

HAINES

335 OFFSHORE

Based on a proven hull, this semi-displacement cruiser is intended for a mix of river and sea use. We tried it in both environments.





Family-run boatbuilders Haines Marine of Norfolk have earned themselves a sound reputation for luxury hirecraft, not only in the UK but also in French and Irish fleets.

In recent years they have put their experience of combining enduring, practical fit-out with a high standard of finish to good use when expanding into the private market. A variety of aft-cockpit and aft-cabin models are offered, in both inland and offshore guises, based on the quality mouldings produced by Haines' local collaborators Aquafibre.

The semi-displacement 335 utilises the same hull and superstructure as the Broom 9/70, designed by John Bennett, but Haines have had considerable input of their own in updating the styling and making the layout more comfortable to live with.

The boat comes in a choice of two versions, designated Offshore and Coastal. The former is powered by twin shaft-drive diesels, and features a heavier hull structure than the latter, which comes with a single engine and is intended for nothing more adventurous than estuarial work.

We joined MBM readers and new owners Keith and Peggy Wilson on sea-trials out of Great Yarmouth in their 335 Offshore, which is powered by twin 140hp Yanmars, to find out what Haines have brought to an already successful concept.



Aft deck & helm

There is room for half a dozen people to sit and socialise on the aft deck, with the helm position and a single transom seat to port and a bench running along the starboard side. The back of the helm seat is removable so that everyone can face each other.

The lockers under the bench



seat are of the 'cave' type rather than top-loaders, which makes access easy, but the hatches would be more useful if they were hinged rather than loose. Gas bottle stowage is located under the helm seat moulding.

The seat is a comfortable height and distance from the console, whether you are sitting or standing. Two tiers of instrumentation are tidily laid-out in fascias of burr walnut veneer. A compass and a Tridata log/sounder are fitted as standard (on the Offshore model only), while there is handy space for a VHF set at knee-level.

A perspex-covered chart area is



built into the top section of the companionway hatch, and additional navigation equipment can be bracket-mounted on the adjacent flat areas of console.

A robust pram-type canopy can be erected, extending from the screen back over most of the aft deck area, although it makes standing headroom is a little tight

Hull & superstructure

The boat's hull is a hard-chine design, with the topside stepped once at the waterline to create a knuckle and then again about 1ft (30cm) below this to create a proper chine. There are no sprayrails.

From the chine downwards, the

underwater sections develop into a Y-form, with the fairly diminutive deadrise of the bottom panels, around 15.5° at the transom, forging into a considerable keel. This develops from a deep forefoot and cutting forebody into an 18in (46cm) deep section which hooks up before the propellers.

Above the gunwale, the topside moulding is angled-in at the transom to prevent this area looking too boxy, while a moulded bathing platform with teak



Decks

Aft of the midships break, the side decks are 9in (23cm) wide, but the guardrails, with their solid mid-rail, effectively offer more room to walk to and fro because they are fabricated with a dog-leg at the base. Ahead of this point, the decks widen to 12in (30cm), and handrails are affixed to the cabin-top, so all-in-all moving around is not a problem.

At the bow, a vertical Lofrans electric windlass and ground tackle are standard equipment, with the chain locker accessible only through the forward cabin. Mooring hardware runs to 10in (25cm) cleats fore and aft, and 8in (20cm) ones amidships.

insets extends the boat's overall length by 2ft (60cm). One of the exterior features which results from Haines involvement is the rounded window line.

Layout & accommodation

Following the current trend on this type of boat, the 335 has no interior helm, instead providing a single, all-weather aft-deck driving position with good canopy protection.

The accommodation will sleep six, by way of an en-suite aft cabin, a double or vee-berth forecabin arrangement and a convertible settee in the saloon. An attractive crescent-shaped

for those over 6ft 0in (1.83m) tall. It is independent of the stainless radar and antenna arch, so you can lower this separately to reduce air draught to 10ft (3.05m) without losing the protection afforded by the canvas.

