



Jetten 44 AC

Jetten understands that more time is spent on board a displacement boat than any other so it has to be right. To help, it offers a range of finishes, layouts and customising at little or no extra cost REPORT BY MARK TURLEY

The brief...



Most boatbuilders shy away from chopping and changing layouts around, claiming its woefully uneconomic. This prolific Dutch yard takes a different view. They reckon that given every boat is basically handbuilt, where is the problem in offering exactly what the customer wants? **Mark**

LOA: 44ft 5in (13.55m)
PRICE: from £295,550
TOP SPEED: 8.5 knots
BUILDERS: Jetten Motor Yachts
ENQUIRIES Val Wyart Marine
Tel: 01189 403211
www.valwyattmarine.co.uk

In a relatively short space of time this Dutch yard has established itself as a major player in the steel boat world and it's easy to see why. First off they offer a whole gambit of styles from wide open cockpits to cavernous aft cabins, with exterior lines that lift steel design to a smooth new level. However, it's the yard's relaxed approach to layouts and finish that has proved to be the real winner with buyers. There are general formats and schemes to follow, but Jetten make a point

of being happy to customise within the standard price; in fact you could say customisation comes as standard, even down to choosing the hull colour.

Design & build

Jetten's latest generation of boats are party to some tasteful rounding at the transom. On the aft cabin models this involves incorporating significant sweeping stairwells either side that effortlessly levitate you from bathing platform to deck level. The rest of the 44's exterior doesn't want for curves or interesting detail either, and the yard has even worked the same sense of style into the windscreen that melts into the gently stepped superstructure.

So in short, it's a handsome looking boat given the industrial, raw material from which

it's fabricated; namely 6mm thick steel plate strengthened by several further tonnes of frames and longitudinals.

The yard offers the 44 in a two or three-cabin layout, whereby the 4ft wide berth in the third cabin simply utilises some otherwise wasted space lying to one side of the midships engine compartment. This additional cabin is a cost option but the master and forward cabins – both with stacks of room for en suites – the saloon, whether it's galley up or down, and the precise layout of the seating and dinettes is left entirely to the owner's tastes. And if that sounds a little overwhelming, it is worth noting that, with a level of service not far off superyacht levels, Jetten's design office will work with customers to realise their layout ambitions.

The two boats featured here illustrate the

kind of flexibility on offer, with one customer wanting an island berth forward and separate shower and toilet compartments, while the other opted for a vee-arrangement, greater floor space and combined shower/toilet compartment. Irrespective of exactly what gets put where, there is plenty of headroom and no shortage of stowage, plus the berths are huge.

The saloon, with its generous depth of window line, is also customisable. It can be run through on one level with the galley up or a section of it can be dropped a step or two to create a second, more private enclave or a second dinette. While being able to incorporate features like the mid-saloon desk unit is all part of getting a liveaboard just right.



On deck

Safe decks and sturdy hardware

Boarding is easy irrespective of whether this 44-footer is lying alongside or stern-to, thanks to an easily accommodated freeboard and two grand staircases up the transom. The other must-haves for an inland boat are good, wide side decks and plenty of meaty fendering not just at gunwale height but round the quarters. The 44 ticks these boxes handsomely as well as boasting plenty of handrails, bollards and cleats.

The **seat module** on the aft deck is actually a GRP moulding rather than steel and while it's an extra it's an essential one in our view, as not only does it provide a useful amount of seating and deck stowage, but it acts as a coaming to enclose and protect this large deck area.



AFT CABIN TRANSOM WINDOW



CLASSIC FINISH

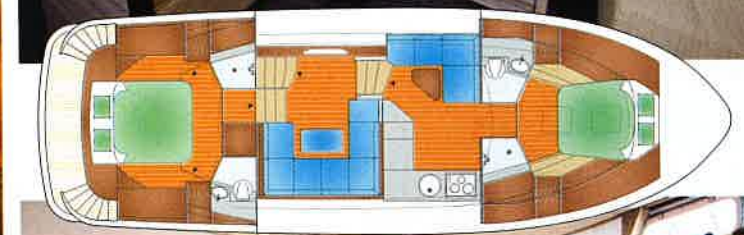
Interiors

Three finishes cover all tastes

Jetten offer **three finishes** – Classic, Classic/Modern and Modern. The Modern interior offers an open, minimalist look, but it does feel

a little cold, especially in the cabins. The standard and somewhat warmer Classic finish brings a friendlier look with its natural timber joinery. But if that is too much wood then the Classic/Modern splits the difference, so that timber cabinetry is offset against a backdrop of fabric and upholstered panels.

MODERN FINISH



AFT CABIN - CLASSIC



AFT CABIN - MODERN



FORWARD CABIN - MODERN

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*"Sit back, smug in the
knowledge that you
are hitting 4mpg"*



Performance & handling

Push this length of hull much above 7 knots and inevitably fuel efficiency begins to sour, but below that figure you simply sit back and relax, smug in the knowledge that you are going to be hitting three or four miles per gallon.

This boat is the best part of 20 tonnes so as well as power to get it moving it needs to be up

for stopping it too, especially given the amount of touch and go manoeuvring on inland waters. The drive train makes all of this smooth and effortless, and slow-speed manoeuvrability – thanks to the run of keel and fishtail design rudder – is measured and controlled but also quick when it needs to be. The standard spec

includes a bow thruster but Jetten also offer a hydraulic stern and bow thruster package.

Out in a bit of seaway the design's decent depth of bow prevents it from getting too embedded in either its own bow wave or approaching seas and with its good long keel, the hull tracks along tidily.



