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EQUIPPED!**

WE SAIL TEST HANSE YACHT'S MID-RANGE FAMILY CRUISER

SAILING TODAY

January 2003

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a well priced, ideal
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NEW BOAT TEST

Hanse 341

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Photos Rick Buettner

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This keenly priced mid-range cruiser from Germany's second largest boat builder is already proving to be a popular starter boat.

Duncan Kent took her out to see if she is the bargain she looks to be

The Hanse boat yard in Greifswald, Germany, was little heard of until the 1990s, when the reunification of Germany gave it a necessary boost to break into the European production boat market seriously. Despite its late arrival on the scene, Germany's Hanseatic region on the Baltic Sea coast has a long history of boat building, stretching back several centuries to when wooden fishing smacks were engineless and sailing barges were the main means of commercial transport within Northern Europe.

Since its breakthrough as a modern yacht producer the Hanse yard has progressed in leaps and bounds, both in quality and quantity. Its latest range of fast cruising boats includes the 300 (economy), 315, 341, 371 and the 411 – the most recently launched model. In its company motto it refers to itself as 'The Quality People in Yachting', and this is indeed reflected in the final product, which is now heading towards the upper end of the production boat quality scale.

The Judel & Vrolijk-designed 341 is an ideal starter yacht for a small family who wish to coastal cruise and make longer passages. The self-tacking sail plan is deliberately intended to assist shorthanded sailing and the layout of the

cockpit allows one person to control all aspects of the boat under sail with little extra effort.

Below she is just slightly narrower than some of her competition, but makes up for this with a fairly high freeboard and an American-style coachroof that extends all the way forward to give over 6ft headroom throughout. The standard layout is two cabins, but a second aft cabin is available for a further £810.

