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BOAT REVIEW: HANSE 348



## Hanse 348

An affordable compact cruiser with plenty of big-boat features **By Charles J. Doane**

**T**his new 34ft cruiser from Germany's Hanse serves as a replacement for a previous model, the Hanse 345, that was built from 2013 to 2017 and proved popular with cost-conscious cruisers. In updating the 345, Hanse has not only carefully preserved all that was good about the 345, but succeeded in improving it. The differences are subtle but significant and include a taller rig, more powerful engine and more sophisticated construction.

### CONSTRUCTION

The old 345 had a solid-laminate hull, but the new 348 features a balsa core sandwich above the waterline set in polyester resin, with an exterior layer of vinyl ester to improve osmosis resistance. The boat's cast-iron keel—now a more cruising-friendly L-shape as opposed to the aggressive T-bulb found on the 345—is bolted into a set of large metal backing plates that are bedded into the hull bottom with epoxy resin and surrounded by a structural floor grid. The hull-to-deck joint is bonded with polyester adhesive backed up by bolts threaded into aluminum plates under the cleats and stanchion bases.

### ON DECK

As with the 345, the 348's cockpit boasts a number of big-boat features. Chief among these is twin helms, with the two wheels turning a single rudder. This allows easy access up the middle of the cockpit to a nice fold-down transom. Our test boat also carried an optional pair of sexy composite Carbonautica wheels. Forward of the helm stations there is an attractive fixed teak cockpit table with folding leaves. A large multifunction display screen, easily operated and viewed from either helm station, can be mounted on the table's aft end.

All lines from the mast, including the double-ended German mainsheet and single-line self-tacking jib sheet, are led aft through belowdeck galleries to a pair of Lewmar 40 ST EVO primary winches mounted on the cockpit coamings just outboard of the wheels. In practice, I found these were easily handled when seated. A pair of identical secondary winches for handling a spinnaker can also be ordered.

Moving forward you'll find the side decks are somewhat obstructed by the lower shrouds, as is the case on many smaller cruisers these days. However, it's not overly daunting swinging inboard of them, thanks to a pair of stainless steel handholds on the coachroof. Up in the bow there's a properly organized chain locker and a short sprit that carries the anchor roller well past the plumb stem. The sprit is also strong enough to carry a large A-sail or Code 0-type gennaker.

### ACCOMMODATIONS

The interior layout of the Hanse 348 is similar to that of the 345, but

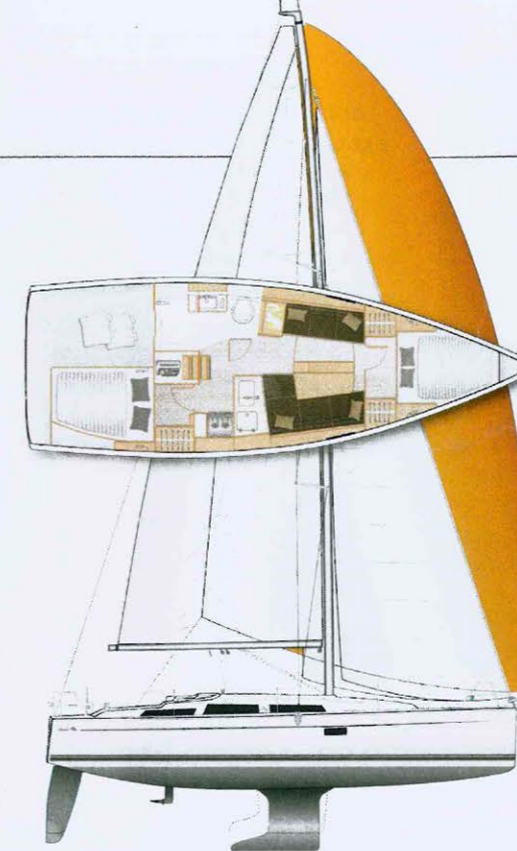
includes more deck hatches and a pair of in-hull portlights to let the sunshine in. The boat can be ordered with a pair of twin aft cabins that are surprisingly spacious for a boat this size; however, in this configuration the boat's one head, aft to port, is a bit cramped with an odd triangular shape to it (though it is still functional). In the alternative layout, with a combination systems/storage space to port instead of a second aft stateroom, the head is much larger, with room for a dedicated shower space.

