

Tester says...



Jetten makes some interesting claims about its efficient build process, but will this deliver a cheaply made boat or a craft of real value and quality?

**MOTOR BOATS TESTED**

# Jetten 37AC

## FACT FILE

**Jetten 37AC**  
LOA: 36ft 5in (11.1m)  
PRICE: from  
£190,000  
TOP SPEED: 8.3  
knots

**Jetten is focused on keeping prices low without scrimping on quality, but is this philosophy realistic?** REPORT BY MARK TURLEY

**J**etten isn't a familiar make to us here in the UK, largely because most of this Dutch yard's capacity is absorbed within its home market. And as with most things that stay close to home, there is usually a good reason for it. With this in mind, we caught up with this tidy looking mid-sized model to find out exactly what the Dutch have been keeping so quiet about.

### Design & build

The 37's exterior has a good-natured feel, with a pleasantly flared bow and coir-fendering. And, as you'd expect with Dutch fabrication, there is no faulting the finish of the steelwork. Now you may think the same could be said of other builders but Jetten stands out in that it isn't afraid to do things differently.

The first thing that differentiates this yard from the norm is the 37's underwater sections sport a particularly full run of keel, which helps directional stability, while the 'fishtail' rudder is a rather odd concave shape that claims to give extra efficiency in tight turns. However, it is the economy of Jetten's build technique that is the real eye-opener – costing a claimed £40k less than other steel boats of similar size, which the

yard puts down to outsourcing work to specialist companies for different areas of the fitout rather than keeping all the trades 'in house'.

This build system helps keep overheads and redundant labour to a minimum, without scrimping on the standard of the fitout – which is very good – or the specification. It clearly works – the proof being a £190,000 base price, some £50,000 less than the keenly priced Pedro 38, for example.

Nor does the yard simply offer one layout (as in the case with Linssen's 9 series), which is what you might expect on an economy drive. There are several different options for the forward area depending whether you want a roomier saloon – Perhaps with an extra dinette opposite the galley

– or a forecabin with a shower en suite.

Whichever layout you opt for, the base price stays the same, but if you want to shift away from the standard mahogany wood then that is an extra; the test boat here is finished in cherry.

Aside from tweaking the fore section to meet your needs, most people will be happy with what is on offer back aft. The master cabin offers plenty of room round the island double, flanked either side by a good run of stowage, and the en-suite facilities are split between a shower stall and a separate WC.

With all this space given over to the fore and aft cabins, the main saloon isn't huge, but it is comfortable enough for four adults and given some half-decent weather any entertaining is

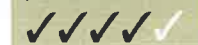
likely to be done on the aft deck anyway. However, in order to give your guests somewhere to sit out here you will need to option in some deck boxes, which double up as stowage, or a couple of free-standing teak chairs.

The omission of seating is standard fare on this sort of boat but, given that there was no lower helm on the test boat, it was good to see a proper console for outside helm, rather than a wheel and throttle simply stuck on the back of the coachroof.

And since this boat is likely to frequent inland waterways, it was good to see air draught kept low with the windscreen and mast engineered to drop down.

### Design & build

No sign of scrimping with good layout options and build



“The yard offers several layout options, all for the same base price”





The saloon is both light and inviting. Our test boat had an extra corner seat, creating a very social space, but no lower helm



There is a good array of stowage in the galley



There is no shortage when it comes to ablution facilities



Great access across the interior



His 'n' hers storage units flank the 5ft-wide island berth in the aft cabin



The forecabin's berth is also generous but it is awkward to sit up

## Accommodation

We have already mentioned that there are several options with regards to the fore accommodation. The test boat pictured here focuses on providing two good-sized cabins, each with a separate shower stall, toilet and basin. The forecabin's shower cubicle is part and parcel of the toilet compartment but the aft cabin's shower is totally separate, leaving the toilet and sink to their own devices. In fact, a further basin is provided in the shower room, but as the sink in the toilet compartment is tucked rather awkwardly under the companionway steps, this is less of an overkill than it first appears.