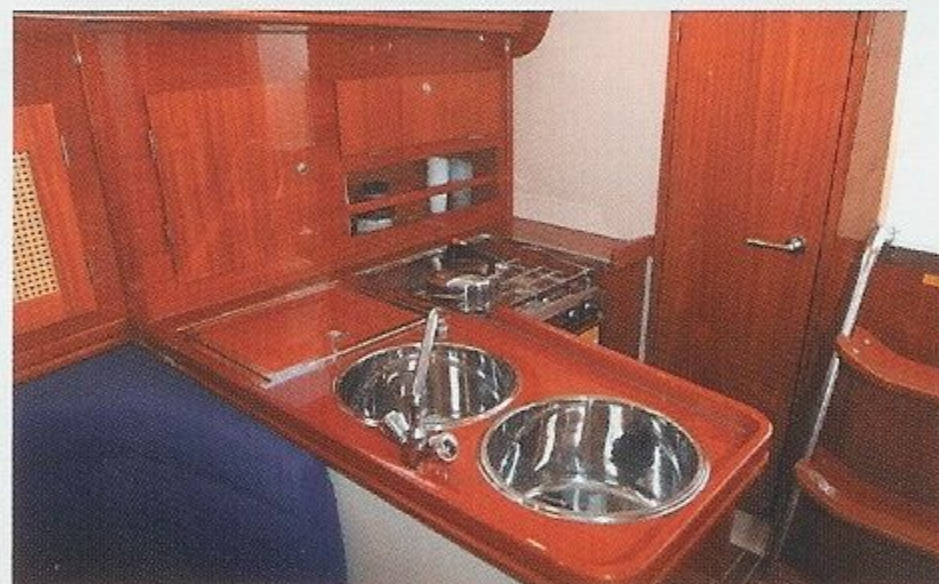
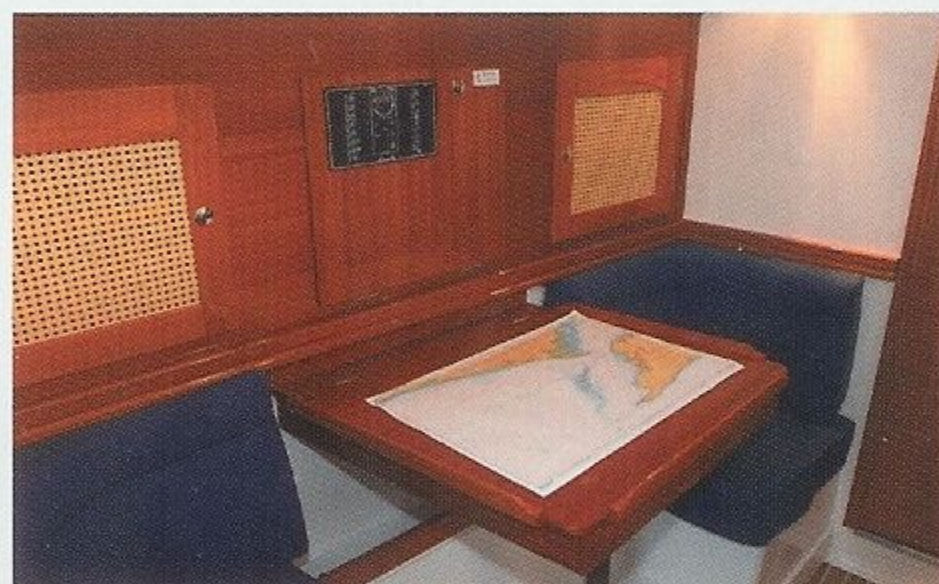
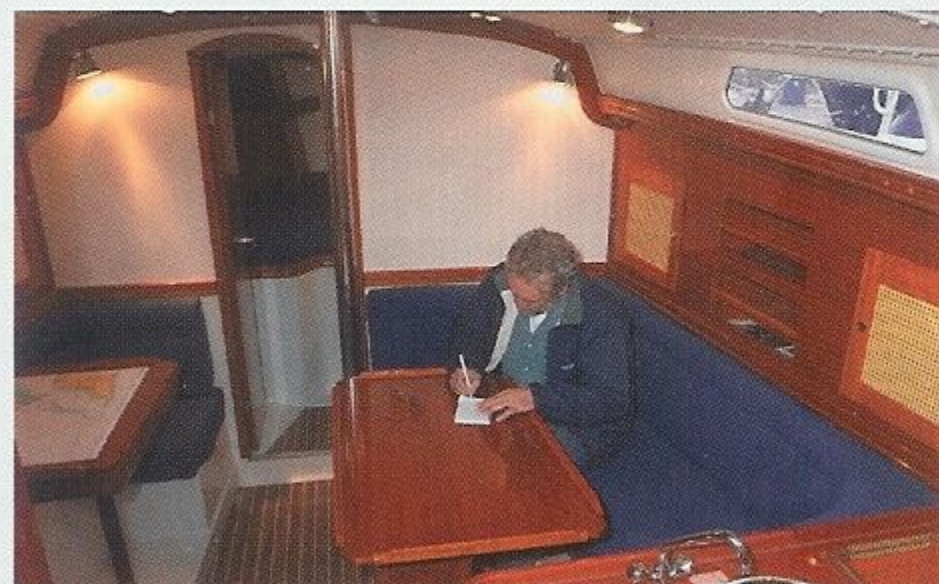
The hull is hand laid up, using solid laminate underwater, highly reinforced at the keel, and with a full-length foam stringer each side. This changes to a balsa sandwich above the water line for lightness, and all bulkheads are laminated to both hull and deck. It is

constructed using isophthalic resins for maximum osmosis protection and all inner surfaces are gel-coated.

Tiller steering is standard, as is a cast iron fin and bulb keel, and she has a high-aspect, semi-balanced rudder. Wheel steering and shallow draught lead wing-keel are optional, at £892 and £689 respectively, and for those who wish to take to the putty, a lifting-keel/twin-rudder option will set you back another £6,846.

Accommodation

The wide, angled companionway steps are coated with the same high-gloss lacquer that



Specifications

| | | |
|----------------------------------|--------------------|--------------------|
| LOA | 10.35m | 33ft 11in |
| LWL | 8.90m | 29ft 2in |
| Beam | 3.40m | 11ft 2in |
| Draught (shoal/deep keel) | 1.55m/1.75m | 5ft/5ft 9in |
| Draught (lifting keel) | 1.02m-1.88m | 3ft 4in-6ft 2in |
| Displacement | 5,150kg | 11,330 lb |
| Ballast | 1,820kg | 4,004 lb |
| Sail area (main) | 34.2m ² | 350ft ² |
| Sail area (jib) | 27.3m ² | 280ft ² |

