



Cruise control

The 32 Sedan mixes traditional features with modern design for the perfect river experience REPORT BY NICK BURNHAM

The brief...



Haines is a family owned small-scale British boat builder. Formed over 30 years ago. It employs two dozen staff turning out about 25 boats a year to a very high standard.

*Its latest is a 32ft river and estuary cruiser. I head to the Norfolk Broads to sample the 32 Sedan in its natural environment. **Nick***

LOA: 32ft 0in (9.75m)
PRICE: from £144,040 incl. VAT
TOP SPEED: 7.5 knots
BUILDERS: Haines Marine Ltd
ENQUIRIES: www.hainesmarine.co.uk

There's a small grey fob hanging from the keys of the Haines 32 Sedan with two yellow buttons on it, one marked on/off and one with a timer symbol on it. Press the former as you approach your Haines cruiser at night and the cockpit lights, bathing platform lights and even a light built into a useful step sunk into the topsides, illuminate to help you board. They're hard wired to the battery so that even if you've been away for a long

period and the main isolators are off, they will still work. The other button also switches them on, but with a pre-set timer to turn them off after you've left. It's a very clever touch and indicative of the level of thought that's gone into this Norfolk-built boat.

The finer details

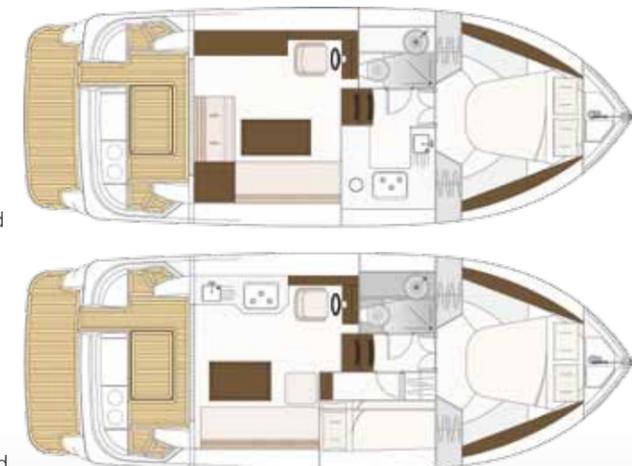
Everywhere you look there's evidence of this attention to detail. Every bit of metal hardware on the outside is high quality stainless steel, even the navigation light housings and pantograph windscreen wipers. Windows are

flush-fitted to the cabin sides. Big chunky steps aid passage onto wide side decks making the boat easy to move around, and up on the foredeck a little hood protects the electric anchor (or mud weight) winch. There's a very real sense that this boat has been designed by people that actually do go boating.

But by far my favourite feature is the saloon door. Split into three sections it does something unique. A German design, rather than sliding, the first section hinges open conventionally against the cockpit side. Then the next section slides across into its place, and that hinges to lie tight against the first. The third does the same, leaving all three sections tight against the cockpit side. Because they're so slim (despite being double glazed and argon filled for insulation) they take up almost no space, leaving the aperture 'twixt cockpit and saloon completely open, melding these two areas into one. Add an aft saloon seat backrest that flips forward to create an aft facing seat just inside the doors and a free-standing table that fits the cockpit as well as the saloon and you have a multi-adaptable living space in which you can shift the emphasis between cockpit and saloon living, or combine the two.

The layout of the 32 Sedan is fairly conventional. The L-shaped dinette in the saloon sits opposite a sideboard behind the helm. On the lower level there's a large U-shaped galley opposite a well proportioned heads, and forward is the main cabin with a central double berth.

But again, the attention to detail shines through. There are 'his'n hers' wardrobes in the cabin, both illuminated, as well as two large drawers under the bed. The galley and heads worktops are Avonite, there's a proper bin built into the worktop, all the fittings in the heads are high quality stainless steel and the lighting throughout the boat is energy efficient LED bulbs. The fit and finish of vinyl wrapped linings is exemplary and the inside of cupboards and drawers are made of the same real wood veneers as you see on the outside rather than cheap, easy to fit Formica that some manufacturers use to cut effort and cost.



Bespoke layouts

Haines will even tailor the boat to your specification. Want a settee instead of the sideboard in the saloon? No problem. That storage unit between the settees swapped for more seating? Done. Haines even keeps tooling for every drinks bottle so that you can have the drinks locker cut-outs made to take the tipples of your choice.



"Designed by people who go boating"

See the video at www.motorboatsmonthly.co.uk



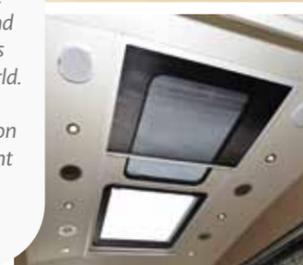
Interiors

A layout option for families

Haines offers **two layouts**, the more popular being the single cabin version you see here. The alternative is a family friendly two cabin layout that puts a

bunk bedded second cabin opposite the toilet, moving the galley up to the saloon behind the helm. Two big skylights in the saloon roof flood this area with light, the forward one sliding open for ventilation. 'Skyscreen' blinds shut out the light for sleeping, or provide effective

bug repellent. In conjunction with a large sliding window at the helm and those clever saloon doors this area is connected well with the outside world. Whichever layout is chosen, **extra sleeping** can be found via the saloon seating. The settee base extends right back under the side deck so that by simply pulling the base outward it creates a large double bed.



On deck

Deck layout makes for easy boarding

Ease of use seems to be the watchwords of the exterior. From the large (and illuminated)

step in the hull side to aid boarding to the chunky steps that make moving forward onto 8in wide side decks a breeze, this is a very easy boat to work. Side decks are kept **clear of rails** making stepping on and off easy for alongside river berthing but handrails the length of the saloon

roof keep this area safe.

