

Jeanneau NC 37 (2019-)

Brief Summary

The NC 37 is the latest addition to Jeanneau’s NC line, which includes the NC 9, NC 33 and NC 14. At 37'8" (11.48 m) length overall, she’s a bit longer than the NC 33, at 34'6" (10.52 m) and considerably shorter than the NC 14, at 45'8" (13.92 m). Obviously, Jeanneau saw an opportunity to fill a need in the sport yacht, under 40’ (12.19 m) category.

Standard power is twin Volvo Penta D3-220s but Volvo Penta D4-260s can be ordered as an option. There are no steps up or down from the helm station to the end of the cockpit, creating a single, functional, and accessible deck that includes the galley. The NC 37 comes standard with a two cabin configuration plus a large, additional “cave” that can be used for storage or fitted with a mattress to create a third cabin.

Price

Base Price\$406500.00

Key Features

- Aft swim platform
- Recessed side decks
- Side door at the helm station
- L-shaped aft cockpit
- Folding salon glass door

Specifications

Length Overall	37' 8" (11.48 m)
BEAM	11'9" (3.58 m)
Dry Weight	15,062 lbs. (6,832 kg)
Tested Weight	

Draft	3' 2" (0.96 m)
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	17 deg.
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	172 gal. (651 L)
Water Capacity	79 gal. (299 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	

running found or type unknown

The Jeanneau NC 37 can find her way up to a plane with a little throttle.

Mission

This new NC benefits from the efficient boat building process at Jeanneau and an excellent hull design by Michael Peters, ensuring reliable and secure handling at sea. The NC 37 fills a gap in the NC line.

profile not found or type unknown

With a draft of 3'2" (0.96 m), the NC 37 can get into some of the choice swimming, snorkeling, and fishing spots.

Major Features

- Single pane windscreen glass
- L-shape salon
- Separate toilet
- Separate shower
- Side door/step in coaming
- L-shape convertible cockpit sofa
- Extended hardtop
- Galley on the same level as cockpit and salon

running not found or type unknown

The NC 37 has a good running angle with her bow parallel to the water for good forward visibility.

Performance

We have not tested the NC 37.

The Jeanneau NC 37 has a LOA of 37'8" (11.48 m), a beam of 11'9" (3.58 m), and a draft of 3'2" (0.96 m) with an empty weight of 15,062 lbs. (6,832 kg).

The test numbers cited here were supplied by Jeanneau on a boat with twin Volvo D3-220cv engines making 220 crankshaft horsepower at 4000 rpm. The engines have 5 in-line cylinders and use variable geometry turbo with charge air cooler.

running not found or type unknown

The NC 37 rides with the bow up a few degrees as she comes up to speed, then she flattens out as is typical of most boats in class.

Each engine was outfitted with an FH2 Duoprop propeller. Estimated weight of the test vessel was 19,476 lbs. (8,834 kg).

standing ground or type unknown

The NC 37 sits comfortably on her lines at anchor.

Best cruise, according to Jeanneau, came in at 3600 rpm and 21.3 knots (39.4 kph). It was at that speed that the 19.7 gph (74.7 lph) fuel burn translated into 1.08 nmpg (0.53 kpl) and a range of 166.32 nautical miles (308 kilometers), while still holding back a 20-percent reserve of the boat's 172 gallon (650 L) total fuel capacity.

Top speed, we're told, is 27.7 knots at WOT.

test numbers type unknown

standing ground or type unknown

Jeanneau has created conservative lines for the boat which should keep her looking nautical for the future.

Boat Inspection

Stern

The Jeanneau NC 37's aft swim platform spans 4'3" (1.30 m) fore and aft and 11'1" (3.38 m) across the entire transom. The surface is covered with simulated teak and holly.

Main deck ground or type unknown

The main deck of the NC 37 is conventional with L-shaped settees in the cabin and in the cockpit.

Swim platform ground or type unknown

Notice mooring cleats are at the forward edge of the swim platform to permit crossed stern lines, yet are not a tripping hazard otherwise.