Designer Judel & Vrolijk **Builder** Hanse Yachts, Germany
UK agent Hanse Yachts UK LTD (North) ☎ 01539 447700 (South) ☎ 02380 457008 **Website** www.hanseyachts.co.uk **Price** (single aft cabin) – includes pressurised cold water, holding tank, teak cockpit seats, full-battened mainsail, fridge, lazy jacks, self-tacking jib, genoa winches and tracks **RCD category** A (Ocean)



Top centre: Our test boat had the chart table inserted into one saloon settee
Above left: The saloon arrangement with the chart table opposite the dinette
Above centre: The well-organized galley with its twin sinks, top-opening fridge and two-burner cooker plus lots of lockers and drawers
Above right: The spacious forecabin provides a double berth with hull-side shelving and a wicker-fronted hanging locker
Above: The heads compartment is a good size with enough elbow room to take a shower for all but the heftiest of sailors

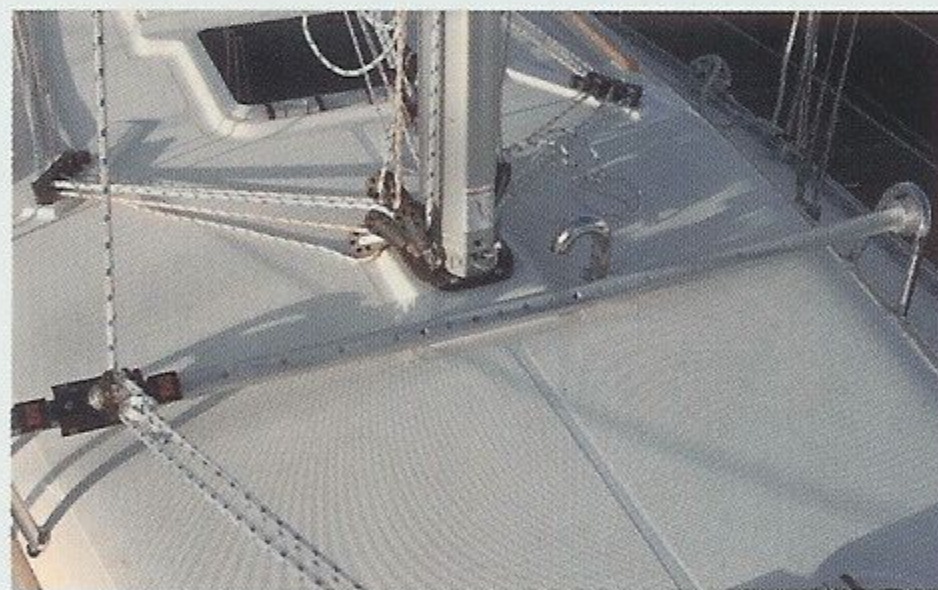


covers all the 341's woodwork, which is not ideal, despite the grooves routed into the forward edges. That said, Hanse is aware of this problem and now offer these in bare teak. Our test boat was a three-cabin version, where the heads is brought forward into the saloon to enable access to the port aft cabin. This rather restricts the area immediately at the foot of the steps and pinches a narrow locker from the after edge of the port settee, but at least the generous volume of the heads compartment remains unchanged. In the 'Owner's' two-cabin version, the starboard berth is considerably wider and there is a deep cockpit locker to port, which can also be accessed through a door inside the heads.

At first, the glossy, mahogany-faced ply interior is a little overpowering, but after a while it grows on you, although I would certainly recommend you choose the laminate galley worktop rather than the hi-gloss wooden one on our boat, which will undoubtedly deteriorate after a few cuts and grazes.

The galley is well organised and equipped, with two deep round sinks and a mixer tap, although, unusually for a cruising boat of this size, hot water is an option at another £873. That said, she also has a large, top-opening fridge, sporting a compressor-driven cooling unit as standard. In the centre of the U-shaped galley is a gimballed two-burner cooker with oven and all around are numerous handy drawers and lockers for food and crockery. A small hatch above the cooker supplies light and ventilation and the area is well lit with halogen spots.

Beside the galley is the door to the starboard aft cabin, which, even in the twin-cabin version,



boasts a comfortable 1.98m (6ft 6in) long by 1.5m (4ft 11in) wide berth at the head, covered with a 100mm thick foam mattress. The smallish dressing area just inside the door has standing headroom of 1.9m (6ft 2in) and there is a reasonably-sized hanging/shelved locker. The batteries are mounted underneath the bunk with the control switches rather precariously placed on the outside, leaving the plastic switches somewhat vulnerable to being kicked on scrambling onto or off the bunk.

