

Family friendly

with a touch of speed and class

BIG BOATS ARE GETTING EASIER TO SAIL BUT HANSE SHOW THAT SMALL BOATS ARE NOT DONE WITH YET.

 **THE** Hanse 315 was created with the idea of being fast, easy and safe in any conditions. Designed by Judel/Vrolijk & Co. this boat fits easily into that brief. The boat is customisable and adaptable to suit any owners needs. Whether you are after a yacht to race in your club's weekend racing or twilights, or one that you can take your family away for the weekend this boat makes a perfect size.

At almost 32 foot, the 315 fits easily into marina berths and with a draft of 1.85 metre you can sneak into most bays for a weekend stay.

The yacht tested had a few of the optional extras including teak decks; which add to the elegance when you first step on board via the swim platform. Just forward of the twin wheels is the traveller system – this was an option the owner chose and not completely necessary based on the size of it. With its block and tackle and cleat apparatus at cockpit floor level you may wish to leave it off and have the cockpit a bit more barefoot friendly. A German mainsheet system is available if desired.

There is plenty of space around the cockpit for entertaining; a removable table is an option which I would suggest is good when sailing or racing, storing it on board and bring it out when it is needed just to keep the open feel. Due to the roller-furling self-tacker there is only one winch on the coamings just in front of each

wheel. So, with little clutter in the cockpit there is plenty of room for crew to stretch out.

There are two halyard winches on the coachroof with all ropes leading to them above deck from the rig. On either side of the coachroof are the jib sheets with a simple barber hauler system added to the test boat. These sheets lead back to the winches in front of the wheels.

The spars are all by Selden and the sails are by Elvstrom.

INTERIOR LAYOUT

Down below is where this boat really shows its versatility. To start with, you have the choice of a bulkhead at the forward vee berth or not. For those that choose the bulkhead, there is the option of two bed sizes, but do not worry, you don't need to decide between the two. There are bed base panels that lock into place to make the bed bigger for adults, albeit leaving the cabin door open. The panels can also be moved out of the way to the side, to make the bed smaller for children and easier to enter the cabin. It really is something you need to see to understand completely, but it is a great addition.

The rest of the interior is a simple layout but with some clever thought added. Headroom is good for a 31 footer. The brochure claims a headroom of six foot three inches, but I think

they are being generous, I am 6'1" and while it was not difficult to move around the cabin, I certainly could not stand straight. Except in the aft cabin but we are getting to that.

Lifting the floorboards I am guessing, but it is not confirmed, that the ring frames are wider but shallower than standard, allowing the floor to be dropped lower without losing any rigidity in the frame.

While peeking around under the floorboards I noted that Hanse has not dropped its signatory keelbolt connection that I am pleased to note:

nine bolts attach the keel with what looks like ten millimetre alloy backing plates under two groups of four bolts.

As you walk down the stairs there is the

L-shaped galley to starboard with everything you need for a weekend away. A two-burner stove, chest fridge, pull out rubbish bin and storage under the sink. I had to keep reminding myself this is just a 30 footer.

Aft of the galley is the second cabin, it is nice and big and would easily suit a couple, more on that later.

To port is the head and there is plenty of space in there for the handheld shower, toilet and sink. There is also a cupboard for all your toiletries

and a little bench to put your towel on. Because there is no port side aft cabin the head is large for a yacht under ten metres. The integrated shower recess has provision to hang wet weather gear. The head itself is against the hull facing inboard, which is intriguing but certainly allows for plenty of elbow room. It is well aired.

The navigation station is simple with the necessary electronics and a lift up chart table. There is the standard B&G instruments with the possibility to upgrade to a chartplotter and more if preferred.

The large settee takes up the rest of the interior. The forward cabin bulkhead door is off-centred to port so the table and seating includes an extra person able to sit at the forward end facing aft. With the port side bench you can get at least five around the fold out saloon table for dinner or a board game or two.

Both port and starboard bench seats could sleep a guest if needed. The central saloon is well lit and aired with two large hatches in the coachhouse roof. Having a deck-stepped mast also helps to reduce visual clutter.

Good to see Hanse have taken note of the French boat builders and added some wine bottle storage at the aft end of the table.

Full length timber handrails in the coachhouse roof have LED strip lighting embedded to light up the saloon without draining the power source.

**"FAST AND MANOEUVRABLE
AND EASY TO SAIL FAST
OR SHORTHANDED."**



RIGHT: With only 70cm of overhang, this hull maximises space.

OPPOSITE PAGE: Easy to read instrument panel on cabin top.

It is, however, the aft cabin that will be used by owners. It is a tight squeeze to get through the door at the galley, I had to turn sideways. But once you are in the headroom rises another couple of inches and the massive athwartships double berth under the cockpit awaits. In fact you could easily sleep three on this bunk.

If you like to sit up and read a book those lovely curved aft sections come into play allowing you the perfect shaped backrest against the hull.

There is cupboard space and access to both the engine and the Jefa steering system aft.