The screen, whose port and centre sections are serviced by wipers although unfortunately not self-parking ones, can also be folded flat to reduce air draught further to 8ft 9in (2.64m).



Boarding

The bathing platform makes it easy to board when moored stern-to, with a deep moulded tread in the deck moulding and just a couple of vertical ladder steps to negotiate.

Importantly, given that boats of this type are likely to undertake a fair bit of inland cruising, treads are incorporated into the engine-vent moulding in the topsides, just below the break in the guardrails amidships, making it easy to hop on and off when alongside.



Saloon

The saloon has a spacious feel, thanks to the way the good-sized table can be collapsed and eased into a void beneath the L-shaped four or five-seater settee when not in use. There is room down here for a couple of drawers and lockers too.

Being on castors, the settee base can easily be pulled out to make a useful-sized double berth, measuring 7ft 0in (2.13m) x 3ft 4in (1.06m).

The expansive sideboard



galley is incorporated at the lower level forward, together with a small second toilet/shower compartment.

The interior is splendidly light, not least due to the double

skylight arrangement in the saloon deckhead, although the windows and hatches are not expansive, as befits a craft intended for offshore use.

Joinery can be in cherry (as on

our test boat), teak, oak, ash or mahogany. Unusually, while the trim is all of solid timber, the buyer can choose whether veneers are used or (as here) a laminate finish. The latter is all but indistinguishable from the real thing, but allows you to be less circumspect about where you put hot mugs down.

Attention to detail is extremely high, with hatches and the interiors of lockers nicely finished and varnished.

Headroom is 6ft 2in (1.89m) through most of the accommodation. In compliance with the European Union's Recreational Craft Directive and the UK's inland waterways Boat Safety Scheme, the interior is well provided with vents.

Handling & performance

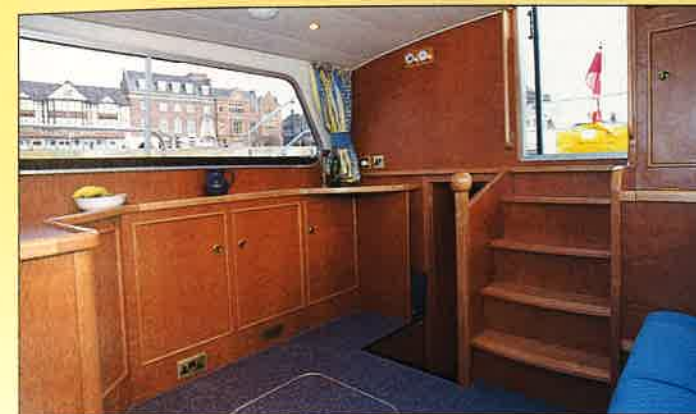
We boarded our test boat at Breydon Water, a few miles inland from the port of Great Yarmouth, which gave us an initial chance to evaluate how the 335 and its 140hp Yanmars would suit low-speed work on rivers.

The Wilsons, who have their mooring on the River Thames, have opted to fit propellers of a finer pitch than standard. This means that a reasonable number of revs need to be applied when pottering on the waterways, with the river limit of 5mph (4½ knots) being maintained at 1200rpm, even if top-end performance is a couple of knots down on the

opposite, with its curved countertop, is generous on cupboard space as well as incorporating a wet-bar and having room for a television and video. What appears to be a free-standing lamp on top is in fact a permanent fixture, so it is not going to be sent flying by the motion of the boat, and there is no untidy flex.

Another nice detail is the small desk or chart area adjacent to the aft bulkhead, with the electrics panel above it.

A double hatch in the deckhead provides lots of light and fresh air, and has been thoughtfully manufactured to incorporate an overhead handrail just where you need it.



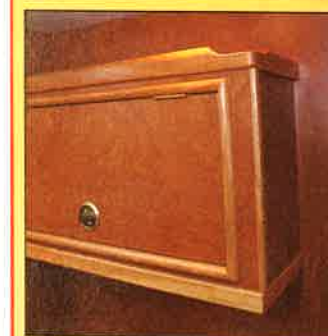
Forward cabin

Although of sufficient length at 6ft 1in (1.86m), the vee-berths are on the narrow side once they merge towards their foot. There are cave lockers underneath, and a bulk stowage area forward under the mattress.

