

# Cruisers Yachts 4370 Express (Not in Production)

## Brief Summary

The 4370 is a large, very stylish express cruiser with a full-size owner's stateroom located beneath the raised bridgedeck. Well equipped for extended cruises with two couples or a family at speed.

## 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

- Full-size master stateroom amidships
- 4 1/2-foot long extended swim platform with twin wet-stowage lockers
- Electronic engine security system and controls
- Full-size fiberglass hardtop with skylights (optional)
- Walk-through windshield with light-weight, powder-coated aluminum frame
- Split-level cockpit with seating for 10-12
- Huge foredeck sunpads
- Near 40-mph top-end speed

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	5.7	4.9	1.4	4.04	3.51	1453	1263	67
1000	8.1	7	2.4	3.38	2.93	1215	1057	74
1250	9.3	8	4.2	2.2	1.92	793	689	77
1500	10.5	9.1	6.2	1.69	1.47	607	528	83
1750	11.3	9.8	8.2	1.38	1.2	496	431	82

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2000	13.6	11.8	11.4	1.19	1.04	429	373	81
2250	17.6	15.3	13.4	1.31	1.14	473	411	83
2500	23.8	20.7	20.6	1.16	1	416	362	86
2750	28.7	25	27.2	1.06	0.92	380	330	86
3000	33.7	29.3	33.2	1.01	0.88	365	317	86
3300	37.7	32.7	44.4	0.85	0.74	305	265	87

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

Cruisers4370chart.jpg

# Specifications

Length Overall	46'7"
BEAM	14'0"
Dry Weight	23,500 lbs
Tested Weight	
Draft	3'8"
Draft Up	
Draft Down	
Air Draft	

<b>Deadrise/Transom</b>	N/A
<b>Max Headroom</b>	6'6"
<b>Bridge Clearance</b>	11'4"
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	400 gal.
<b>Water Capacity</b>	100 gal.
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	
<b>Galley Volume</b>	

<b>Master SR Width</b>	
<b>Master SR fore &amp; Aft</b>	
<b>Master SR Overhead</b>	
<b>Master SR Volume</b>	
<b>Eng. Room Volume</b>	

## Acceleration Times & Conditions

<b>Time to Plane</b>	10.2 sec.
<b>0 to 20</b>	
<b>Ratio</b>	2.0:1
<b>Props</b>	22x27.5 nibral 4-blade
<b>Load</b>	1/8 fuel, 1/2 water, 3 persons, min. gear
<b>Climate</b>	72 deg., 70% humid., wind: 10 knots; seas: 1-2 feet

[Learn about the back story of Cruisers Yachts here...](#)

### **Cruisers 4370**

Question: What do you get when you take the owner's stateroom out of an aft-cabin motoryacht and put it in an express cruiser?

Answer: Cruisers Yachts 4370 Express.

Now if you're familiar with aft-cabin MY's this begs another question: How the heck did they do that? The answer is by raising the forward bridgedeck to make headroom for the stateroom below, while at the same time keeping the boat's overall lines sleek and stylish.

In broad strokes, the new 4370 is a great alternative for those seeking motoryacht accommodations but with a speed approaching 40 mph. Starting at the transom, the 4370's swim platform is about 4 1/2-feet long,

and the space is put to good use with two integral wet lockers, covered swim ladder, and primary (not dinghy) docking cleats located low and at the corners so its easy to cross the docklines AND get off the boat without getting tangled in them. Cruisers Yachts has even included an extra-wide boarding step on either side of the platform so its easy to walk--not jump--aboard, as the platform is your primary boarding point. As you'd expect, there's a full-size transom locker here for fenders and docklines, and while I appreciated the separate utility cabinet to port that houses the single 50-amp shorepower cord (with Glendinning cabledmaster) and TV/cable hookup, the hot/cold transom shower is also located here and deep within so its not particularly convenient to get to.

It's an easy step into the cockpit through the starboard transom door, and here you'll find a massive U-shaped lounge that seats up to 8 adults. Unlike some other express cruisers in this size, the 4370 also lets you walk on and off the boat even if the engine hatch (which is also located here) is electrically raised in the up position--a very convenient touch so the family can pile aboard while Dad checks the fluid levels before casting off.

