

THE HANSE 355 is a development of the successful, best selling Hanse 350 and already this new model, which was launched at Southampton Boat Show last year, is a top seller in the UK, writes YL racing editor Andi Robertson.

The Hanse success is built from foundations of exceptional simplicity of sailing and operation, on comfort, space and safety, good looks, and value for money. And that seems to be an unbeatable combination.

Witness the number of Hanse yachts in the marinas around the UK and northern Europe and it is obvious they are doing something right, especially in times of recession when prospective owners have not exactly been tripping over each other.

The hull shape of the 355 is essentially the same as the 350

355

A SUCCESSFUL DEVELOPMENT OF A HANSE BEST SELLER

with a remodelled transom which offers better access and an integral bathing platform. There is more space in the back of the boat for the helm and a deeper cockpit locker to port on the standard layout which has one aft cabin.

Otherwise the changes are mainly below decks in terms of a longer V-berth in the forepeak, the chart table is larger, the heads are aft with separate shower unit in the two cabin version, also there is a three cabin layout developed with the matching two aft cabins, as in the version which we sailed from Kip Marina.

But looking at what separates the Hanse from other 35 footers on the market at the moment, the key differences are in fact quite small. It is very much a routine, pleasant production boat but, they really do sail well. What the 355 achieves is a good all round sailing performance from a hull shape which is extremely



easily driven. And of course the Judel-Vrolijk design team know quite a lot about hull design having been responsible for the America's Cup winning Alinghi boats in 2003 and 2007.

The T-keel standard draft draws 6ft 3in (1.85m).

The performance mix is a simple one which is not as well exploited elsewhere: Moderate waterline beam, low wetted surface, higher righting moment to produce a stiff boat and while they don't scrimp on sail area, it is made as easy as possible to sail fast and efficiently.

The mainsail is relatively big and powerful with a smaller, high aspect self tacking jib. The main has a simple single line reefing and a jackstays arrangement.

Without doubt the 355 is a well proportioned boat with a strong deck line which almost has quite traditional lines with the two larger windows offering excellent natural light, but also echoes of some of the traditional Scandinavian production designs.

The cockpit is big enough and well laid out with the single set of primaries sited well aft for the

helm to be able to look after all of the main sail controls. With single sheets for the main and the headsail, it is relatively easy to then lead them from their normal coachroof clutch bank to the primary winches either side, so ensuring that if you are sailing solo, then you have both sheets at your fingertips to control. For those owners who will mainly be sailing with family and friends who either have limited experience or don't want to be involved this is a really great set up.

Otherwise, the space and ergonomics of the cockpit are good and the coamings are comfortable. The teak cockpit seat facings could be extended into the rather amorphous stern sections to break up the mass of white gel. But then, of course, you can have your hull

in a different colour and Hanse are making great inroads in this offering at between £2,500 and £5,000 extra, which is well worth it.

We sailed the first new 355 to arrive into Scotland out from Kip Marina, the first of two which have already been sold by Inspiration Marine there to a new, local time-charter company.

It was a perfect summer afternoon with bright sunshine and only light winds just reaching double figures and some spells of even lighter stuff when the 355 proved how easily it picked up speed and ghosted along.

We started with some tight reaching and upwind work and the boat was extremely light on the helm, almost too light in the gentle stuff, but as soon as there was flow rolling over the foils it became quite responsive to the smaller rudder movements.

In saying that it needed little encouragement, tracking neatly and positively leaving an untroubled, flat wake. As the wind rose slightly the 355 woke up steadily with smooth acceleration to prove herself a



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FINGERTIP CONTROL...



satisfyingly slippery performer upwind.

Critically, the headsail leech control remained positive which is not always the case on self tacking blade jibs of lesser design. Certainly it was good in the winds we had, but the acid test is upwind in a stronger breeze. The boat seemed close winded enough and nicely balanced with hardly any



attention required at the helm.

Off the wind the 355 proved herself no slouch either, although it is hard to tell in the lighter conditions. Of course this is no race boat, but with some spec'd up sails she would be a decent West Highland Week performer with absolutely minimum effort.

Our test boat did not have a gennaker or spinnaker of any type, but for certain a simple cruising gennaker would be easily handled and give the boat some zip reaching and downwind.

Overall we were left with the impression that the 355 does pretty much what the brochures promise, sailing smartly with the minimum of fuss on all points of sail. It has to be about the easiest and most straightforward boat of her class.

Down below there are two layout options, the alternatives being with the twin double aft cabins, or with only one, thereby allowing the large port side cockpit locker.

The interior is light and spacious with the large overhead hatch complementing the windows to provide plenty of natural light, and certainly on



our boat the lighter coloured upholstery enhances the feeling of space.

The seating is deep and comfortable and the feel of simplicity continues with a straightforward layout and lines. There are matching sets of cupboard lockers at eye-level, but at first sight the plastic retainers which hold the cupboard locker doors look a bit inadequate.



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'NO HANDS' ON THE HANSE 355...





▶ The central saloon table is good with an interesting offset; a strange skewed perspective, but that does serve to maximise table space and still allow good forward access when the leaf is down.