At more than 4' (1.22 m) wide, the swim step has plenty of room for any combination of swimmers, sunbathers, and other watersport enthusiasts. A retracting swim ladder disappears into the swim step on the starboard side under the platform. This conforms to ABYC standards which require the swim ladder be accessible by a person in the water.

The grab handles on the aft edge of the swim platform could be used for securing a dinghy, jet ski or boarding while anchored. Any strenuous towing should be handled by the cross docking cleats mounted

forward and out of the way on either side of the platform.

At the dock, these cleats accommodate longer, docklines that can be led across the swim step to the opposite side. That allows the lines to stretch when the boat rises and falls with the tide or wave action. Another set of deck cleats is mounted on the raised portion of the cowling that encloses the cockpit.

Aft storage

Storage built into the aft portion of the cockpit seating module is especially useful for wet gear or water toys. In Europe, CE regulations require that a life raft be carried aboard and this is the perfect place for it.

The aft-facing portion of the module that makes up the L-shaped seating along the back of the cockpit has two latching compartments. The smaller of the two, on the port side, conceals the shore power plug. The larger, 3'3" (1 m) x 14" (0.36 m) hatch folds down for storage, seen above. A standard six person life raft canister fits the compartment. Otherwise, it's big enough for lots of fenders and swim toys.

Aft deck

This photo shows the grab rail on the top of the convertible seat and the optional cockpit bar everyone will want.

Two stainless steel grab handles are mounted above the storage compartment. One handle is attached to the back of the forward facing seat when it is in the up position. The other handle is mounted to the top of the seat-back.

Sunpad

This view shows the optional third filler panel that makes the convertible seat into a real sun pad. When the seat back is down, creating an aft sun pad, the handle extends aft, over the swim step. Adding a filler to the combined seat back and bottom creates a sun pad that measures 4'6" (1.37 m) x 6'10" (2.08 m).

Cockpit

The passage between the swim step and cockpit on the starboard side has a hinged, stainless steel gate that can be folded out of the way and latched open. When it's closed, it does not open outward, for safety.

Safety gate

The cockpit's safety gate keeps people and objects safe in the cockpit. Note the step up to the cockpit. Just forward of the gate, a small deck plate in the combing conceals a nozzle and hose for hot and cold freshwater washdown. A similar deck plate slightly forward covers the socket for the manual bilge pump.

Washdown

Fresh water washdown (left), and manual bilge pump – required by CE regs – with handle inserted.

With the seatback up, the L-shaped cockpit seat module wraps around a removable (optional) teak pedestal table that measures 1'11" (0.6 m) X 3'6" (1.06 m). The table folds down to about half size when less surface is wanted.

Cockpit table
Image not found or type unknown

Shown is the cockpit table fully extended.

Folding the table in half reveals an arced stainless table support that functions as a drink holder.

Awning
Image not found or type unknown

As an option, a fixed or electric sliding sun awning (SureShade) can be used to shade the rest.

Salon
Image not found or type unknown

The white bar with a black top can be seen on the right side of this photo.

Jeanneau lists the aft-facing bar forward and on the starboard side of the cockpit, as an option. It seems like one of those things almost everyone would choose to include on a new boat unless they had something else planned for that space.

Engine Room

A large, latching hatch cut into the cockpit sole provides access to the engines and other mechanicals. The hatch is heavily insulated for noise-deadening. Gas strut hatch supports on either side ease lifting and lowering of an otherwise heavy piece of fiberglass and hardware.

Engines
Image not found or type unknown

Looking down into the engine compartment, the tread plate is clearly a safe place to step.

A small aluminum tread plate mounted on a raised platform between the engines provides a target for the first step into the engine room. A fiberglass pan mounted aft of the engines and below the sole can be used for mounting a generator or as storage.

Box
Image not found or type unknown

Commercially available generators would fit in this fiberglass box.

Main Salon

A glass partition separates the cockpit from the main salon. It allows the salon, galley, helm station, and cabin to be secured from the elements.

