

# Jeanneau NC11

A major European builder brings new thinking to the American market.

BY PIERCE HOOVER



## SPECIFICATIONS

**LOA:** 35'7"  
**Beam:** 12'2"  
**Draft:** 2'9"  
**Dry Weight:** 13,000 lbs.  
**Fuel:** 185 gals.  
**Water:** 66 gals.  
**Contact:** Jeanneau;  
[jeanneau.com](http://jeanneau.com)  
**Base Price:** \$319,600

## PERFORMANCE

**TEST POWER:** (2) Volvo D3 200 hp common rail diesels; DPS Duoprop drives. Speeds measured by GPS in salt water, 75-degree ambient temperatures, light winds and moderate chop with three-fourths fuel and four passengers. Sound levels measured at the helm.

RPM	MPH	GPH	DB-A
1,000	5.3	1.6	67
1,500	7.4	2.7	69
2,000	11.3	3.8	74
2,250	12.7	5.0	75
2,500	15.0	6.5	76
2,750	18.2	8.7	79
3,000	23.4	11.6	81
3,250	27.5	13.5	83
3,500	30.9	16.2	85
3,750	35.1	19.4	86
3,850	36.5	21.9	87

**AT THE HELM:** Though a 35-foot cruiser with twin 200 hp power plants might be considered marginal on this side of the pond, the NC11 proved it was no slouch when the throttles are advanced. It comes out of the hole in a respectable nine seconds, stays on plane in the mid-teens without relying on tabs and will cruise comfortably in the 30 mph range with excellent fuel economy. The hull handles chop well and tracks easily both when meeting and overtaking seas. The helmsman has a clear view forward from the elevated seat and 360-degree communication with the deck crew. A bow thruster is standard equipment and when combined with the directed thrust of the IO drives, makes maneuvering and docking a cinch.

**B**efore making its North American debut, Jeanneau's new NC11 had already taken the continent by storm, winning the title of European Boat of the Year at the 2011 Dusseldorf Boat Show. One factor adding to the boat's appeal is its ability to accommodate cruisers in both cool and tropical climates.

The elongated deckhouse provides all-weather comfort with a 360-degree view. But in less than a minute, the cabin can be opened to the elements, transforming the boat from a Baltic-friendly cruiser into a Mediterranean-ready pleasure platform. A four-piece sliding bulkhead door that secures either to port or starboard ties the sheltered cockpit into the interior, while a pair of sliding roof panels open to bring in the sun. Modular seating arrangements allow the starboard-side lounge to be moved into a variety of forward- and aft-facing configurations; ottomans and filler cushions provide seating for six or sleeping for two, while the aft bench seat can be turned to mate with the transom bench seat, effectively moving the party outdoors.

The raised helm on the port side offers an unimpeded view forward

and is flanked by a side-sliding door. A compact galley sits aft of the helm, and there is a large in-deck storage locker amidships. Wide, well-protected side decks allow for safe, easy movement fore and aft. The built-in transom seat is set on slides that allow it to push back onto the swim platform to increase cockpit entertainment space. It also houses a large locker that can swallow a set of lines and fenders with room to spare.

Forward, the two-cabin floor plan provides a master stateroom with a centerline queen berth plus a compact cabin to starboard with standing headroom forward and a pair of berths that extend below the salon. The standout feature of this area is the head, which is quite large for a boat of this size and style and includes a separate shower area that is truly adult-size. ♦



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