

Jeanneau NC37





BOAT TEST

Length (LOA): 11.47m / 37ft 8in

Beam: 3.59m / 11ft 9in

Displacement: 6,832kg

Fuel capacity: 650 litres

Water capacity: 300 litres

RCD category: B8/C10

Engines as tested: 2 x Volvo Penta 220hp D3

Other engine options: 2 x Volvo Penta 260hp D4

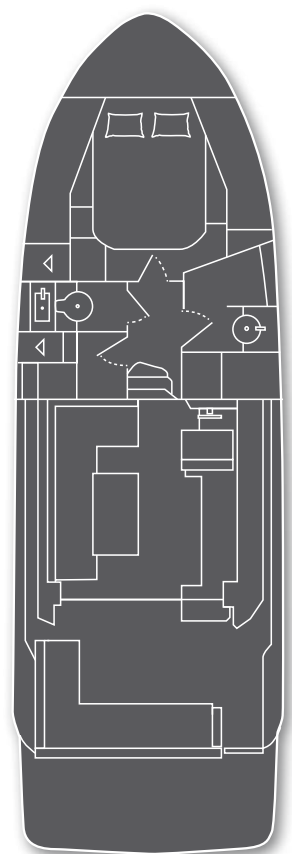
*Price from **£271,601***



Jeanneau's NC37 is the newest model to join its four boat 'New Concept' line-up and is the second largest in the group. The NC range are all enclosed wheelhouse style boats with walkaround decks with no step access from cockpit to interior. They are designed to offer easy and comfortable cruising with plenty of glass to offer a light and airy interior with good all-round vision. How does the new kid on the block stack up against this criteria?

Access onto the NC37 is easily achieved at the stern, where the large, uncluttered bathing platform is just a small step off the pontoon. You can also access the boat from the starboard side where a small door in the topsides allows you to step

through to the side deck, albeit still with a decent step up from the average height pontoon. The bathing platform has a useful grabrail along the back of the transom seat to add security for crew that need to venture out here when underway and two hatches provide access to a good-sized storage/liferaft locker and a smaller locker that houses the shorepower connection and would be the





*“Space for all the family.
Jeanneau’s latest
‘NC-new concept’ feels
larger than it really is”*



perfect spot to store your cable. A small step up takes you through a stainless steel transom gate and into the cockpit. Here you will find an L-shaped seat along the

transom and port side that converts, with a fold down backrest and forward infill, to create a large, flat sunpad. The transom seat base also slides back to provide a





larger cockpit, at the expense of a little bathing platform, but still leaving a very workable area that can be used at the same time. In the cockpit floor, a large hatch lifts to reveal the engine bay. With twin D3 220's there is a huge amount of space down here to get around the engines. If you opt for the larger D4 motors things will be a little tighter, but at only 24cm longer should still offer a decent amount of working space.

As is the Jeanneau way, the sidedecks are asymmetric, so moving forward is best achieved via the 25cm wide starboard deck, which is two small steps up from the cockpit and low level to provide a very secure passage for you or your crew. The port sidedeck is two larger steps up

from the cockpit and raised, but is still a usable width, at 17cm, and grabrails and guardrails help to keep things secure. The side decks continue flat, apart from one step up on the starboard side in front of the helm, all the way forward, where they open up and join to form a useful flat crew working area with a deck mounted windlass and hatch access to the anchor locker. Centrally, above the forward cabin roof, you can have an optional sunpad

“A social flow. Its cockpit merges seamlessly into the saloon area”



with pop up backrests, a nice feature for those rare sunny days.

The threshold between cockpit and interior is divided by large glass bi-fold doors and, to starboard, a small storage unit with window above. This window opens upwards to sit flush beneath the cockpit overhang connecting this small storage unit to the galley and blending the inside and outside spaces together. The L-shaped galley runs along the starboard side all the way to the helm and provides a sink and two-burner hob hidden away below a lifting section of worktop, an oven and fridge below, and a selection of cupboards and drawers above and below the worktop. To complement this storage, there is a locker in the floor just in front



The saloon dinette is capable of seating a large group and can be opened to the cockpit



of the galley. Calling this a locker, is possibly an understatement as it is actually large enough to be used as a third cabin, with further access into this area forward making that even more of a realistic option. You would need to kit this out with some soft furnishing, if you wanted to use the space in this way, as the boat comes, as standard, without. If, however, you don't need to cram friends and family into every available space, this area could swallow up just about anything you might

reasonably want to carry onboard a 37 footer.

Opposite the galley is the boat's dinette. This U-shaped seating area, around a table with a fold-out leaf on either end, looks more than capable of comfortably accommodating a family for dinner, or a slightly larger group for a social get-together. The forward section of the dinette seating flips and lifts to turn it into a double, forward-facing, navigator's seat with a sliding opening window alongside.



A floor locker could double as a third cabin, with access also via the lower companionway



Opposite this is the helm position. Here the skipper gets a big single bench seat with lifting bolster. Alongside there is a three quarter height sliding door out onto the side deck and, overhead, you have a large, electrically-operated sunroof.

