



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.



ON DECK

Cockpit (1)

Her teak inlaid cockpit is wide and she has an open transom, but with a seat/bar that slots into place if required. While this might appease those who find a gaping stern a little daunting at sea, I think it unnecessary, because there are guard wires anyway and it doesn't stop anything dropped from rolling out over the stern. If I had kids on board I'd replace it with netting, but otherwise it's great for swimming and boarding.

My real worry is that the lack of a permanently fixed ladder might make reboarding difficult for a MOB, especially when singlehanded, and the lack of a platform means showering in the cockpit.

There is reasonable stowage in four shallow lockers and a sealed locker for a single gas bottle.

Side decks (2)

The 375 has a generous beam that continues almost the whole way aft. However, in order to maximise the interior volume, the designers have extended the coachroof out as far as possible, which results in fairly narrow side decks for a 37-footer.

She has solid alloy toe rails and six stout cleats and, though the fairleads are a little small, they are almost unnecessary, because the cleats are raised above the toe rail anyway, which speeds up the job of belaying a line when you're in a hurry.

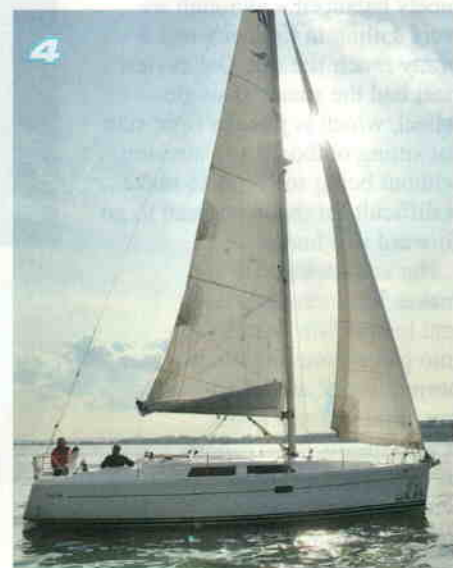


Foredeck (3)

She has an uncluttered foredeck with a deep chain locker that also houses the electric windlass. Her bow roller is sturdy, but offset some 25° to the boat's centreline, which can't be ideal when the chain snatches in a choppy anchorage.

Rig and sails (4)

The 375 has a 9/10th fractional rig on a tapered, twin-spreader Selden aluminium mast with a little pre-set rake in the top third. Support is provided by continuous cap and intermediate shrouds, plus aft lowers, all to a single deck plate each side. Rig loads are then spread over the hull via tie bars and fillet plates. The backstay



bifurcates some 3m above the stern and has a mechanical adjuster as standard to get some bend into the mast.

Our boat had a fully battened mainsail and the standard self-tacking 95 per cent jib on a Furlex 200S furler, both by North Sails. However, in-mast furling and an overlapping genoa are options. »

NEW BOAT TEST HANSE 375



CONCLUSION

This is a reasonably priced, stylish family cruiser that is good looking and easy to handle under sail. Her sailing performance is impressive and she has comfortable and airy accommodation for four to six, although the level of fit-out is rather average and choice of wood veneers somewhat mismatched.

For

- Good looking with attractive lines
- Uncluttered decks with flush hatches
- Above average sailing performance
- Easy to handle with self-tacking headsail

Against

- No transom platform to shower on
- Open transom allows loss of dropped items
- Narrow doors and a lack of handholds below decks

UNDER WAY

Closehauled (1)

We hoisted full sail in a gentle 7-8kn true breeze and my concerns about the small jib were soon quashed as she slid along quietly at nearly 5kn on a close reach. Hard on the wind she pointed well, some 34-35° off the apparent wind with our speed dropping to around 4.2kn and tacking easily and swiftly through 78-80° or so.

Her steering was pretty much ideal – light, positive and just nicely balanced – although we were sailing in light airs and a pretty much flat sea. Our review boat had the standard single wheel, which is just the right size for sitting outboard and steering, without being so big as to make it difficult for the helmsman to go forward in a hurry.

Her self-tacking jib makes life incredibly easy and tempts you to sail into places you might not normally risk, which to my mind is a real bonus. It also means the smallest of crew can handle her without breaking into a sweat. Mind you, having both the main and jib sheets leading to rope clutches and winches on the coachroof requires you to leave the wheel when trimming singlehanded, so if you plan to sail regularly on your own, or with only one on deck, you'll need to order the autopilot.



Reaching (2)

As the wind picked up to 10-12kn true, we were logging speeds that were closer to 6.5km on a reach. Personally, I would want a larger headsail, such as an overlapping genoa, for reaching, otherwise the hull's slipperiness will be wasted.

She felt light and positive on the helm, although the winds were light and we were never overcanvassed.

Downwind (3)

Any further off the wind than a broad reach and our speed dropped off considerably, due to the large mainsail shadowing the small jib. Either a large genoa or cruising chute would give her a much needed boost and, I would think, some fairly impressive downwind speeds.

Under engine

A deep rudder and short keel means spinning her round is quick and effortless. Her Saildrive exits some distance forward from her rudder, so there's a pause before any prop wash takes effect and she walks to starboard a little when put hard astern. Once these foibles are mastered, however, she really is a doddle to manoeuvre. Her engine is quiet and smooth, taking her to 5.5kn at 2000rpm, 6.5kn at 2500rpm and 7.6kn at 3600rpm.

SPECIFICATIONS

LOA	11.35m	37ft 3in
LWL	10.05m	33ft 0in
Beam	3.75m	12ft 4in
Draught		
shoal/standard	1.60m/1.95m	5ft 3in/6ft 5in
Displacement	7200kg	15,873lb
Ballast	2165kg	4773lb
Sail area	87.40m ²	765ft ²
Fuel	140ltr	52gal
Water	325ltr	100gal
Berths		4/6
Engine	30hp Yanmar diesel	
RCD category	A-Ocean	
Designer	Judel-Vrolijk/Hanse Yachts	
Builder	Hanse Yachts AG, Germany www.hanseyachts.com	
UK Dealer	Inspiration Marine Group 023 8045 7008 www.hanseyachts.co.uk	
Prices From	£123,985	