Further clothes storage is provided by a pair of useful-sized hanging lockers. A fixed window in the slope of the coachroof, supplemented by a pair of opening side ports, lets in plenty of light.



Galley



As with the saloon sideboard, the galley countertop has a sweeping curve, for a first-class layout which not only enhances its looks but also allows two people to work here without getting in each other's way. Mind you, it would be better still if the edges were profiled with a fiddle.

The area is well appointed, with a four-burner hob, a very neat built-in oven and grill, a

circular sink and drainer, and a good-sized fridge with a freezer compartment.

Stowage is excellent, too, with a good variety of sensible-sized lockers outboard and beneath the countertop. Overhead is a vent, albeit not an extractor fan.

Lifting a tread in the nearby steps gives access to the battery switches and remote fuel shut-offs.



installation's full potential.

As a result there is plenty of play to reduce speed further without continually having to nudge in and out of gear, an important facility on any boat which is endowed with plenty of horsepower but is also used on the river. Tickover is 800rpm.

Handling is positive at displacement speeds, with plenty of boat in the water to limit the effect of the wind, and the keel giving the hull good directional stability without constant recourse to the wheel. A bow-thruster is listed as an option, but Keith (who has ten years' experience of a Broom 9/70) sees no need for one, especially given twin engines.

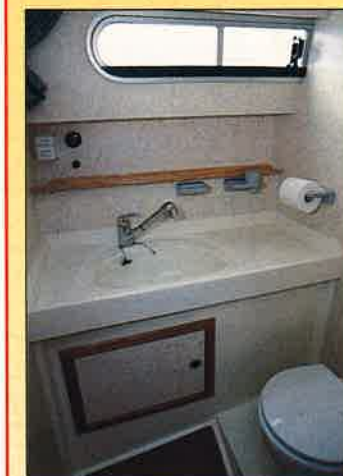
The helm position allows the skipper to stand comfortably while playing with throttles and wheel, and visibility is good even with the canopy in situ.

Having eased our way through Great Yarmouth into the North Sea, sadly, we failed to find the kind of conditions which would seriously challenge the Haines' seakeeping abilities. There was hardly a ripple on the water, with the steady breeze off the land not having the fetch to kick up anything worthwhile, and we were reduced to tackling the hefty wake thrown up by the fishing

Day toilet

The forward toilet compartment is a little on the small side, and tight for showering, but the basin is domestic-sized, which makes a nice change from the diminutive pudding-basin ones found on many comparable craft. There is adequate shelf and built-in dry stowage.

As standard, the toilet discharges into a holding tank located in the engine room.



Aft cabin

The master cabin has a 6ft 2in x 4ft 3in (1.89m x 1.30m) walkaround double berth, with tables on both sides.

A dressing table is built into the bulkhead, making good use of the space behind the companionway steps. There is a single deep cupboard just adjacent for clothes, and a large three-quarter-height hanging locker to port.

The tops of the bedside tables are removable, and along with a panel under the mattress this allows good access to the steering gear. Further panels lift clear to expose the water tank.

The en-suite WC has much more room for showering than the day toilet, even if the basin is smaller. Stowage here is adequate, and the toilet pumps through to the holding tank fitted a standard.





Engineroom

Our test boat was fitted with what will almost certainly be the most popular of engine options, a pair of 140hp Yanmar four-cylinder 4LH-HTEs. Slightly larger and smaller options are available, from Yanmar and Volvo Penta.

Lifting a couple of bound hatches in the saloon sole allows for a quick perusal of the engine compartment and the cooling system, if not for complete engine checks.

A further hatch in the forward bulkhead of the aft cupboard can easily be removed to check the bilge (which should reveal any problems such as oil leaks) and the rear of the compartment, including the port-side shaft log.

