

# Cruisers Yachts 3375 Esprit (Not in Production)

## Brief Summary

Cruisers' 3375 Esprit is a fast boat with a streamlined profile. She has one of the smoothest-running hulls on the market and delivers a highly responsive, dependable ride. Plus, she's a real headturner.

## Price

### Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

## Key Features

The cockpit comes complete with a wetbar, stowage lockers, and facing lounges. For suntanning the outdoor table drops down and filler cushions create a large sunpad. The engine hatch lifts easily thanks to gas struts, and it's lined with thick, sound-dampening foam for quiet running engines. The only downside was traditional stuffing boxes on the shaft coming from a V-drive transmission. Cruisers now uses driplers shaft seals.The 3375 has foredeck access through the windshield, (rather than via the sidedecks on the 3370), and her interior has a tri-cabin layout with a salon/dining area amidships. The galley comes complete with dual-voltage refrigerator/freezer, microwave oven, two-burner cooktop and coffee maker, making her a realistic cruiser for week-long journeys. Contact: Cruiser Yachts, 804 Pecor Street, Oconto, WI 54153 Phone: (920) 834-2211, [www.cruisersyachts.com](http://www.cruisersyachts.com).

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	7.1	6.1	3.6	1.96	1.7	423	368	80
1500	9.2	8	6.4	1.44	1.25	311	270	80
2000	11.1	9.6	12.4	0.89	0.77	192	167	82
2500	21.6	18.8	21	1.03	0.89	222	193	82

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
3000	29.5	25.6	23.2	1.27	1.1	274	238	83
3500	37.3	32.4	32.4	1.15	1	249	216	86
4000	43.6	37.9	45.2	0.96	0.84	208	181	87
4400	47.8	41.6	53	0.9	0.78	195	169	89

[View the test results in metric units](#)

cruisers-3375-esprit.jpg

# Specifications

Length Overall	32' 10
BEAM	11' 8
Dry Weight	12,500 lbs.
Tested Weight	
Draft	3' 0
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	N/A
Max Headroom	6' 4

Bridge Clearance	N/A
Weight Capacity	
Person Capacity	
Fuel Capacity	240 gal.
Water Capacity	40 gal.
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	n/a
0 to 20	
Ratio	2.0:1
Props	19x22 4-bld Michigan Wheel K-Alloy
Load	-fuel, -water, 2 persons on board, min. cruising gear
Climate	Temp: 82F, Humid: 65% Wind: 5-10 knots, Seas: 1-2 feet

[Learn about the back story of Cruisers Yachts here...](#) By BoatTEST.com staff It takes a lot of guts to loan out a test-boat for the summer. Not only must the builder have the financial wherewithal to spare a yacht for a few months, but it must also have complete confidence in the boat's construction and performance. Because once we take delivery of the boat, it's our job to beat the daylights out of her all summer long and then tell you how she fared. This time, Cruisers Yachts stepped into the ring with its all-new 3375 Esprit. Introduced in 1996 as a fast cruiser with a full-size midcabin, the 3375 Esprit is not radically different from other boats in her class, yet she turned out to be a real head-turner and conversation piece. Wherever we went, people would come up and ask about her. Some even asked for a below-decks tour (including one of our competitors), and we were happy to oblige. Why all the fuss? Her sleek exterior lines, for one. With a height of just eight feet from waterline to radar arch, the 3375 has a streamlined, aerodynamic profile that's especially well-suited for areas where low bridges come into play. Her decks are clean and uncluttered, the tinted-glass windshield is steeply raked, the swim platform is integral with the hull, and so is the bow pulpit--all factors that combine to produce a fast, clean-looking silhouette. You board the 3375 either from the cockpit step pads on the inwales, or through the transom door that leads in from the swim platform. The

platform has a concealed, flip-down stainless steel swim ladder, and three steps (not just two) plus a grabrail make boarding easy after a dip. We also appreciated the hot/cold transom shower and generous locker that contained our power cords, TV/phone connections, and dockside water hookups. The nonskid transom cleans up easily (we tested that by splattering chum all over it while shark fishing), but because the swim-ladder compartment is not sealed, this area must be cleaned separately. The cockpit, with wetbar, stowage lockers, and facing lounges, can seat five and is perfect for outdoor dining with the optional cockpit table. For suntanning, the table drops down and filler cushions create a large sunpad. And if you want to try your hand at fishing, the cockpit converts from cruiser to quasi-sportfisherman in minutes--simply stow the table beneath the double berth in the bow, roll up the cockpit carpet, lift out the aft bench seat (we'd leave it on the dock), and you've got an uncluttered deck that runs nearly full beam. The carpet, incidentally, has a tailored flap that folds back to reveal the engine-room hatch, so there's no need to pull up the whole carpet when you check your engine-fluid levels each morning. The engine hatch lifts easily thanks to gas struts, and it's lined with thick, sound-dampening foam which contributes to the quiet-running numbers you see in our test results. Beneath it lies the engine compartment and therein, one of the 3375's greatest attributes--her flexibility. The boat can be ordered with either twin stern drives or V-drive inboards, and there are 18 engine/drive combinations from which to choose. We went with the V-drives for easy handling around the docks, coupled with a pair of Crusader 454 XLI inboards (320-hp each) for the instant startups and reliable performance they provide. The reach to all dipsticks and fluid fills is easy, and there's room enough between the powerplants to sit on the stringers--I know from experience, since I had to tighten the prop-shaft stuffing boxes beneath the V-drives on a regular basis. This was not a chore I looked forward to, but Cruisers will offer dripless shaft logs on all its 1998 models, and they're available now as an option--I strongly recommend them. After you finish your engine checks and close the hatch, it's an easy step up to the bridgedeck, with a two-person lounge to port and two-person helm benchseat to starboard. Both have equipment-stowage lockers below for lifejackets, cockpit canvas, and so on. The whole area is protected by an effective windshield in an aluminum frame, but due to constant pressure from the well-tailored bimini top, a few screws popped loose from the top of the frame, so through-bolting the bimini-top anchors would be an improvement here. Seated at the helm, visibility is unrestricted all-around, the reach to the controls is fine, and so is the view of the VDO instruments and Plastimo compass. Through some careful planning and a little dashboard rearranging at the factory, we were able to flush-mount a full array of Raytheon electronics here, and pods to the left of the helm are designed to hold items like a radar and chart driver. This puts them in a convenient location, yet off the dash and out of your direct line of sight. To maximize space below decks and keep everyone inside the boat, the 3375 has foredeck access through the windshield, rather than via sidedecks as in the 3370 that preceded her. We learned that this design makes sense, even on a boat this big. It's two steps up to the foredeck (a handrail would be a welcome addition here), and once you're out there you can soak up sun on one of two sunpads that secure positively with snaps and twist-locks. Or you can tend to the anchoring duties at the integral bow pulpit. Though the pulpit design contributes to the boat's

