

## Hanse 320

Coastal cruiser

Here is a new Judel/Vrolijk design for the Hanse line. It's a stocky design that does little to hide its boxy proportions. In fact, the overall styling of this model appears to have been done to enhance the boat's generous proportions. Still, it's not bad looking and from this design office I think we can expect better than average performance.

This month I want to look at a few ratios that we don't normally calculate here in the reviews. If I take the point of maximum beam as a percentage of the LOA, in this case I get 68.7 percent. Traditionally proportioned designs usually have their max beam at 60 percent but this has been moving aft lately. Then, if we measure the beam at the transom as a percentage of beam max, I get 87 percent for this design. This percentage may help give us a handle on just how beamy boats are getting aft. Of course in a boat like the Hanse 320 with almost no overhang aft it is going to

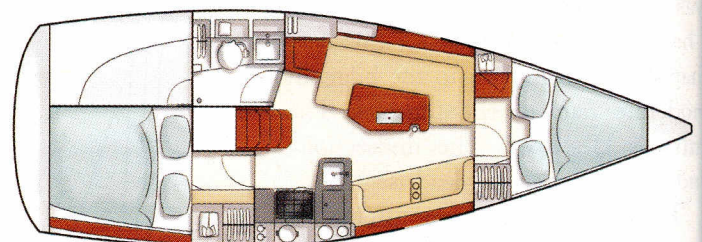
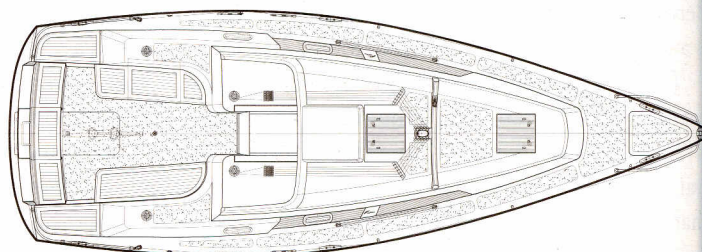
be somewhat heightened. We can also take the DWL as a percentage of the LOA to see how overhangs are disappearing. In this design the DWL is 91.7 percent of the LOA. For comparison consider that a mid-1970s C&C 38, a fairly typical design of its time, had a DWL that was 78.7 percent of its LOA. That's a big change. Clearly the thrust here is to get the most volume into the shortest LOA.

You can choose from a 4-foot,

7-inch shoal draft keel, or a 5-foot, 7-inch standard draft keel. The D/L is a moderate 152.

There are no surprises below. There is a huge double quarterberth to starboard. The galley is more than adequate. There is a small aft-facing nav station to starboard that uses the settee for a seat. The head to port is quite large and has a wet locker. The starboard settee in the saloon appears to be less than berth length. The length lost is given to the galley and I think that makes sense. This is a lot of interior for a boat with an LOA under 32 feet.

The rig is a deck-stepped, double-swept-spreader, fractional type. Spreaders are swept 19 degrees to external chainplates. The



SA/D is 17.26. This is a modest rig that should work fine for family cruising. The 95-percent jib sheets to a self-tacking track. This track allows for a sheeting angle of 10 degrees. Unfortunately with this small jib there are no tracks to allow it to sheet forward and outboard for reaching.

The deck plan shows a large cockpit with tiller steering as standard. The helm seat opens up to give access to the swim step. All halyards are led to winches on each side of the companionway and the mainsheet has no traveler and uses a pad eye on the cockpit sole for its near end boom sheeting.

I like the looks of this design. The deck shapes are well defined and avoid the "bloated tennis shoe" look so prevalent today. Note how the large windows in the cabintrunk come down to the deck level. The photos show a compact handsome vessel.

LOA 31'6"; LOD 31'3"; LWL 28'6"; Beam 10'8"; Draft 5'7" (Standard), 4'7" (Shoal); Displacement 10,362 lbs.; Ballast 3,263 lbs.; Sail area 516 sq. ft.; SA/D 17.26; D/L 152; L/B 2.89; Auxiliary Yanmar 3YM20 21-hp; Fuel 29 gals.; Water 68 gals.

Hanse Yachts US, 1 Chelsea Court, Annapolis, MD 21403, (410) 626-1493, [www.hanseyachts.com](http://www.hanseyachts.com).

**OBE: \$130,000**

Our Best Estimate of the sailaway price