From the helm

Form and function both catered for

The **aft deck helm** is well protected thanks to the clip-down pram hood between the curved screen, with its three sets of wipers, and the lightweight and easy to lower aluminium radar mast. To help get a little more form into the console area, a **GRP moulding** has been added, covered in part with smart fabric panels, into which gauges, electronics and switches are embedded. On the test boat we initially thought this 'form' had rather overridden function, and there wasn't a great deal of useable space left for tucking loose things away or using a pilot book. This has now been partially addressed with a wood-topped storage tray that acts as worktop and chart locker.

The angled, centrally sighted helm is just at the **right height** although in true Dutch tradition you need to order in the helm seat separately.

Specification & value

Along with being happy to chop and change the internals so its customers get the boat they want, Jetten provides a solid standard spec. Heating, shorepower, ground tackle and a bow thruster are all included in the base price at just under £300,000 (depending upon the state of play between the pound and Euro). The main omission in our view is the aft deck seat module that comes in at around £6500, which also includes the rear canopy enclosure.

The Classic all-wood fitout comes as standard and to upgrade to the Classic/Modern will cost you £5k, while the full Modern livery works out at £10,000 extra than the standard warmer mahogany fitout. If your preference is for 'ordinary' wood finish, then this extra money can be spent on more meaningful upgrades, such as having stone rather than laminate work surfaces, opt instead for an electric toilet or two and perhaps sorting out some teak for the aft deck.

Technical data

KEY DIMENSIONS

BUILD	steel
RCD	B
LENGTH OVERALL	44ft 5in (13.55m)
HULL LENGTH	43ft 11in (13.40m)
BEAM	14ft 9in (4.50m)
DRAUGHT	3ft 7in (1.10m)
AIR DRAUGHT	10ft 6in (3.20m)
DISPLACEMENT	19 tonnes
FUEL CAPACITY	198gal (900lt)
WATER CAPACITY	180gal (820lt)
WIDTH OF SIDE DECKS	16in (40cm)
HEADROOM IN SALOON	6ft 4in (1.93m)
FORE CABIN BERTH	6ft 9in x 5ft 3in (2.06 x 1.60m)
AFT CABIN BERTH	6ft 6in x 5ft 3in (2.00 x 1.60m)

PERFORMANCE

Engines	single Iveco N67-150 diesel
Configuration	6cyl, 6.7lt, 150hp @ 2800rpm
conditions	wind NW'ly, Force 5, sea slight
Load	fuel 90%, water 100%, crew 2

RPM	KNOTS	GPH	LPH	MPG	RANGE	NOISE
1600	6.0	1.3	6	4.62	730	57
2000	7.1	2.6	12	2.73	430	60
2300	7.8	3.8	17	2.05	324	62
2500	8.2	5.0	23	1.64	260	63
2900	8.7	6.6	30	1.32	208	66

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 recorded on the aft deck.

PRICES

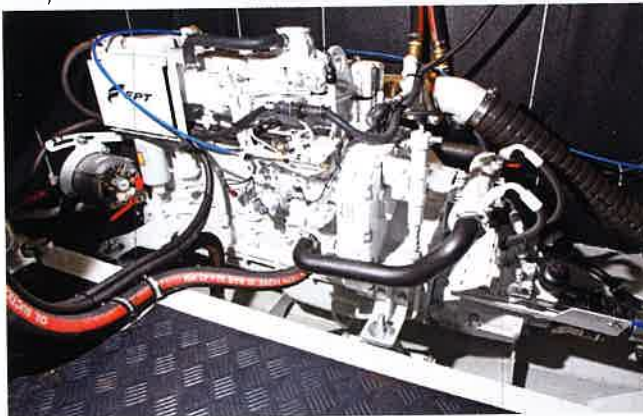
STANDARD BOAT	inc VAT
with single Deutz 170hp diesel	£295,550
MODERN INTERIOR UPGRADE	£10,000
AFT DECK SEATING	£6250
AFT DECK TEAK	£12,150
GENERATOR	£9750
BOW THRUSTER & HEATING	standard
SHOREPOWER & CHARGER	standard

BOAT AS TESTED £390,300*

*Boat as tested price may include alternative options

Enginebay

Two engine options are offered, one erring towards inland use by way of a 114hp four cylinder Deutz, the other, with clearly more muscular coastal credentials, coming in with six cylinders and 170hp. Having said that, our test boat had neither of these as it was destined for the charter market and as such it had a slightly less refined Iveco 150hp unit; but it was more than sufficient to keep the boat at a useful 8 knots.



Irrespective of the exact hue and horsepower the engine ends up under the saloon sole and the compartment, which is tidily insulated, is readily accessed via a hatch that gives onto a treadplate-covered bilge. All the main day-to-day service points are accessed via the hatch making it easy to check the filters as well as the header tank.

THE VERDICT

Tailor-made doesn't necessarily mean made in heaven. Unproven layouts and quirky ideas can trip up well intentioned designs, but Jetten's carefully coordinated approach to customising looks like a winner, while its exterior design work is mightily impressive.

Meet the family



SMALLER

41AC from £272,500

LOA: 41ft 0in (12.49m)

Slightly tighter version of the 44 while benefitting from the same smart exterior styling. More limited in number of cabins.



BIGGER

50AC from £390,000

LOA: 49ft 2in (14.99m)

There is an awful lot of boat here and it would be comforting to find a twin-engined installation on offer but seemingly not.

The rivals



Linssen GS 43.9 from £350,000

LOA: 43ft 0in (13.10m)

Linssen's 9-series have a fairly set layout but the three-cabin 43 doesn't disappoint, and also offers a particularly spacious saloon.



Aquanaut 1250AK from £330,000

LOA: 41ft 0in (12.50m)

Aquanaut build bespoke, high quality boats with a wide variety of good quality interior wood finishes.