Recessed into the main bulkhead are matching book lockers which break up the expanse of white space and they are not unattractive, but the reverse side of them when viewed from the forward cabin could be much better hidden and better finished.

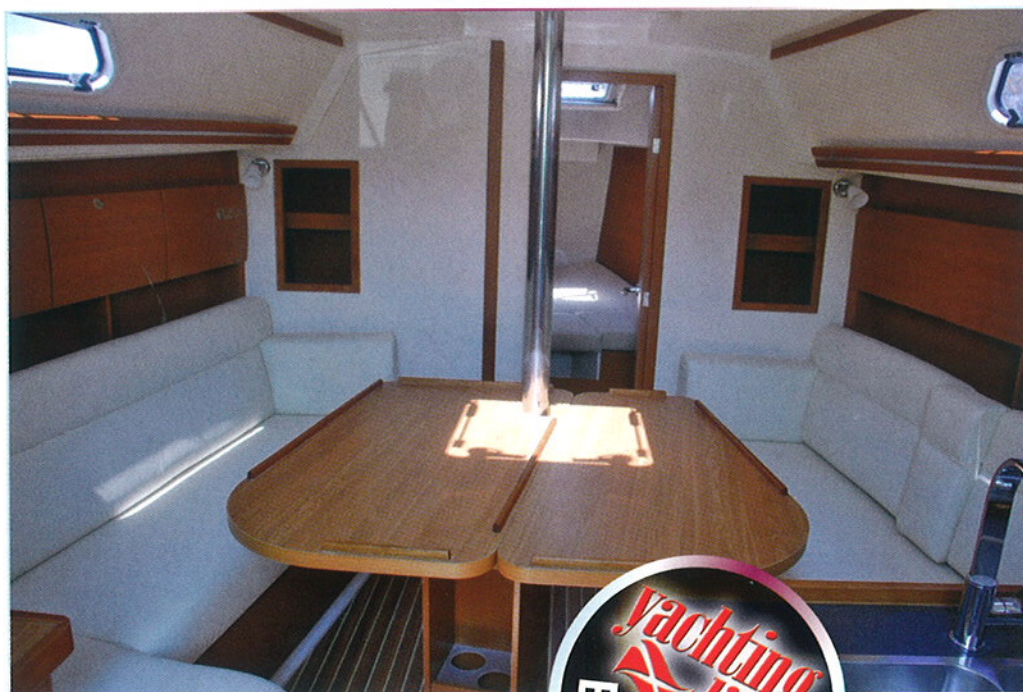
There is a good chart table area at the aft end of the port settee, with some storage and a decent sized table.

The heads/shower room is really excellent, one of the outstanding features inside the boat, with good space and easily cleaned and kept surfaces without feeling like you are inside an egg.

Access to the Volvo D-1 18hp diesel is easy with the hydraulic strut support making lifting the companionway stairs a fingertip job.

The galley area, opposite, is pretty much standard with ample cupboard stowage, a good sized forward opening one below the sink, four drawers and a couple of eye level lockers.

Up front the simplicity theme does not change, but there is certainly a good feeling of space and light in the forecabin



with a good sized twin with a double infill.

The interior has great showroom appeal; clean, easy and straightforward. But there is little can disguise the fact this is a built to a price-point production boat and the interior bears this out, just as it does on most other marques in this price range.

As we have said more than once recently, the whole concept of the family cruiser has changed. It is the simple matter of checking all the boxes and making the purchase, there is much less emotional attachment nowadays and the boat more often is a utility vehicle just like the family car.

The Hanse 355 is a commendable package, offering good, easy sailing with a simple, airy interior which is neither race boat nor caravan, and in the 34-37ft class is a definite winner.

And in this LOA bracket price is a serious consideration. But Charles Ambrose of Hanse dealers Inspiration Marine Group, based at Kip Marina, has a couple of 355s with a spectacularly enticing price tag: £99,990 including VAT and a 'huge list of extras'.

They are available at the end of July when this price offer ends, but 'best to order now,' he suggests.

355 Specification

LOA	10.59 m	34' 7"
Hull length	10.50 m	34' 4"
LWL	9.60 m	31' 5"
Beam	3.55 m	11' 6"
Draft	1.92 m 6' 3" (standard)	
	1.52 m 4' 9" (option)	
Displacement	approx. 6,361 kg	approx. 14,021 lb
Ballast	approx. 1,845 kg approx. 4,068 lb (std)	
	approx. 1,925 kg approx. 4,243 lb (opt)	
Engine	13.3 kW / 18 HP	
Fresh water	approx. 240 l	
Fuel tank	approx. 90 l	
CE Certificate	A (ocean)	
Max length above WL	approx. 16.43 m	
	approx. 53' 9"	
Total sail area	approx. 64.86 m ²	approx. 698 sq ft
Main sail	approx. 35.25 m ²	approx. 379 sq ft
Self-tacking jib	approx. 29.61 m ²	approx. 319 sq ft
Rig	I 14.10 m 46' 3"	
	J 4.20 m 13' 8"	
	P 13.18 m 43' 2"	
	E 4.45 m 14' 6"	

Design: juel / vrolijk & co
Interior: HanseYachts Design

Model year 2010/2011 – valid from August 1st, 2010

