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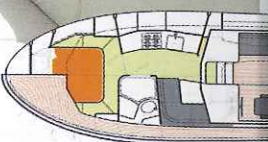


Great seamanship and good jolt of speed with 26 knots on tap

HIGHLIGHTS

- Exceptionally smooth ride
- Famous hull and heritage
- Beautiful wooden detailing

The front end of the dinette converts to a forward-facing navigator's seat at the push of a button



Away from the helm, North-Line has done good things with the familiar pilot-boat shell, adding some nifty extras. The cockpit is deep and safe with L-shaped seating and a table taking up the port side and bench seating opposite. Every seat hides a locker beneath it, which is the perfect place to chuck lines and fenders.

Although the step up on to the super-wide side decks is quite high, once you're on them it couldn't be safer with high toerails and guardrails combining to ensure the boat feels extremely comfortable to crew. The only issue being there are no lockers at the bow (access to the anchor chain is via the forward cabin) so you have to take ropes and fenders back to the cockpit.

Inside the 37 the practical delights continue with acres of beautiful wood being put to fine use. There are two cabins, a comfortable double forward and a decent twin amidships with a shared bathroom just forward of the lower dinette. It's just a shame then that the feeling of quality is let down by North-Line's decision to use cheap locker catches which feel flimsy and fail to lock and unlock with a satisfying

click. It's an easy fix for them to make, though, and it can't happen soon enough because there aren't many parts of a boat that you come in to contact with more than locker catches. Other anomalies include the cockpit shower which, located in one of the cockpit lockers, has no reel for its hose so it's bound to get tangled around the kit in the locker. And although the large galley has plenty of space and all sorts of storage, there are no dedicated fiddled drawers for mugs, plates or glasses so they will slide around if you don't lay them on rubber mats.

On the flipside, there are signs of superb attention to detail dotted around the boat like the excellent electric mechanism which transforms the forward end of the upper dinette into a forward-facing navigator's seat. The only gripe with this area is that there is no handhold near the navigator for them to hold on to. Elsewhere, the

cleats are the size of a wrestler's forearm and the hinge on the transom gate looks like it's been lifted straight off a bank vault. In the mid cabin, behind the storage on the port side, there is a dry room, which houses the main bulk of the cabling, the processors for the navigation gear and the heating system. Not only is access very good but it means that these sensitive items are well away from areas that could be infiltrated by water.

This is all very impressive and most of the negatives seem to be more oversights than significant downfalls. Ultimately if you buy this boat you are buying into a piece of legendary design, equal to the Land Rover Defender in automotive circles. The hull stands out as one of the all-time greats and the amount of cruising potential it will give you is impossible to place a value on.

Jack Haines

North-Line 37

If the phrase 'proper boat' were to be entered in the dictionary then the North-Line 37 Wheelhouse would provide the perfect illustration. Even the saltiest sailing boat skipper would be inclined to stroke his beard and nod in reluctant approval as it powered past.

The 37 is a boat that comes to the market with a rather unfair advantage over most new models in that it has one of the most famous hulls in the business as its starting point. The Nelson hull, designed by Arthur Mursell, has had countless reincarnations by many different companies but no matter what the rest of the boat is like there is one thing that all of these various interpretations share, and that's phenomenal seakeeping. In this regard, the North-Line 37 is no different. In fact it has 50 years of Arthur Mursell's experience poured into it so it's understandable that the yard claims this to be the best version yet.

We took it out in a Solent that was really baring its teeth – the previous day had seen 40-knot winds blowing through and the remnants of these gusts were very much still ongoing when we took the 37 out to Hurst Point. With white horses as far as the eye could see, though, the 37 may as well have been charging across a water-ski

lake it was so refined. It made a total mockery of the Solent's attempts to throw its weight around. Heading into the teeth of the chop we took it straight on the nose at 18 knots and the ride was as

smooth as silk. Not only that, it was very quiet even with the back doors open and the sound of sea water pummeling the cockpit for a soundtrack. Despite this – and this hull design's reputation for a wet ride – North-Line says that it should be far drier than other Nelson models because they have added a prominent spray rail and heightened the freeboard.

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Beautiful wooden interior



The galley could do with fiddled drawers but is spacious and solidly built



Double forward is smart with good headroom



Comfortable twin amidships