In the machinery space itself, you'll see that virtually everything is labeled, right down to the fuel lines, strainers, and even batteries. This is a nice feature for owner/operators. The engines on the boat--a pair of 440-hp Yanmars in this case--are mounted in a V-drive configuration to save cabin space forward, yet the hatch opens so high its very easy to get to all centerline components and big 9-kW Onan genset, with a walkway that's 18-inches wide. Another bonus...Strong dripless shaft seals mean you will never have to tighten up the shaft logs, which are tucked beneath the engine in all V-drive boats.

Moving up and out, it's one step up to the command bridge, with its helm station set up to starboard. It is so high its very easy to see all points around the boat, as I learned as I delicately backed the boat out through 50 other boats crammed into the docks at the Norwalk Boat Show. While the single-lever Teleflex engine controls are electronic and there is a slight delay before they engage the transmissions, it takes no more than a quick test at the dock before you get used to them (consult the manual or your dealer however to learn their full operation including the meaning of the flashing lights). Cruisers Yachts has also cleaned up the whole dash by combining virtually all of the old rocker switches into a convenient, waterproof touchpad to the skipper's right side. This is a keyless ignition system, meaning you must enter in a code before activating the ignition and other D.C. components.

Across to port, it's a little step up (tricky) to a curved L-shaped lounge for two. Just ahead of that is something rarely seen on a yacht of this size--two molded-in steps leading up and through a windshield door to the foredeck for direct access. The company deliberately enclosed the area in a powder-coated aluminum windshield vs. stainless steel since the stainless version proved to be too heavy and unweildy for some boaters to open. Once up on the foredeck, you'll find a massive sunpad and the foredeck itself has its own little toekick to keep you from sliding down to the sidedecks a few inches below. Another nice touch here includes an integral Maxwell windlass hidden in a locker next two two chutes for fender stowage. While there are foot switches to operate the windlass, it can also be done by remote control at the helm.

Belowdecks you'll find the kind of quality we've come to expect from Cruisers Yachts over the years. The

interior wood work is done entirely in cherry, with high-end door latches, handles, and push-locks for the drawers. Attention to detail is there, too, like in the galley cabinets that all have fiddles so nothing slides out when a cabinet is opened after a run.

There are six stairs leading down into the main saloon, with its curved ultraleather lounge to starboard that converts to a double berth, directly across from an L-shaped galley to port with condo-sized refrigerator, undercounter microwave/convection oven, stainless steel sink, built-in coffeemaker, and best of all, flat-screen TV with VCR/DVD.

Fully forward, the guest stateroom has an angled double berth that can be accessed from either side, as well as its own ensuite head and separate shower stall. This stall eliminated the ability to provide direct access to the head from the saloon, but for many owners the trade-off will be worth it.

Speaking of owners, they get the big payoff aft in a master stateroom with full-size island double berth, flanked on either side by hanging lockers. The ensuite facilities here are split, with the head compartment way aft, a vanity with sink, medicine cabinet, and TV in the center, and a shower stall with seat forward. A stainless steel port provides natural light and ventilation, and about the only downside to the space I found is in a protrusion coming down from the headliner above that might be a head bumper for taller folks who are unaware. Once you know it's there, it's no problem at all.

Performance wise, the 4370 powered her way into brisk headwinds to a top speed of 37.7 mph.

Acceleration was predictable for a yacht of this size, but after the Yanmar turbos kicked in the ride got exciting. She has a wide turning radius at speed (perhaps 15 boat lengths) but against that, her beamy hull absolutely crushes annoying chop and delivered a smooth, powerful ride in the two-foot head seas we had on test day. She also seemed to have more forward hull in the water at low speed than some of the other big express cruisers we've tested, which helped keep the bow planted in a crosswind as I tip-toed the boat around pilings, anchor pulpits, and other fiberglass-hungry obstructions at the Show.

So if big room in the stateroom and a big view at the helm are important to you and 12 of your closest friends, the new 4370 delivers some real innovation in a well-built, stylish, and speedy package.