Partition Image not found or type unknown

Looking aft through the glass partition with both folding panels and the bar window retracted.

The aft glass door is divided into three sections. The middle and port-side sections look like a standard slider when they're closed. However, rather than having one fixed panel that sits behind a sliding panel, the two sections work like a bi-fold door, effectively removing any barrier to circulation. The starboard third of the glass wall is a half panel bar window that can be raised and latched below the hardtop.

Port companion seat Image not found or type unknown

The port companion seat back has been converted to provide additional salon seating.

Inside the salon, another L-shaped settee lines the port side. It provides seating on two sides of a folding and sliding table with cup holders measuring 1'11" (0.6 m) X 4'7" (1.4 m). A forward-facing companion bench seat can be reconfigured to face aft and provide comfortable seating for additional people.

Settee Image not found or type unknown

Optional gear has been added to make the settee into a double berth.

As an option, the settee/table/co-pilot seat can be reconfigured with a filler to create a double berth. Black out curtains can also be ordered to cover the considerable amount of glass in the salon/helm area. A video screen that can pivot to be seen from the cockpit is mounted above the aft corner of the settee.

Companion seat forward Image not found or type unknown

When the companion seat faces forward, it can comfortably accommodate two people. This is an important design element as it allows guests to join in the fun of navigation.

Galley

A wide swath of cabin sole separates the port side dining area from the galley on the starboard side. Flow is the key word for this entire salon/cockpit space. Food and drinks are an arms-length away from people seated at the dinette. Anyone walking fore and aft from the cabin to the swim step can pass easily and without obstruction while others are seated or engaged in other activities.

Stove Image not found or type unknown

The reflective surface under the raised counter allows the cook to step away from the galley and still see what's going on.

The stainless sink and two burner cooktops can be covered by a panel that becomes a counter top. The panel tilts up to create a stainless steel backsplash for the sink and a heat shield for the cooktop. The oven is inset just below the cooktop. The refrigerator is located immediately to the right of the oven.

Storage Image found or type unknown

The galley and most of the rest of the boat has a surprising amount of storage. Drawers and cabinets are built into every available air space.

Entrance Image found or type unknown

Shown is the entrance to the “cave.”

Cave/Third Cabin. Another latching deck hatch with gas strut hatch supports sits under the feet of anyone working in the galley. It accesses the previously mentioned cave/third cabin using a short ladder. This hatch allows the space to be used as a lazarette for storing gear to be used on the aft deck, swim platform or engine room. The space can also be accessed through the cabin.

Helm

The helm station sits forward of the galley. The open back seat will come as a welcome relief in hot weather when people tend to stick to vinyl fabric. The seat also has a fold up bolster and a foot rest that can fold up and out of the way.

Sidedeck Image found or type unknown

View of the starboard side deck to the bow.

Another Jeanneau innovation is the access hatch beside the helm station. Protective glass easily slides in and out of the opening. The hatch allows the helmsman to get to the controls directly from the deck or dock, without having to pass through the salon. This makes single-handing easy, as the driver can quickly move out to the side deck to tie up.

Private entrance Image found or type unknown

The helmsman has his/her own private entrance.

The driver can also assist with docking and undocking. The mid-ship cleat on the starboard side is within arms-length of someone operating the controls. Plus, it's easy for the helmsman to just pop his head out for a clear view of the water, the boat, and dock.

Footrest Image found or type unknown

The hinged footrest folds up and out of the way when not in use.

The helm station is compact without being crowded. From the horizontal dash to the top-mounted mechanical compass, everything is symmetrical. Just below the compass, five circular, analog-style engine gauges are mounted side-by-side in a recessed trough.

Helm not found or type unknown

The skipper's view of the NC 37's control center.

Directly below the gauges, a Raymarine, Axiom 9 RV, 9" MFD with integrated RealVision 3D, 600W Sonar takes up almost all of the available space for a MFD. The Raymarine system was an option and could be replaced by a suitable substitute.

Tachometers with digital read-outs for port and starboard engines are mounted to the left and right of the MFD. Six rocker switches are mounted below each tach.