A particularly neat feature is the **cockpit overhang**, which has a large opening section with a lift-out rail for the cockpit canopy. This means that the roof section can be opened with the canopy still in place; ideal for bright chilly winter days on board.



Performance & handling

Beneath the Andrew Wolstenholme-designed hull is a long keel that protects the propeller and rudder should you be unfortunate enough to take the ground. But as well as potentially saving your sterngear, it also imbues the Haines with tremendous directional stability. At a typical four or five knots river cruising speed the boat tracks straight and true, requiring little

intervention from the helmsman. The keel also assists during low speed manoeuvring, helping to mitigate windage induced sideways drift. Together with a large rudder and powerful bow thruster, close quarters handling is a doddle.

Our test boat has a Nanni N4.43 43hp diesel running a conventional shaft drive configuration. Despite being the smallest engine option it suits the boat well. Flat out at 3000rpm the boat is pushing against its natural

maximum hull speed at about 7.5 knots. It's difficult to see what benefit a larger engine would be since the laws of hydrodynamics preclude this strictly displacement hull from moving through the water much faster. Drop the revs back to a far more relaxed 2000rpm and you'll still be running at 6 knots but burning a third of the fuel while enjoying much muted noise levels. This is the natural gait for this boat, allowing serene river cruising.

From the helm

Traditional features offer confident passage making

A large tactile, traditional ball-topped Teleflex Morse lever controls gears and throttle **the old fashioned way**, via a cable rather than complex electronics. It's positive and precise in action, and with nothing to go wrong will remain totally reliable. Remind me again why everyone has switched to electronics? The helm is equally positive, the leather-bound stainless steel spoked wheel meting out measured and responsive course changes. Side windows are heavily tinted; fine on a clear bright day, although I wonder whether visibility will suffer at dusk. Fortunately the windscreens are clear glass. The helm seat, in typical riverboat fashion, is a large comfortable free-standing arm chair, ideal for relaxed passage making and allowing it to augment saloon seating at rest.



Specification & value

There's a strong sense throughout the whole boat that this is a vessel built to a standard, not to a price, although that said, a sub-£150,000 starting figure is very realistic. Standard specification is sensible, rather than generous, including cockpit canopies, 240V shore support, holding tank and extra saloon stools. But don't expect to get away with a basic boat. Essential options include bow thruster (you won't steer in reverse without it), battery charger, speed log and echo sounder, and a VHF radio.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	C
LENGTH OVERALL	32ft 10in (10.00m)
HULL LENGTH	32ft 0in (9.75m)
BEAM	11ft 6in (3.51m)
DRAUGHT	2ft 8in (0.81m)
AIR DRAUGHT	8ft 3in (2.51m)
DISPLACEMENT	5.75 tonnes (5750kg)
FUEL CAPACITY	40 gal (180 lt)
WATER CAPACITY	50 gal (225 lt)
WIDTH OF SIDE DECKS	8in (20cm)
HEADROOM IN SALOON	6ft 3in (1.90m)
FORECABIN BERTH	6ft 3in x 6ft 7in (1.90m x 1.40m)
BERTH SALOON	6ft 10in x 4ft 9in (2.08m x 1.45m)

PERFORMANCE

ENGINES	Nanni N4.43 shaft drive diesel
CONFIGURATION	4 cyl 2 lt, 43hp
CONDITIONS	Force 2, sea state calm
LOAD	50% water, 75% fuel, 2 crew

RPM	KNOTS	GPH	LPH	MPG	RANGE	NOISE
1000	3	0.2	11	15	480	58
1500	4.5	0.4	21	11	352	67
2000	6	0.8	41	7.5	240	67
2500	6.5	1.5	71	4.5	144	71
3000	7.5	2.4	111	3	96	74

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH and MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were taken in the saloon.

PRICES

STANDARD BOAT	incl. VAT
with Nanni N4.43 shaft drive diesel	£144,040
BOW THRUSTER	£4004
ELECTRIC ANCHOR WINCH	£1550
WALNUT HARDWOOD AND VENEER FINISH	£1019
GARMIN GMI SPEED/DEPTH	£884
HELM INDICATOR	£458

BOAT AS TESTED £151,955*

*Boat as tested price may include alternative options



Enginebay

Roll the saloon carpet to one side to be presented with wooden hatches sat in a sturdy frame. Lift out one or two for daily checks or lift them all for all access servicing. Haines will also fit inspection hatches through the saloon carpet if you prefer. With plenty of room for a larger engine Haines is even considering building a planing version of the 32 Sedan for fast coastal use. Back under the cockpit is a massive lazerette that gives great storage, but also easy access to the rudder stock.

THE VERDICT

On every Haines cruiser is a small plaque naming the team who built it. This sums up the attention to detail, and level of 'ownership' of the build on offer here. And it's proving to be something of a hit. With 12 32 Sedans sold in less than a year there is many a 'big' yard out there that could learn something from Haines's very personal boat building ethos.

Meet the family



BIGGER

Haines Elegance

Price from: £259,948 incl. VAT
LOA: 42ft 6in (12.95m)
Designed for river and estuary cruising and offering loads of accommodation.



AFT CABIN

Haines 320

Price from: £172,848 incl. VAT
LOA: 32ft 0in (9.75m)
With an aft cabin layout, the 320 trades the Sedan's enclosed cockpit for more cabin space.

The rivals



Westwood SC310

Price from: £129,600 incl. VAT
LOA: 30ft 10in (9.40m)
Slightly smaller and with an open-backed wheelhouse instead of a deck saloon.



Broom 35 Coupe

Price from: £193,952 incl. VAT
LOA: 35ft 1in (10.7m)
Similar concept but a larger boat. Adds a sliding side door and the option of twin engines.