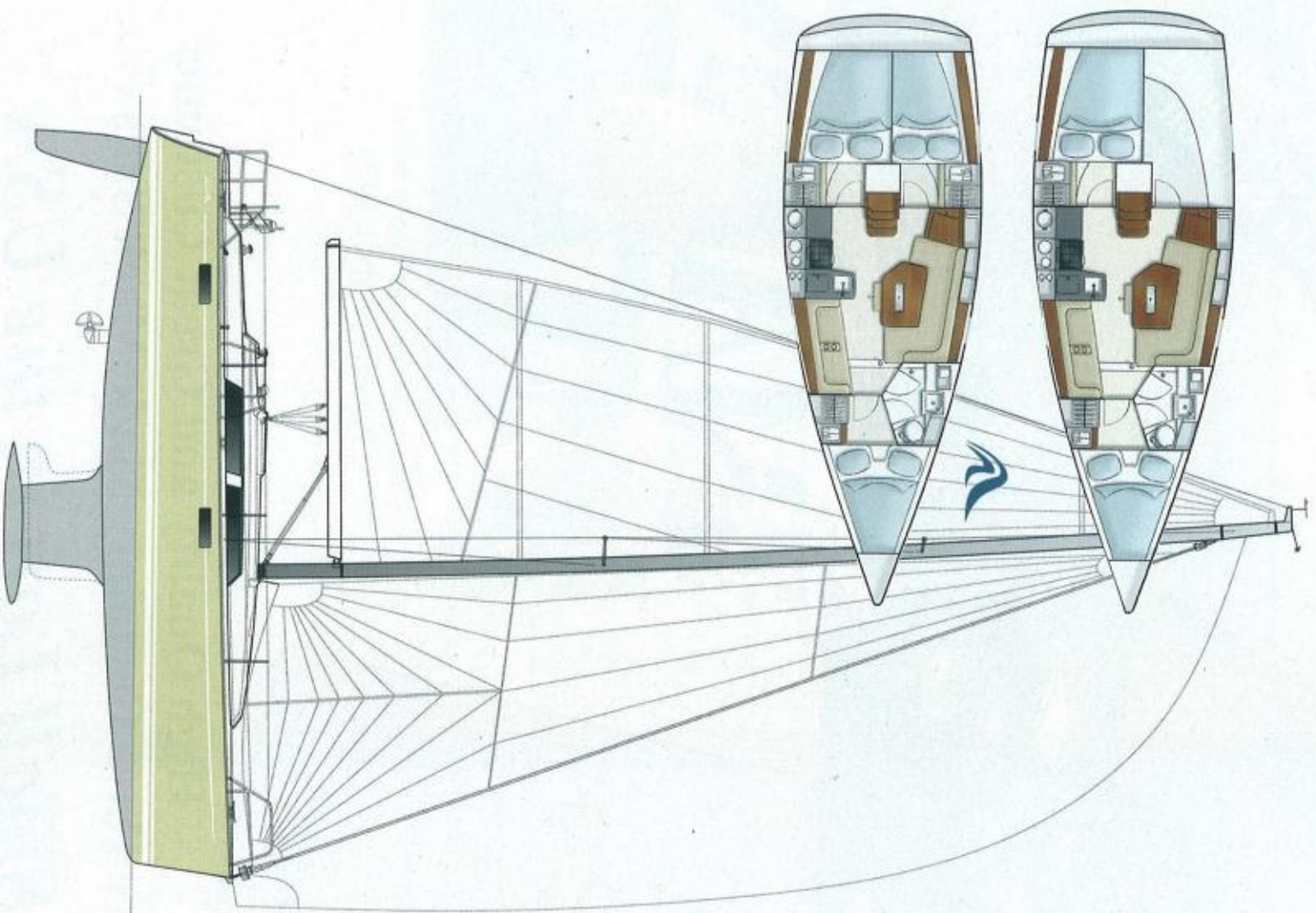


Hanse 350

Coastal cruiser



with a T-configuration fin and bulb, and shoal draft is 4 feet, 7 inches with a more conventional fin with a bulbish tip. Note that max depth of this canoe body is well aft of the fin. I wonder if this is to provide more hull depth for mounting the engine.

There are a variety of layout options shown. You can have two staterooms or three with mirror-image double quarterberths aft. You can have the head aft with the two-stateroom layout, or you can have the head forward with either the two- or three-stateroom layouts. I like the two-stateroom layout with the head aft. This gives a much nicer forward stateroom and the saloon settees are lined up. With any of these options you are getting an amazing amount of accommodations in this 34-foot, 7-inch LOA hull. The price you pay is that the fo'c'sle is almost nonexistent and there is very little stowage aft if you go for the twin aft staterooms. Large, fixed ports in the hull sides allow light into the interior.

The rig is a conventional fractional rig with double swept spreaders swept 19.5 degrees. The SA/D is fairly sedate at 18.52 but this will work just fine for the cruising family. The mainsheet traveler is forward of the companionway and actually forward of the "midboom" position. The roach of the mainsail just kisses the backstay. The jib can be self-tracking to a track ahead of the mast.

I really like the look of this boat. Gone is the "bloated tennis shoe" deck and it is replaced by a well-defined cabintrunk. The styling of the trunk is crisp and well contoured to my eye. Halymards lead aft to winches flanking the companionway. The self-tracking jib track allows for a sheeting angle of 10 degrees, but there are also jib tracks on the side decks to give you more sheet leading options. The cockpit of the 350 is really nice. There is a wide helm seat aft and the coamings are cut down at the wheel so the helmsman can sit comfortably outboard. The helm seat center section is removable to allow for stern boarding. The two-dimensional drawings show a rather blocky looking boat but the photos I have show a handsome yacht.

This new Hanse model will be a very versatile boat.

This new Hanse model was designed by Judel/Vrolijk and is one of two new models intended to "possess all the characteristic features of larger more luxurious boats therefore providing a sensational example regarding the cost-performance-ratio." I think this means that what we have here is an even heartier bowl of soup. Every boatbuilder seems to be shooting at the same target, i.e. the combination of the best performance with the most comfortable interior. This is nothing new but I could argue that today the builders and designers do a better job if it. However, that claim is

open to a lot of subjectivity. I think when you study this new Hanse model you will find that there is no doubt it is a boat that will perform well while offering an amazing amount of accommodations and accommodation options.

Like most modern multi-purpose designs the hull takes advantage of very short overhangs and wide beam to provide interior volume. The L/B is 3.01 and the beam is carried all the way aft, resulting in a very broad transom. This could not be called a low-wetted-surface shape. The D/L is 182 and I'd call that moderate. You can choose from two drafts. Standard draft is 6 foot, 1 inch

LOA 34'7", LOD 34'4" LWL 31'5", Beam 11'6", Draft 6'1" (standard), 4'7" (shoal); Displacement 12,672 lbs.; Ballast 4,068; Sail area 629 sq. ft.; SA/D 18.52; D/L 182; L/B 3.01; Auxiliary Yanmar 3YM20 21-hp; Fuel 29 gals.; Water 68 gals.
Hanse Yachts U.S., 1 Chelsea Court, Annapolis, MD 21403, (410) 626-1493, www.hanseyachts.com.

OBE: \$159,900

Our Best Estimate of the sailaway price