Controls for the Volvo Penta Electronic Vessel Control system including joy stick and twin throttle/shifters, are located in a recess to the right of the horizontal dash deck.

Additional controls, including trim tabs and more rocker switches, are mounted in the identical recess on the opposite side of the dash. Engine Monitoring Displays for each engine and a cup holder are mounted on the dash deck.

Windscreen not found or type unknown

The single piece, curved windscreen provides excellent visibility with no distortion.

Accommodations

When Jeanneau says the boat is built on a single level, they're talking about the cockpit and salon. There is a single step down to get to the swim step and four steps down to the cabin.

Two cabin layout not found or type unknown

The two-cabin layout with the cave used for storage.

Alternate layout not found or type unknown

An alternate layout where the cave is turned into a crawl-in cabin which kids will love.

Master not found or type unknown

Between natural light from overhead hatches and sidelights, and the programmable LED lighting molded into the overhead, there's no reason to be in the dark.

All the way forward, the master stateroom features a walk-around, pedestal double berth that measures 79" (2 m) x 59" (1.5 m). A latching locker with a half-sized mirror opens into a hanging locker with storage above

the garment pole.

Cubbies Image not found or type unknown

The master stateroom has cubbies for storage.

Find more storage cubbies and climate controls on the starboard side of the berth. Overhead, two opening hatches allow for lots of natural light and maximum air circulation. The hatches come equipped with bug screens and blinds. The port side has a vanity with a hinged lid.

Head Image not found or type unknown

Jeanneau chose to locate the single toilet across and away from the shower.

Below, the head is divided into two parts with a toilet to port. To starboard is the sink and shower stall.

Shower Image not found or type unknown

There's enough room in the head for one person to shower while another works at the sink.

Continue moving aft and the second cabin is found immediately before the first step up to the companionway and to the right. Step up into the cabin and the twin, single berths take up most of the cabin space. A filler between the singles creates a double that measures 79" (2 m) X 58" (1.6 m).

Double beds Image not found or type unknown

Double berths converted to a single, beside a padded seat and hanging locker in the guest cabin.

The hanging locker and storage in this cabin are more limited than in the master but it has a few extras like an adjustable reading light that will help save the batteries at anchor.

Cave Image not found or type unknown

View looking out from the cave, in this case equipped with a mattress. Notice there are latching storage compartments on the starboard side.

The cave is located on the other side of the companionway stairs. This is the kind of place where luggage, water toys, empty coolers, golf clubs, and other gear can be stowed out of the way. It's raised above the level of the sole with very little room above so walking or even stepping into it would not be possible, so crawling in is required. There's also no bulkhead or hatch separating it from the rest of the cabin area.

Cave 2 Image not found or type unknown

What the cave looks like from beyond the companionway stairs.

While some adults might complain about getting stuck there overnight, kids would love it. The cave also has built-in storage, a hull-mounted porthole for natural light, and a switched light to illuminate the space after

dark.

Deck and Bow

The only utilitarian purpose for the hardtop, in addition to shade and protection from the elements, is to support a radar dome, flagstaff, antenna, and navigation lights. The NC 37 comes equipped with two opening hatches in the hardtop for light and air circulation. Replacing the twin hatches with a single, retractable moon roof seems like another one of those options almost everyone will want.

Hardtop

The short mast that supports the radar, an antenna, and navigation lights are mounted on the hardtop. The only utilitarian purpose for the hardtop, in addition to shade and protection from the elements, is to support a radar dome, flagstaff, antenna, and navigation lights. The NC 37 comes equipped with two opening hatches in the hardtop for light and air circulation. Replacing the twin hatches with a single, retractable moon roof seems like another one of those options almost everyone will want.

Side deck

The superstructure is slightly asymmetrical and the side deck to starboard is slightly wider. Walking forward of the cabin on boats in this class isn't always easy. Some boats include a passage on one side and not the other. On other boats, the deck surface is narrower than the width of most feet.