sleek look (there's no "tongue depressor bow pulpit" to quote Cruisers), it's not without flaw. Our test boat had the optional Maxwell rope/chain windlass hidden beneath a deck hatch, but there were no windlass controls at the bow, only at the helm. Since the helmsman can't see what's going on at the bow, he must take up/down-anchor commands from a crew member on the foredeck, so in my opinion windlass controls at the bow are needed. Against that, the foredeck nonskid is easy on bare feet yet very effective, and I appreciated the stout construction of the stainless steel rails, all crafted at the Cruisers factory. In fact, I'd highly recommend a tour of the factory as part the boat-buying process. There, you'll learn much about how the boat is made, and how Cruisers engineers use modular construction and innovative space planning to create so much interior room in a 33-foot hull. Computer-aided routers cut all of the 3375's interior marine-grade plywood, and components like the head and galley are built outside of the hull, then lowered in and secured. This allows Cruisers to ensure a perfect fit every time, while making for easy and long-lasting plumbing and electrical connections. The interior lounges are covered in UltraLeather which feels like deerskin, and the cushions use special foam with high-resiliency to prevent bagging. Oak is used throughout the interior as trim, and positive-locking latches on all doors and drawers kept everything in its place even in the roughest seas. The interior of the 3375 is a tri-cabin layout, with a salon/dining area amidships, owner's stateroom forward, and a full-size midcabin beneath the helm. This "sunken" midcabin has a hanging locker, two stowage drawers, U-shaped seating, and outboard shelving, and it's a snap to convert it to a full-size double berth. Just put the two cross bars in place, drop in the filler cushions, and make the bed. And as we discovered, it's also a great place to store bulky gear such as a deflated dinghy, oars, and outboard motor, and even fishing rods along the aft shelves. The only minor downside is that the electrical switch panel is tucked away here, but it may be moved to a more convenient location in future models. Amidships, the galley is compact yet fully functional with dual-voltage refrigerator/freezer, under-counter coffee maker, microwave oven, two-burner cooktop, and plenty of stowage space for utensils, dishes and the like. Dry goods stow conveniently beneath the C-shaped dinette lounge across to starboard, and the dining table drops down to create a big berth for one or a small berth for two. Moving forward, I appreciated the sealed, modular construction of the large head and shower with seat to starboard (water never leaked into the cabin). And in the forepeak, the owner's stateroom with large double-berth, hanging locker, and under-berth drawers affords complete privacy ahead of the optional forward bulkhead with bi-fold door. The optional TV/VCR came in handy while we relaxed at anchor, and a neat cutout in the bulkhead lets you watch the tube either from the salon or while in bed. All told, the 3375 proved to be a very comfortable cruiser, well-suited for a family or two couples. But what about performance? Well, that's where the hurricanes come in. On two occasions we were forced to run the 3375 in just about the worst conditions imaginable--40-knot winds, eight- to ten-foot breaking seas, driving rain, fog--and she came through like a champ. Highly responsive steering lets you pick and choose your way through big seas and tightly packed lobster-pot fields, and quick, dependable action from the controls lets you slow down quickly for an easy ride. It was immediately apparent that the 3375 has one of the smoothest-running hulls on the market today (try it, you'll

love it), and except for a brief bowrise out of the hole, she has a near-level running attitude without the use of tabs (we used them for lateral trim only). While she won't snap anyone's neck when full power is applied, she'll outrun a lot of her competitors, with a top speed of just under 40 mph. But in practice we rarely went that fast, opting for a leisurely 30-mph pace while getting about a mile per gallon--very respectable numbers for a boat of this size. In sum, it's my pleasure to report that the Cruisers 3375 Esprit was the best long-term test boat--in terms of quality, reliability, performance, and customer service--we've ever had the pleasure to run. But when it's your turn to test drive the boat, just heed one piece of advice; don't do it in a hurricane. For more information contact Cruisers Yachts, (414) 834-2211. Fax: (414) 834-2797.