



Hanse has it all!



The latest range of Hanse performance cruising yachts is proving very popular in the UK, both around the club racing circuit and as comfortable family cruisers. **Duncan Kent** sailed the new Hanse 375, to see why.

Established in 1993, Hanse Yachts has gone from strength to strength by building performance orientated yachts at affordable prices, as well as recently acquiring and re-launching other well known brands such as Dehler and Moody.

All new Hanse branded yachts have been designed by Judel and Vrolijk, a renowned team of naval architects that has had input into numerous campaign-winning racing boats.

The 375 is very sleek looking with a low coachroof, nearly plumb ends, low freeboard, open transom, long waterline, shallow underwater sections and a very generous beam. It is clearly designed to be both quick and easily handled by a small crew and is available with a single- or twin-wheel helm – the latter being primarily intended for cruisers who want easy access to the transom at anchor.

As with all other new Hanses, the 375's

hull is heavily reinforced and incorporates a complex framework of foam stringers and floors for added strength and stiffness, while weight is kept down by using a balsa-cored sandwich above the waterline. Epoxy based vinylester resins are now used throughout for their well established properties – strength, lightness and water resistance.

Various layouts are available with one (standard) or two aft cabins and an aft-



PHOTOS RICK BOETTNER



facing or central chart table. The single aft cabin model eliminates the locker and mattress in the port side cabin, leaving you to do what you wish with the space.

The standard wood finish is mahogany, which, though it contrasts nicely against the plain white bulkheads, didn't really mate too well with the cherry sole boards or the teak companionway trim. Alternatives include lighter African espruda or American cherry.

We reviewed an early model that had just 6ft headroom – less where stringers and lights protruded. Apparently production models are to have a further 3in on their topsides to increase this. »



NEW BOAT TEST



ACCOMMODATION

Saloon (1)

The companionway steps are wide, but being flat and shiny they can be slippery. There are teak handholds each side, which help, but we felt more handholds were needed throughout the boat when under way.

The centrally positioned chart table on the model we reviewed worked well as the table can also be used as an extension (albeit not joining) to the saloon table for dining or even as a casual coffee table.

Her saloon seating is comfortable and stowage mostly easily accessed, but some bookshelves would have been useful – particularly near the chart table. She has a small instrument console and a basic, but adequate switch panel for the electrics. Batteries, fuses, bus bars etc, are neatly organised beneath the seat.

Ventilation is plentiful with two overhead hatches opening opposite ways and long portlights opening outwards so they can be safely left ajar in the rain.

Galley (2)

She has a good size galley with ample stowage, twin sinks with covers, two fridges – one standard top entry and the other a stainless steel front opening fridge. She also has a gimballed two-ring cooker with grill and oven, and a worktop matching cover. There is a wide variety of stowage in lockers above and below the ample worktop and Corian

worktops can be requested if preferred.

Forecabin (3)

Her forecabin has a V-berth measuring 2.03m L x 1.95m > 0.65m W (6ft 7in x 6ft 5in > 2ft 2in) and plenty of floor space. Headroom is greater here, due to a drop in floor level of a few inches. Two large clothes lockers are provided and there are two full length fiddled shelves, but all the space beneath the berth is dedicated to the freshwater tank. One large and two small hatches afford good ventilation and light.

Aft cabins (4)

In both the single and twin aft cabin models the cabins are identical in size and, though the berth is a roomy enough 1.94m L x 1.52m > 1.13m W (6ft 5in x 5ft > 3ft 9in), the cockpit locker mouldings greatly reduce the clearance above the berth. I assume this will be alleviated somewhat when they raise the decks in later models. Floor space and clothes stowage is not bad, but there are no bedside shelves. The fuel tank takes all the space under the starboard berth and the hot water calorifier is installed

beneath the port side bunk base. Ventilation and natural light are limited

to one small portlight opening into the cockpit, so it's a little gloomy.

Heads (5)

Her fully moulded heads compartment is to port at the foot of the companionway steps. It's really quite roomy and has a separate shower stall, seat and clear vinyl partition door.

Stowage is adequate in lockers above the sink, while the seacocks are accessible from under it. There's a smallish waste holding tank with a deck pump-out cap. Plenty of ventilation and natural light from the wide portlight enhances the light and airy feel.

Engine

Main access to the engine is achieved by lifting the companionway steps, which are supported with gas struts. Large side panels also make servicing easier.