Gate

A gate in the bulwarks making it easier to board from amidships. The company has taken on another often-heard complaint. As boats get bigger, the distance from the dock to the deck or cap rail can be so long, people attempting to board in one step can fall on the dock or in the water. A hinged door through the gunwale creates easier access. It's a much more comfortable and safe way to board the boat.

Board

A shorter, safer step onboard through a side gate makes boarding easy. It will take a total of three steps up, two out of the cockpit and one beside the helm station, to get to the foredeck on the starboard side. It's worth the trip.

Bow sunpad

The front sun pad/seating area is an option.

With the master stateroom's hatches open, two ample-sized, individual sun pads flank the hatches. Each of those sun pads has a chaise-like, adjustable back for sitting up.

Sunpad 2

Image not found or type unknown

The raised sun pad seats' center filler includes two drink holders.

With the hatches down and a filler between the individual pads, a 5'7" (1.7 m) x 5'11" (1.8 m) double sun pad can be created to accommodate additional sun bathers. The filler has built-in cup holders.

The sun pad area has long grab rails on either side. The entire bow is enclosed by a pulpit. A collapsible canopy that covers a portion of the sun pad can be ordered as an option.

Ground Tackle

The NC 37 comes with a 35.3 lb. (16 kg) Britany anchor. It sits on deck in a stainless steel bow roller. The rode can be accessed through a latching anchor locker hatch that's kept open by a gas strut hatch support. The anchor locker can offer additional on-deck storage for fenders and dock lines.

Anchor roller

Image not found or type unknown

Notice the safety gate above the anchor roller. It can be opened during anchoring.

The rode is made up of 91'10" (28 m) of 3/8" (10 mm) chain connected to 130' of 3/4" (18 mm) line. It feeds from the anchor locker, through a hawse pipe to a Lewmar vertical, deck-mounted windlass with remote control.

Anchor locker

Image not found or type unknown

The anchor locker contains the windlass remote.

Construction

Jeanneau uses enclosed molds. Injection molding creates a perfect finish on both sides of each piece, no matter its size: from the smallest cockpit locker to the construction of hulls and decks. This technology reduces overall weight and reduces by 90% the release of VOCs (Volatile Organic Compounds), or greenhouse gasses, when compared with traditional contact or open molding techniques.

Canopy

Image not found or type unknown

Technicians assemble a sun pad canopy at one of Jeanneau's assembly plants.

A technology, called infusion, is also used, notably for the hulls of larger models. This procedure consists of laying up the dry fiberglass cloth in the mold, enclosed in a vacuum by a plastic film. The resin will then seep

through to impregnate the cloth. The advantage of this technology is an overall weight reduction, while the quantity of resin is optimized for greater strength and resistance.

NMMA found or type unknown

She meets rigorous ABYC standards as certified by NMMA. The boat has a CE category of B-8/C-10.

Options to Consider

- Third cabin
- Foldable teak cockpit table with cup holders
- Double berth package for salon
- Salon blackout curtains
- Cockpit bar
- Retractable cockpit SureShade
- Full cockpit canvas enclosure
- Bow sun pad canopy

Jeanneau is developing a useful online tool called an Option Weight Calculator. The company appears to have concerns that too much weight could subdue performance of the boat with D3-220 engines. Customers can use the Option Weight Calculator to select the options they are considering and see whether Jeanneau engineers feel the combination would add too much weight. They have no concern about weight with the D4-260 option.

Price

The base price/MSRP with the Volvo Penta D3-220-hp engines are \$406,500. The base price/MSRP with the Volvo Penta D4-260-hp engines are \$579,000.

Lifestyle found or type unknown

There are lots of ways to enjoy the Jeanneau NC 37.

Observations

This boat isn't going to win any speed records. She probably won't get used in many fishing tournaments, as she was not designed to meet those criteria. Rather, the Jeanneau NC 37 is all about relaxation, comfort, entertaining, and economical operation. She is a good way for a couple or young family to get a cruising boat at a reasonable price.

Standard and Optional Features