



Hanse 375

A fast, easy-to-sail family cruiser | BY DUNCAN KENT

Established in 1993 on the Baltic coast of the former East Germany, Hanse Yachts has gone from strength to strength by building performance-oriented yachts at affordable prices. Having recently extended its production facilities, Hanse is now Germany's second largest boat builder after Bavaria. All its boats are designed by Judel and Vrolijk, a renowned team of naval architects that has had input into many very successful race boats.

CONSTRUCTION

The new Hanse 375 is super-sleek with a low cabintop, near-plumb ends, low freeboard, an open transom, a long waterline, shallow underwater sections and a 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.

As with all new Hanse designs, the hull is heavily reinforced and incorporates a complex framework of foam stringers and floor beams for strength and stiffness. Weight is reduced by using a balsa-cored laminate above the waterline. Vinylester resin is used throughout.

ON DECK

The 375 has a generous beam that continues well aft. To maximize interior volume, the cabintop is extended out as far as possible, which results in quite narrow side decks.

The boat has solid aluminum toe rails and six stout cleats. Although the fairleads are a little small, they are almost unnecessary as the cleats are raised above the toe rail.

The foredeck is uncluttered, with a deep chain locker that also houses the electric windlass. The bow roller is sturdy, but is offset some 25 degrees from the boat's centerline, which can't be ideal when the chain snatches in a choppy anchorage.

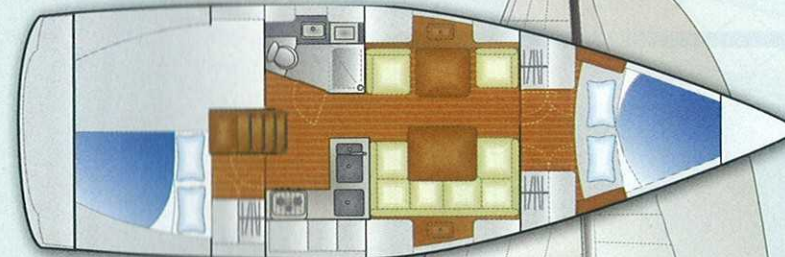
The teak inlaid cockpit is wide and boasts an open transom, with

a seat/bar that slots into place if required. This might appease those who find an open transom a little daunting, but I think it unnecessary as there are already a set of lifelines. It does little to stop anything dropped from rolling out over the stern. Otherwise the open transom is great for swimming and boarding, although the lack of a permanently fixed ladder might make reboarding difficult for a single-handed MOB recovery. The lack of a dedicated platform means you must shower in the cockpit.

There is reasonable stowage in four shallow cockpit lockers and a sealed locker for a single propane tank.



HANSE 375



→ SPECIFICATIONS

LOA	37ft 3in // LWL 33ft
BEAM	12ft 4in
DRAFT	6ft 5in (std), 5ft 3in (shoal)
DISPLACEMENT	15,873lb
BALLAST	4,773lb
SAIL AREA	765 ft ²
FUEL/WATER (GAL)	37/86
ENGINE	30hp Yanmar diesel
DESIGNER (HULL/INTERIOR)	Judel-Vrolijk/Hanse Yachts
BUILDER	Hanse Yachts AG, Germany, hanseyachts.com
PRICE	\$188,400, FOB Baltimore
BALLAST RATIO	30%
SAIL AREA-DISPLACEMENT RATIO	19.45
DISPLACEMENT-LENGTH RATIO	200

→ VITAL STATISTICS

HEADROOM	6ft 3in
BERTHS	6ft 7in x 6ft 5in (fwd), 6ft 5in x 5ft (aft)

UNDER SAIL

Our boat had a fully battened mainsail and a standard self-tacking 95 percent jib; in-mast furling and a genoa are optional. We hoisted full sail in a gentle 7 to 8-knot breeze and my concerns about the small jib were soon quashed as the 375 slid along quietly at nearly 5 knots on a close reach. Hard on the wind she pointed well, some 34-35 degrees off the apparent wind, with our speed dropping to around 4.2 knots. The boat tacked easily and swiftly through less than 80 degrees.

Steering was pretty much ideal—light, positive and nicely balanced—although we were sailing in light air on a calm sea. We had a single-wheel helm version and the wheel is just the right size for sitting outboard while steering, without being so big as to obstruct you when going forward.

The self-tacking jib makes life easy. Mind you, having both the sheets led to the cabin top means you must leave the wheel when trimming, so if you plan to sail singlehanded you'll need to order an autopilot.

As the wind picked up to 10 to 12 knots, we started logging speeds closer to 6.5 knots on a reach.

UNDER POWER

The 375 has a deep rudder and short keel, so spinning her around is quick and effortless. The saildrive means there's a short pause before the prop wash reaches the rudder. The engine is quiet and smooth, taking her to 5.5 knots at 2,000 rpm, 6.5 knots at 2,500 rpm and a flat-out 7.6 knots at 3,600 rpm.

ACCOMMODATIONS

The companionway steps are wide, but flat and shiny, though the teak handholds do help keep you secure when ascending or descending. Various layouts are available, with one or two aft cabins and an aft-facing or central chart table. The single aft-cabin layout merely eliminates the locker and mattress in the port cabin, leaving you to do what you wish with the space.

The central chart table on the boat we reviewed worked quite well, as the table can be used as a two-person extension to the saloon table for dining, or even as a casual coffee table.

The standard wood finish is mahogany, which, though it contrasts nicely against the plain white bulkheads, doesn't really mate too well with the cherry sole or the teak

HANSE 375

OUR TAKE

PROS

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

CONS

- No transom platform to shower on
- Narrow doors below
- Lack of handholds below

companionway trim. Alternatives include lighter African espruda or American cherry.

The 375's saloon seating is comfortable, and storage spaces are mostly easily accessed. Bookshelves would be useful, particularly near the chart table. There is a small instrument console and basic switch panel for the electrical system. Batteries, fuses, bus bars, etc., are neatly organized beneath the seats.

Ventilation is plentiful, with two overhead hatches opening opposite ways and long portlights that open outwards so they can be safely left ajar in the rain.

The boat has a good galley with ample stowage, twin sinks, a dual top/front entry fridge and a two-burner gas range with oven. Corian countertops are optional.

The fully molded head compartment is roomy and has a separate shower stall with a seat and partition door. Stowage is adequate and seacocks are accessible from under the sink, but the holding tank is a bit small.

The forecabin has a large V-berth and plenty of floor space. Headroom is a few inches greater here due to a dropped floor. Although there are two large hanging lockers, all the space beneath the berth is taken by the freshwater tank.

In both layouts the aft cabins are identical in size, and though the berths are generous, cockpit locker moldings restrict the clearance above them. The fuel tank occupies the area beneath the starboard berth, the hot water tank is below the port berth, and there are no bedside shelves. Ventilation and natural light is limited to one small portlight opening into the cockpit.

CONCLUSION

This is a reasonably priced, good-looking and easily handled family cruiser. Her sailing performance is impressive, and she has comfortable and airy accommodations for four or six. *A*