Both cabins boast generous doubles – 5ft wide – and there is plenty of room to move around them even with the equally generous amount of clothes storage. We also liked the fact that both berths had side tables or shelves flanking them – just right for glasses and a book – although sitting up in the forecabin is difficult without a heap of pillows as there is no headboard to lean against.

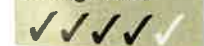
The symmetrical layout of the aft cabin's cabinetry works particularly well with each side having a his'n'ers wardrobe, dressing table area and run of cupboards.

When it comes to the communal areas of the boat, the saloon is rather snug. So if you're looking for more lounge space opt for a V-berth in the forecabin with a smaller toilet compartment and you will gain a lower dinette. However, even with the arrangement seen here, the saloon seating is comfortable and the window line allows for a clear view out. To make the layout more sociable there is a built-in corner chair opposite the dinette but aside from this and a single cupboard, the port side is a bit bare. A sideboard here would add some detail.

Venture down a couple of steps and you are in the pleasantly appointed galley, although if you intend to do any serious cruising you will need to specify an oven, as only a gas hob comes as standard. Facilities for storage are adequate, which include a good array of cupboards at counter height. The worktops here are laminated rather than something more expensive, like

## Accommodation

Big cabins and a tidy finish add up to a fab cruising interior



Corian, making it one of the few areas where a noticeable saving has been made. This aside the overall finish and attention to detail, with lined lockers and plenty of fiddles, impresses.

## Exterior

The wide, easy to negotiate side decks each have an opening section of guardrail to facilitate toing and froing when mooring alongside, which is an important consideration on any boat destined for much inland work. However, the way these

sections are fabricated make them a bit fiddly to open and shut. Other deck gear, like mooring hardware and the hinge down mast, proved totally adequate but it is worth noting the standard windlass is only a manual.

You might have to shell out for some social seating on the aft deck but the helm does come with a place to perch. Usually this is a seat locker with a flip-over backrest but the test boat was fitted with a luxury helm chair to the tune of

£1600. Perhaps this money would be better spent on upgrading the canopy instead, at least that way you can sit in the dry.

Back to the many positives, the smart-looking helm console is designed to house a chartplotter screen as well as the usual line-up of engine gauges. There are also some handy areas for keeping loose bits and pieces safe. If all this sounds like a bit of a fiddle to fabricate in steel, you would be right as the whole lot is in fact a GRP moulding. The other benefit for the builder is that this whole console is omitted during the interior fitout, allowing a huge hole for

the joinery to be made off site and easily added at a later date in prefabricated pieces, making useful savings in both time and cost.

It was also satisfying to find that the three-part screen is supplied with a wiper on each section, as standard.

## Exterior

Aft deck needs seats but a good inland design



## Engine options & access

The boat we inspected was fitted with a 75hp Yanmar unit but there is a 110hp alternative. We think the less potent, standard engine is perfectly adequate with plenty of power in reserve.

Access to the enginebay is via a couple of readily removable insulated hatches in the centre of the saloon. With these lifted clear (they are not on gas struts), it is easy and simple to check over the engine, water strainer and primary fuel filter.

The compartment houses all the various tanks, with plenty of space to move around and get at the auxiliaries, including the batteries, which nestle under their own hatch outboard of the two main ones.





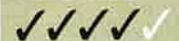
## THROTTLE BACK JETTEN 37AC



The skipper is well catered for, not least because of the neat GRP console

### Engine options & access

A tidy, robust, easy to follow installation and enginebay



The installation is well found and it is easy to follow and find the pipes and cabling to the various systems. One particularly thoughtful idea is the freshwater spray feed to the holding tank, which allows it to be given a rinse out once in a while.

### Performance & handling

We tested the Jetten on the Thames, which was

still in flood after the early spring rains and can vouch for the 75hp Yanmar engine. Fitted as standard, it has all the power you need to keep up a steady 6 to 7 knots without having to tax the four-cylinder unit above 2000rpm – giving a frugal consumption figure around the 7mpg mark.