Moving forward and down into the lower accommodation takes you into a lobby area with four doors and the secondary open access to the large space below the wheelhouse floor. Just in front of this, on the starboard side, is the boat's shower compartment. In here is just a shower stall with moulded seat and a separate area with sink, storage unit and full-length mirror. The toilet is in a separate compartment behind a door off to port. Both of these compartments have an opening port, and both come with



The shower compartment is separate to the boat's toilet, which is on the opposite side



PERFORMANCE

As tested 75% fuel 50% water 3 crew Force 1

RPM	Knots	LPH	GPH	MPG	Range (nm)	Noise
700	4.1	2.0	0.44	9.3	1329	54
1000	5.6	4.4	0.97	5.7	815	56
1500	7.9	11.6	2.55	3.1	443	71
2000	9.5	26.0	5.72	1.7	243	77
2500	13.4	46.0	10.1	1.3	185	83
3000	20.9	56.0	12.3	1.7	243	80
3500	26.9	72.0	15.8	1.7	243	82
3760	30.5	92.0	20.2	1.5	214	83

1.9m (6ft 3in) of standing headroom.

Aft of the toilet compartment you will find the boat's second cabin. In here there is, again, 1.9m headroom just inside the door, dropping as you go aft where two single berths run fore and aft. A small seat and a half-height hanging wardrobe sit just inside the door with further storage to be found beneath the bunks. An in-hull window, with built in opening port, and an overhead opening hatch in the standing area provide plenty of light and fresh air in this space. The final door leading off the lower lobby takes you forward into the master cabin, where an island double berth dominates the space. There is plenty of storage space courtesy of cupboards at eye level along

both sides and lockers at the foot of the bed and, of course, you get the Jeanneau trademark lifting bed end that provides access to a nice big under bunk locker with access made easy by gas struts holding it open when in use. Standing room between the end of the bed and the closed door is around half a metre, but a two-part cabin door contributes to making this feel perfectly adequate. Headroom in



The compact Volvo D3 diesels offer a decent performance and leave plenty of engine bay space

“A serious passage maker, providing an easy, relaxed helm experience”



here is just a little lower than elsewhere on the boat, at 1.8m (5ft 11in). Two in-hull windows and two overhead hatches provide plenty of light and ventilation and the use of light materials, particularly in the upper half of the cabin, make it feel open and spacious.

Underway

Over the last few years I have driven a number of Jeanneau's model range, and I have to say that while many of them have been very good, the NC37 stands out as being perhaps the most refined of all. With all doors, windows and the roof closed, the boat is very quiet and, when you combine this with finger light steering, precise handling and control, and an

effortless and relaxing helming experience, you have a mid-sized family cruiser that not only feels larger than it is, but that exudes quality. The flexible helm provides numerous driving position options; standing, leaning, seated, all of which were very comfortable, and the inclusion of a fold down flap that raises the standing position also allows for shorter or younger crew to experience the same. The side door is a great addition, whether it be for a nice flow of fresh air when conditions allow, or to gain easy access to the side deck if short or single handed. You can also lean out to communicate with crew, which is useful as the 2m headroom in the wheelhouse means that, even with the flap down, the opening sunroof is just too

high to stick your head out of. As with all hard top or wheelhouse cruisers, there is the odd visibility issue, but this is limited to the visibility to port when undertaking port hand turns and is somewhat compensated for by looking through the roof, which being glass is also an option when closed.

With the twin 220hp Volvo D3 engines, the NC37 is more GT than sportsboat, taking around 10 seconds to get fully on the plane and a further 10 seconds to reach a cruising speed in the low 20's. The boat starts to climb onto the plane at speeds as low as 14 knots, as long as you leave the legs trimmed right in, and can be trimmed out and is fully on the plane at anything over 20 knots. Once up and running, the boat cruised with ease and delivered everything you would want for some serious passage making. If I was heading off across the Channel or similar, the NC37 is exactly the sort of boat I would want to be doing it in. The twin 260hp D6 option may initially sound



The optional foredeck sunpad comes with flip up back rests and the further option of a sun shade

like the answer to add a bit of sportiness to this refinement, but with a 600kg weight penalty I am not so sure, and would certainly want to test drive a model fitted with these larger engines before committing. I have a feeling that the D3's may be the right choice for the NC37. Our test day in the Mediterranean didn't offer up much in the way of challenging conditions. With only our own, or other boat's wake to play with, I can say that it appears that the feeling of refinement that the 37 provides will survive a bit of rough stuff. We experienced no slamming,



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no rattles and nothing untoward despite throwing it through any wake we could find at various speeds.

As a passenger, sitting in the navigator's seat, I found that the backrest was a little too far back and offered minimal support, but a conveniently placed cushion or two should solve that problem.

Conclusion

The NC37 is a true family cruiser. It has space enough for everyone and a layout that offers a perfect and practical solution whatever the weather. It is not the sportiest of boats, but offers levels of comfort and refinement that will continue to please long



The NC37 is a good all-rounder, as well as being a fine looking boat. What's not to like?

after the rush of excitement from a sporty performer will have subsided. It is an easy boat to drive, an easy boat to crew and we struggled to find much about it that we did not like. In short, the NC37 might just be all the boat you will even need.

ENQUIRIES: For your nearest dealer visit www.jeanneau.com

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The newest model in the range, the C390 has four layout options, with two or three cabins, and with Volvo D4 or D6 engines.

LOA: 11.99m

Beam: 3.85m

Displacement: 10,520kg

Enquiries: TBS Boats

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Beam: 3.63m

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