Speaking of engine room it is quite cramped due to the owner upgrading to the larger Volvo Penta. But hatches are at all the necessary work places. My decibel counter read 85 at the mast when at cruising engine revolutions, which is the same as a family car road noise.

PERFORMANCE

With the raft of yachts coming into Australia regularly getting bigger and bigger, Hanse decided to see if they can fit some of that room and the advantages it provides, back into a small hull form.

A good start is to have Judel/Vrolijk as your hull shapers to ensure that the 315 will be a slippery beast. Although this naval architecture design team are well known for some fast and large racing yachts, they have also been working with Hanse for more than two decades.

In keeping with their design philosophy, this little 30 footer shies away from the severe chines of other production yards. Judel/Vrolijk appear to have borrowed from Hanse's racing sister the Dehler range and have a nice side profile: deep forefoot, running flat aft from the L-shaped keel before kicking up quickly to the blunt stern.

While the stern sections are quite rounded without the chine, the Hanse 315 still wins in its cockpit space and generous down-below volume aft. The broad aft beam allows



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LEFT TO RIGHT: Tight entry makes it difficult to photograph and convey the size of this aft cabin bed; While the head and shower are combined, this is a large area with good elbow room and bonus easy access to engine compartment; The dull rainy day really highlights the richness of the timbers in the well-lit saloon.



 SPECIFICATIONS	
Length	9.62
Waterline	8.7
Beam	3.35
Draft	1.85
Displacement	4700
Ballast	1500
Air draft	14.35
E	4.25
Sail area	47
Sail area:displacement	17.03
Displacement:length	201.5
Ballast ratio	0.32
Theoretical hull speed	7.14
Lowest TWS to reach THS	14kt @ 85°
Beam:length	2.87
Cruising speed motor hours	25
Top speed motor hours	3
Headroom saloon	175
Headroom berth	185
Base boat price	190,000
Test boat price	220,000
Test yacht supplied by Team Windcraft with thanks. www.windcrafthanse.com	

the option of twin wheels to replace the standard tiller, this appears quite strange at first sight, seeing two wheels on such a small yacht with a single rudder. But the advantages in crew work when racing or easier movement around the cockpit when cruising are marked. Curved aft sections leaves the drop down swim platform sitting a little higher out of the water than its chined cousins.

At the bow an extended bowsprit for the anchor ensures no damage is done to the stem, it runs into a large chain locker well forward.

There is little to no flare or tumblehome on the topsides until you get to the stern section where her flared quarters look aggressive. Without the chine the waterline aft is narrower than usual so, with the near plumb stem and stern and flared aft sections, waterline length is maximised when heeled. In fact the 315 has more hull volume than the 325 it is replacing, which is extraordinary. This allows for a larger sailplan and a deeper keel to improve performance.

The self-tacking jib is quite wonderful, providing positive helm and pointing ability yet easy to manoeuvre. But you would want to get a furling asymmetrical, even if the intention is to only cruise. Once you crack sheets the inboard sheeting and small sail area of the self-tacker lose out quickly, especially in light airs. Upwind, however, we were hitting all the velocity design prediction numbers under this sail combo alone in varied wind speeds.

For someone interested in both racing and cruising (such as this test yacht owner) the supplied, upgraded sails from Elvstrom with its fast cruising laminate, held fantastic shape with a good slot between the self-tacker and the mainsail in winds varying widely between 15 knots and five!

Upwind it was a lively feel, this is a fairly light cruiser/ racer under 50 ton but a deep keel and large L-bulb gives it



quite a high ballast ratio. There is a shallow draft keel also available. We sped off from a standing start quickly as the bullets on Pittwater did their autumnal best to upset her, but the helm is light and responsive.

Hanse still hand-lays its hulls under the waterline with the outer skins of the laminate saturated in vinylester. To counter this stiff and rather heavy wetted-surface area, the topsides and deck are cored with balsa.

The mast is deck-stepped and tapered for the 9/10ths rig. The shroud base off the swept-back spreaders is on the outside of the hull allowing easy movement along the side decks. The backstay is split and is well out of the way for the helm; plus providing easy access to the drop down transom.

Since there is only one aft cabin, the cockpit lazarette to port is a suitable size with its depth down to the hull, plenty of room for all fenders, mooring lines and more. There is a washboard stowing rack at the front of the locker, but the companionway also has a small drop down board at the bottom in case you get a bit of water over the decks.

The cockpit benches are plenty deep and wide enough. The aft end of the coachroof is angled and it is the best spot to lie back against this and chat with the helm or watch the miles reel off the transom.

Our test boat owner kitted his yacht out with the Elvstrom FCL sails so he can compete in Pittwater and has been doing well. But he also fitted the teak in the cockpit floor and benches, as part of the cruising and comfort packages; plus upgraded his anchor package and the larger engine.

Team Windcraft tell me the owner has actually downsized from a 40 footer into the Hanse 315 and, by all accounts, has loved the decision. It is fast and manoeuvrable and easy to sail fast or shorthanded, all adding up to making his sailing fun and affordable again. ≈

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