It was also interesting to find that the fishtail rudder was more than just a hyped-up red herring. In fact, we can't recall another single-engine boat that was able to turn in under

Bow and stern thrusters are linked via the pommel on the throttle lever

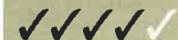
its own length using just its rudder, and that was without the usual extra blip on the throttle to power the stern round. It certainly suggests you don't need the

optional stern thruster system that links to the standard bow thruster. At the twiddle of a knob on the throttle lever the boat will perform a pirouette, with each thruster working in opposite directions to spin her round. Fun but unnecessary.

At the other end of the manoeuvrability stakes, the hull's decent run of keel keeps it from

### Performance & handling

The 37 is both well mannered and manoeuvrable



wandering and although we didn't have the opportunity to try the 37 at sea, the combination of its hull form forward, the decent keel and that highly effective rudder, should be impressive.

### Specification & value

Jetten aims to build to as keen a price as possible, to give the yard a price advantage without cutting back on the spec or the layout options. And this, with a few omissions, such as a canopy, it certainly achieves. The standard spec includes a bow thruster, holding tank and heating – a refreshing change from some steel boats, where the only thing that comes as standard is a very long options list.

The joinery work is well executed, the hull and engineering appear beefy and sound and aside from laminated work surfaces it is difficult to spot where the accountant has stuck his oar in. In fact, the only thing that may catch you out is the cost of a UK delivery. If you ask us, that sounds like the perfect excuse to explore the Dutch waterways by taking delivery over there.

### Specification & value

Even with the weak pound the 37 is good value for money



The 75hp Yanmar is tucked beneath the saloon sole

## MBM verdict

The Jetten continues a wonderful trend with steel boatbuilders, one that delivers a competitive base price and a standard specification you can actually trust. What sets the Jetten apart, though, is that you can still enjoy plenty of flexibility and choice on layout – something many owners will relish.



## Jetten 37AC technical data



### performance

Engines	single Yanmar 4JH4/TE diesel						
Configuration	4cyl, 2.0lt, 75hp @ 3200rpm						
conditions	wind SW'ly Force 3						
Load	fuel 50% water 50% crew 3						
Rpm	knots	gph	lph	mpg	range	noise	
1000	3.2	0.2	1	16	1360	60	
1600	5.5	0.5	2	11	935	62	
2000	6.4	0.9	4	7.1	604	66	
2500	7.5	1.5	7	5	425	68	
3200	8.3	3.7	17	2.2	187	73	

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were taken in the saloon.

### specifications

BUILD	STEEL
RCD	C
LENGTH OVERALL	36ft 5in (11.1m)
HULL LENGTH	35ft 1in (10.7m)
BEAM	12ft 6in (3.8m)
DRAUGHT	3ft 3in (1.0m)
AIR DRAUGHT	8ft 0in (2.4m)
DISPLACEMENT	11.5 tonnes
FUEL CAPACITY	106gal (480lt)
WATER CAPACITY	86gal (390lt)

### prices

STANDARD BOAT	inc VAT
with single Yanmar 75hp	£190,000
BOW THRUSTER	standard
HEATING	standard
AFT DECK CANOPY	£3135
SHOREPOWER	standard
CHERRY INTERIOR	£3590
DELIVERY	£4760

**BOAT AS TESTED £218,635**



ENQUIRIES Val Wyatt Marine Ltd Tel: 0118 9403211 www.valwyattmarine.co.uk

### the rivals



AQUANAUT DRIFTER 1100

From £235,000  
This yard has recently updated its aft-cabin range and offers both traditional and contemporary style interiors, with plenty of layout options.  
Tel: 01628 773177  
www.thamesboatsales.co.uk



LINSSEN 33.9

From £214,100  
The 9 series is Linssen's off-the-peg range and although slightly smaller than the Jetten 37, it still offers two pleasant en-suite cabins.  
Tel: 01590 679222  
www.linssenyachts.co.uk



HAINES 350 AFT CABIN

From £185,500  
GRP rather than steel, and from a UK yard rather than a Dutch one, the 350 is equipped with a larger engine for coastal sorties.  
Tel: 01692 582180  
www.hainesmarine.co.uk



The keel helps protect the prop and the unusual, but highly effective, rudder



There is a freshwater flush built into the standard holding tank