Access to the engine side is also available through a panel on the inboard bulkhead. This aft cabin has two small opening hatches, one outboard and one into the cockpit, but the port cabin, a virtual mirror image, has just the outboard one. The fuel tank is installed beneath the port aft berth and there is a further engine access panel.

The saloon breaks from smaller boat tradition in that it can feature a split settee to port, with the chart table between, as in our test boat. This way is easier if you tend to stand at the chart table, but in choosing this you lose a valuable sea berth. Alternatively, one

Above: The 341 sailing well with the long coachroof apparent and the self-tacking jib on display, as well as the mainsail stowage system

Far right: Sail handling and control lines leading aft

Above right: Good access to the steering gear is available through the aft cockpit locker

Middle right: Optional wheel steering fits well in the cockpit, leaving space for the helmsman

Left: Track for the self-tacking jib crosses the coachroof between support brackets

can opt for an aft-facing chart table on the back of the heads, using the end of the full-length settee as a seat. In our version only four people could be seated around the smallish, non-extending saloon table on the L-shaped starboard settee.

The heads compartment is a good size, with plenty of elbow room (for someone of gorilla-sized proportions) to take a decent shower. Although not a complete GRP moulding, the surfaces are all wipe clean and there is a hatch for ventilation, as well as a window. A holding tank with deck pump-out is standard.

The forecabin feels remarkably big for a 34-footer and has excellent stowage in two large lockers – one shelved and one for hanging. As with all Hanse's lockers, the door is wicker fronted for ventilation. The changing space is good and again features over 6ft headroom. The vee berth is well padded and a generous 2.03m (6ft 10in) long by 1.98m (6ft 6in) wide at the head, reducing to 0.6m (2ft) at the feet.

In all, the standard of fixtures and fittings is good for a production boat and the level of equipment a little above average. She is an easy



transom, but it won't be particularly easy to use, because of the very limited standing area. A slightly further extended scoop would prove popular with the charter companies and Med sailors. For those in more northerly climes, the standard sprayhood is large enough to give good protection and clear access to the companionway and coachroof winches, without being unsightly.

Halyards, reefing lines 1 and 2, outhaul, kicker, jib- and mainsheets are all brought to the coachroof-mounted Harken 40STA winches, through stoppers each side, plus the mainsheet car adjuster lines in cam cleats. Rope bags are an essential extra. Should you wish,



The rig is a Sparcraft 9/10ths fractional rig with twin, swept spreaders, block-adjusted split backstay and Facnor headsail furler. The single lower, intermediate and cap shrouds are all taken to the same single, deck-mounted plate supported by the main bulkhead.

Under way

The standard engine installation on the 341 is the 19hp, 3-cylinder Volvo 2020 Saildrive unit with a fixed, two-blade prop. The engine is a snug fit and is not particularly easy to work on, although the two side panels do alleviate the problem a little, giving reasonable access to the main service points. Access to the front requires the steps to be removed.