The galley, just forward of the companionway to starboard, is also a bit tight, but well laid out with a respectable amount of storage space, especially for a boat of this size. The saloon has a traditional centerline drop-leaf table with settees to either side. The settee to port, with a small nav desk wedged in at the aft end, is a bit on the short side for sleeping on. But the opposite settee to starboard should make for a fine sea-berth when needed.

The double berth in the forward stateroom is adequate, but somewhat pinched at the foot. Taller couples, in particular, will likely feel more comfortable in one of the more generous berths aft.

### UNDER SAIL

The fractional rig on the 348 is almost 2ft taller than the rig on the old 345, with a Seldén spars aluminum mast and a pair of gently swept-back spreaders. The main sheets to a bridle on the coachroof, and the self-tacking blade jib sheets to a concave track spanning the coachroof just forward of the mast. Our test boat carried standard Dacron crosscut sails from Elvstrøm. High-performance, laminated tri-radial sails are available as an option. The standard mainsail is slab-reefed, with a single-line system. An in-mast furling main is also available, but presents 17 percent less area than the standard one.



## Hanse 348

### SPECIFICATIONS

LOA 34ft 1in LWL 31ft 4in  
BEAM 11ft 5in  
DRAFT 5ft 1in (shoal); 6ft 5in (standard)  
DISPLACEMENT 13,889lb (standard)  
BALLAST 4,630lb (standard)  
SAIL AREA 630ft<sup>2</sup>  
FUEL/WATER (GAL) 42/57  
ENGINE Yanmar 21hp diesel (saildrive)  
BALLAST RATIO 33  
SA/D RATIO 18 D/L RATIO 201

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DESIGNER Judel/Vrolijk & Co.  
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PRICE \$172,000 (sailaway)

We fortunately had the standard main, as conditions were very light during our test sail, which meant we needed every square inch of sail we could get. Given the small jib, I was surprised how well we did. Close-hauled in 3-4 knots of true wind, we made 3.7 knots over the ground at a 35 degree apparent wind angle. Bearing away to 50 degrees our speed stayed constant. As we continued bearing away to a broad reach, the wind unfortunately dropped to just 2 knots true. With no downwind sails to help us along our speed over ground likewise fell below 2 knots.

Happily, the helm was perfectly neutral throughout, with no tendency to carry lee helm. The boat also self-tacked easily and even in the light conditions felt stable and planted in the water.

### UNDER POWER

Whereas the old 345 came with an 18hp Volvo diesel engine, this new model comes standard with a 21hp Yanmar, which you can upgrade to 29hp. Like the old boat, the 348 also carries a saildrive leg. Our test boat was equipped with the larger engine and thus had no problem cutting through the flat water at speed. At a cruise setting of 2,100 rpm we made 5.3 knots. With the throttle wide open at 3,600 rpm we hit a maximum speed of 7.5 knots.

I was seriously surprised by how sharply the boat turns under power. It is a very nimble craft, so much so you need to keep your speed down when making tight turns, or your crew may well go flying off the deck. Backing down in reverse, the boat was also very easy to control.

### CONCLUSION

Hanse wisely did not try to reinvent the wheel in updating the 345. Instead, it sought only to improve it, which it has definitely done. With a lighter hull, a taller rig, a larger engine and more light down below, the new 348 should perform better in all respects. Best of all, with its aggressive price point, the Hanse 348 represents a great value that should appeal to both young families just taking up cruising and old salts looking to downsize. **S**