates a great sense of privacy for users of each cabin.

- **ENTERTAINMENT:** Fusion sound system, blue tooth with Bose speakers, Cockpit speakers, and Samsung flat-screen TV in saloon









SYSTEMS

PROPULSION

Power comes from a Yanmar 4JH4-TE 75 hp turbocharged diesel, a proven, widely supported engine that service engineers across the Mediterranean know well.

It drives a folding propeller through a sail drive unit. With fewer than 600 hours on the clock, she has had much less use than most, this includes a trip from the UK via Spain.

ELECTRICAL

Batteries:
Five service batteries were new in 2025
Engine start battery from 2025
Bow thruster battery 2015

Charging: 60aH charger via shore power and engine alternator

WATER

Generous tankage supports independent cruising.
The 620-litre fresh-water capacity (two tanks)
240-litre fuel tank gives a good range under power.

Black Water:
Each toilet has an independent tank
Evacuation by gravity
Bilge Pumps
Manual bilge pump
Electric bilge pump

INVENTORY

NAVIGATION & COMMUNICATION

Two Raymarine i70 Multi displays for log, depth and wind one each helm
Exterior Two helm compass es
Raymarine autopilot with control unit and remote control to port helm
Raymarine E120 hybrid touch plotter in cockpit
Raymarine radar 4kw
Raymarine VHF
Raymarine AIS transceiver

GROUND TACKLE & MOORING

Fixed cleats
Folding gangway
Electric windlass
Anchor with 30 metres chain
Selection of inflatable fenders
Mooring lines

COVERS & CUSHIONS

Cockpit cushions
Bimini
Sprayhood Canvas covers for:
Steering wheels
Winches
Cockpit table

SAFETY

Comprehensive safety equipment will be included in the sale. Please note equipment such as life rafts, EPIRBs, fire extinguishers and flares require regular servicing and or renewal. If such equipment is left on-board as part of the sale the buyer should ensure the equipment is suited to their usage plans, assume service or replacement will be required by them after purchase and complies with any flagging requirements.

LAYOUT



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