To get at the starboard one, you have to unscrew the treads from the rear companionway, but as this is not part of a daily or weekly service schedule it is quite in order.

If you need to get at the filters, or right round the engines, the rest of the saloon sole has to come up. This is a two-minute job, the well-finished and insulated ply panels being of easy-to-lift sizes.

Towards the head of the compartment there is room for an optional generator set, along with

good access to the battery boxes and other ancillaries.

Two submersible bilge pumps are fitted, plus a manual unit mounted on the steps down to the aft cabin.

The engineering is well found and neat, with everything installed for ease of removal and maintenance. We would not mind having to tackle jobs down here.



vessel we had commandeered as a photoboat.

This the 335 steered positively through, and our previous encounters with this hull have certainly indicated its steadfastness, apart from a tendency to be a little wayward when running downwind at speed.

The reasonable-sized rudders give it a tight turning circle of around one and a half boat lengths at its 13-knot cruising speed at 3200rpm. It also turns extremely flat.

The breeze could not induce any spray to flick up off the chine and come aboard, although in a seaway we recollect that the hull, typically for a semi-displacement design, can be rather wet.

Haines put fixed trim tabs on the Offshore model, to give some extra lift to the stern, and with trim underway of around 5° these seem to do an adequate job. Hydraulic tabs, listed as an option, might well be useful.

Our radar gun measured a top speed of 14.5 knots at 3500rpm, which is 200rpm up on the Yanmars' rated output. We would expect at least a couple of extra knots if the props were not pitched for river use, and a boat fitted with the maximum total horsepower of 300hp and propped for sea work should be capable of the claimed top speed of 20 knots.

In semi-displacement mode, sound levels were moderate to low, at just under 80dB(A) on the aft deck and a mile more in the saloon. Cut back to river speeds and they fall to 70dB(A) or less, which is not intrusive at all.

Conclusions

The 335 has a solidness of fit-out and a thoughtful approach to maintenance considerations which will immediately endear it to the serious boat user.

These benefits are very much a carry-over from the needs of the hire market, where boats come in for punishing treatment, but they clearly do not adversely affect the standard of finish in boats built for the private market. Build quality and detailing is good, especially in terms of the joinery.

Couple this with a well-planned layout and steady, well-mannered performance, and you have a boat that is going to see some serious use — from gentle river cruising to Channel-hopping — but is in no way going to suffer from it.



BUILD

glass reinforced plastic

DIMENSIONS

LOA

33ft 5in (10.19m)

HULL LENGTH

31ft 5in (9.60m)

BEAM

12ft 0in (3.66m)

DRAUGHT

3ft 0in (0.90m)

AIR DRAUGHT

8ft 9in (2.64m)
with screen down

DISPLACEMENT

6.75 tonnes

FUEL CAPACITY

120gal (540lt)

WATER CAPACITY

120gal (540lt)

ENGINES

twin Yanmar 4LH-HTEs

4cyl 3455cc diesels

140hp at 3300rpm

PRICE

£112,000 ex VAT

HAINES 335 OFFSHORE

PERFORMANCE & CONSUMPTION							SOUND LEVELS dB(A)		
rpm	knots#	gph†	lph†	mpg†	range†	trim	saloon	aft cabin	cockpit
1200	4.5	—	—	—	—	0.5	65	70	64
1800	6.6	—	—	—	—	1.0	70	74	71
2200	7.9	—	—	—	—	2.5	74	80	74
2600	9.2	—	—	—	—	4.0	76	83	78
3000	11.4	—	—	—	—	5.5	78	86	78
3200	12.8	—	—	—	—	5.0	80	88	79
3500	14.4	—	—	—	—	5.0	81	89	80

Measured by radar gun. † No representative figures due to underpropping of test boat. * Allows 20% margin.

CONDITIONS ~ wind northeasterly Force 2

LOAD ~ fuel 50%, water 25%, crew 5

SUPPLIERS

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