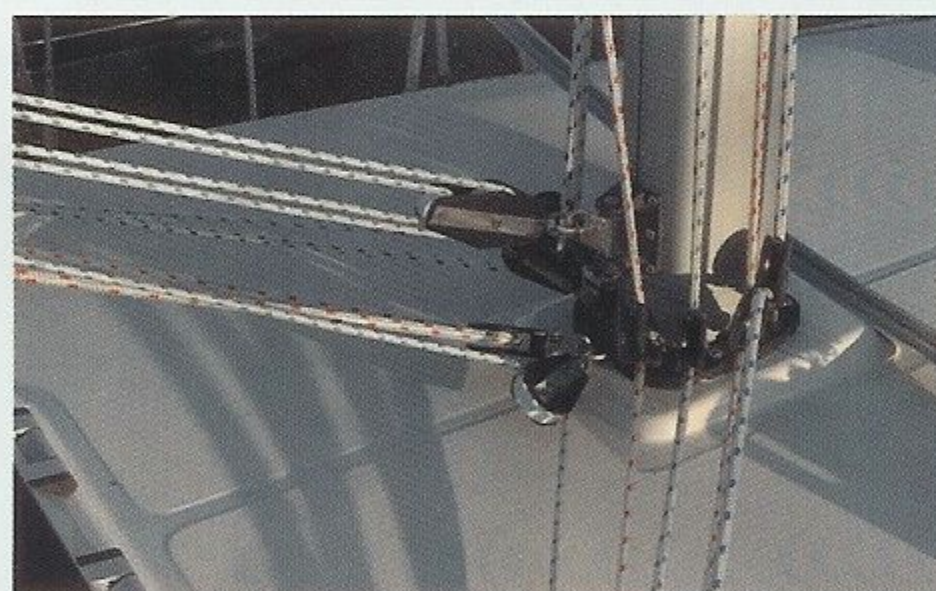
The installation is fairly quiet and gives the slippery hull enough punch to hit 6kn at cruising revs of 2,400rpm. Maximum revs of 3,400rpm took her to just over 7kn in a flattish sea. At close quarters the 341 manoeuvres effortlessly, spinning in her own length and behaving exactly as one would expect from a Saildrive.

It was a bright November day when we took the 341 out, with a gentle 10-12kn breeze blowing. The easily-driven Hanse performed impressively to windward, despite the lack of headsail, as the large, full-battened mainsail provides bags of power. Beating up the river she tacked effortlessly and very quickly through 85-90°, with the self-tacker leaving the crew with nothing to do but enjoy the sail. The fine sheeting angle of the jib allows her to point well up, and she happily sliced through the slight swell at 5.7-5.9kn on a close reach.

Off the wind was always going to be disappointing, as we hadn't a genoa or cruising chute on board. Under full main and jib she could just manage 4.5kn in 10kn of wind on the quarter, nudging up to 5.2kn on a beam reach. Without doubt, a chute, or even a reaching genoa, would make her considerably more exciting off the wind and make the most of the 341's flattish underwater sections and long waterline.

The rod steering is light, but extremely precise, and adds to the ease with which the boat can be handled. Sail management is a doddle with the batten cars allowing the sail to be raised off the wind and to be dropped effortlessly into the zip-up bag at the end of the day with the aid of the perfectly positioned lazyjacks.

ST



boat to move about in with well-placed, sturdy handholds and excellent headroom, and features comfortable and spacious sleeping quarters.

On deck

The 341's cockpit, though not small, is exactly the same moulding as the 315. Our boat had the wheel steering option, which fits into the wider aft section without looking out of place or jamming the helmsman's calves against the seat. The teak-topped seating is comfortable and well angled, but the steep rake of the coamings was a little too severe by the helm, albeit they are well covered with moulded non-slip.

On our twin cabin model there is only one shallow locker under the port seat, but two more seat lids cover a deep locker aft under the helmsman's seat that also gives good access to the steering gear. A single bottle gas locker is found under the port seat. The transom isn't the walk-through type found on many modern boats, but has a wide gate in the rail for access to the very narrow step and boarding ladder. There is a shower in the

you may opt to have the mainsheet led to another winch on the pad beside the helm. If you order the spinnaker gear the winch will be there anyway. A 145 per cent overlapping genoa is optional, but the tracks, cars and 40STA sheet winches are already in place as standard, so it's just a case of spending another £1,036 on the sail. The fully-battened mainsail, single-line reefing, lazy jacks and integral Maindrop stowage system make sail handling simple.

Because of the wide coachroof, the side decks are a trifle narrow, slightly restricting access forward, and the short, inset teak hand hold is almost too low to be worth bothering with. Another stanchion block would have kept the furling line clear of the port side deck as well, although the self-tacking jib does mean less clutter – unless you have the optional genoa, when the deck-mounted tracks will be in use, further obstructing the side decks.

Deck gear is good quality and substantial, with three chunky cleats each side and fairleads in the alloy toerail. The anchor locker is a decent size too and the single bow roller a sturdy self-launching type for the Bruce bower.

SAILING TODAY

Verdict

A well put together family boat that is comfortably equipped for day sailing and living at anchor or in a marina, but equally capable of safe, offshore cruising at a good turn of speed

FOR
Headroom
Good quality fittings
Very easy to handle

AGAINST
Glossy interior woodwork
Restricted engine access
Narrow sidedecks