

Haines 400

The competent 35 offshore saw the Norfolk builder go from inland to open waters, but will this 40-footer unleash Haines on to the big time? REPORT BY MARK TURLEY

The brief...



There is no doubt that this Norfolk yard builds good boats but stepping up to a full-on, offshore 40-footer – in terms of engineering, finish and overall sophistication – isn't as simple as it sounds. So how did it fare? **Mark**

LOA 40ft 0in (12.19m)

PRICE from £328,000

TOP SPEED 28 knots

BUILDER Haines Marine

ENQUIRIES Norfolk Yacht Agency

Tel: 01603 211 033, www.nya.co.uk

Given the months of hard work involved in bringing a new boat to fruition, you can't really accuse Haines of being opportunistic over Broom's recent boatbuilding troubles. But if timing really is everything then this launch, one that puts aft-cabin cruisers and the Haines name firmly in the spotlight, could not be more perfect even if it came with built-in red drapes and a troupe of dancing girls.

Timing aside, the quality turned out by Haines has always been impressive. Its boats are well thought through and extremely practical. The interior finish on the 400 is notably tidy both where you can and can't see it. Add in the fact that the yard is happy to customise and offer both contemporary (oak and walnut) and traditional (cherry and maple) finishes, and the 400 represents a potent cruising package.

BOAT REPORT

HAINES 400

"The 400's exterior lines are distinctive and bold"



Design & build

Haines has two slightly different versions of this John Bennett-designed hull depending upon whether customers want an out-and-out offshore cruiser or a lower powered, semi-displacement, river-friendly version that is still capable of coastal hops. In either case the

underwater lines follow those of the well-proven Atlantic 38, with a fair run of keel.

Interestingly, for the semi-displacement boat Haines offers a single-engine installation which gives a saving of £20,000 over the base twin-engine model. This is a clever move because potential owners who are happy with a single engine – aided by bow and stern

thrusters perhaps – can benefit from 40ft of space and Haines quality without shelling out for horsepower they do not want.

We have already mentioned Broom – a natural reference point when considering any aft-cabin craft – but Haines is clearly determined to go its own way rather than simply aping its Norfolk compatriot.

motorboatsmonthly.com

PHOTOS: WILLIAM PAYNE

View exclusive footage of the Haines 400 at motorboatsmonthly.co.uk

BOAT REPORT HAINES 400

The 400's exterior lines are distinctive and bold compared to the Broom 395's softer design. Like a Broom, the cockpit coaming is set inboard, helping to break up any slab-like expanses of GRP aft. This island design also means that anyone sat around the cockpit's U-shaped dinette have plenty of boat between them and the water.

The side decks that run past the coamings are a decent width and, combined with the solid guardrails and grabrails along the coachroof, it is a safe, easy boat to crew. However, just having chains across the break in the guardrails is a bit of an inland hangover. A sliding rail or a drop-down section to make a short ladder would be good, given the boat's relatively high topsides.

As is now the norm with this style of cruiser there is just the one helm position which can be found outside. This is protected by a clip-down prism hood that fills in the gap between the screen and the radar arch. The helm itself is solid and will accommodate two on large pedestal armchairs, however a three-person bench seat would be a handy alternative.

The least enticing part of the aft cabin concept – where the rear deck ends up higher than the saloon – is the stairwell. But Haines has recognised this and tried to make moving around as easy as possible, with a sliding companionway entrance that gives good head clearance and plenty of shoulder width. Haines clearly knows that traffic is heaviest on the stairwell during cocktail hour so it has sited a top-loading fridge (as standard) in the saloon sideboard next to the steps. This is handy for the aft deck as well as when down below.

The saloon is particularly roomy and light thanks to the deep window line and opening skylight. There's loads of seating with space for a small loose settee next to the sideboard, allowing it to be pulled across to the main U-shaped dinette if required.

The split galley design also benefits from plenty of natural light thanks to the large screen above. The whole area runs the full width of the hull and wants for nothing with its smart Avonite surfaces and domestic-sized fridge/freezer. Gas cooking appliances are fitted throughout as standard but there is the option to upgrade to an all-electric package with various inverter and generator options.

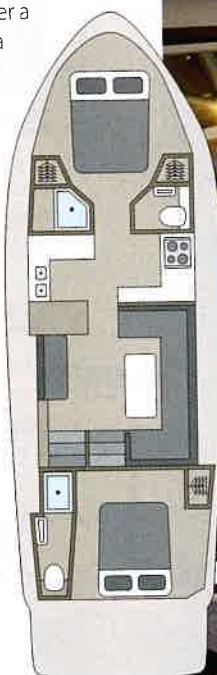
This just leaves two cabins with en suites to fit in. They are both fine and everything appears as you would expect, with island berths and a generous selection of lined-out clothes storage. But it's the adjoining bathroom facilities featuring separate shower stalls that make the bigger impression. They are impressive.



FORWARD CABIN



AFT CABIN



SALOON SKYLIGHT



STORAGE



TOILET COMPARTMENT



SALOON

"The skylight floods the cabin with light"

Interior The joinery is immaculate

Haines has made a real effort with its timber **fitout** over the last few years and the well-executed wood joinery seen here is immaculate. Offered in a range of traditional and contemporary timbers, we particularly like the oak with contrasting walnut flooring and

trim used here. It's clean and modern without being bland. The large opening **skylight** in the saloon deckhead is a great touch, not only for the extra daylight it brings but also for ventilation. We also like the fact that Haines has incorporated a blind in the deckhead, so you can shut out the world for a more cosy feel.

Split between the main U-shaped area to starboard and a couch opposite, the **seating** is very sociable and spread out.

The two cabins offer plenty of headroom and reasonable storage. But for serious cruising folk it is likely to be the galley and toilet compartments that impress most.

The **galley** spreads itself to port and starboard, which means that as well as having room for domestic-sized appliances and a double sink, there is plenty of countertop and stowage space.

The **forecabin** has split bathroom facilities with a toilet compartment to one side and

a shower cubicle on the other. Haines has also managed to incorporate a separate shower stall within the **aft cabin's** en suite toilet compartment. All these areas boast plenty of elbow room and are very smartly finished off, with ceramic basins (a bit on the small size), and Avonite surfaces bordered by smart stainless steel fiddles. Manual toilets come as standard, so it's annoying that you have to shell out extra to go electric.



AFT SALOON



STARBOARD GALLEY



PORT GALLEY



"Steadfast cruising is the name of the game"

Performance & handling

Between the Atlantic's proven hull and the yard's pleasure in building good, strong boats, we expected the 400 to deliver a solidly reliable ride. It didn't disappoint. The hull is responsive and turns without fuss – it took any chop we encountered without a murmur.

The test boat's twin 330hp Volvo D6s were just right for this sort of steadfast cruiser, and at

a sedate 3000rpm (out of a possible 3600rpm) you will be able to cover 20 miles in an hour once loaded with cruising gear. We clocked 22 knots at half-load. There is also a useful amount of elbowroom either side of this. You can drop back to the mid to high teens with the hull happy to sit on the plane, or push on a bit harder to 24 knots without taking everything out the engines.

Open the taps fully and 28 knots comes up

pretty fast, although at this speed you get the feeling the hull is beginning to run on its keel. This is a common phenomenon on boats of this hull design as the underside of the keel begins to generate its own lift as speed increases and tends to indicate that the hull has reached its maximum horsepower potential. As it stands, the hull/hp combo is fine but if the yard intends fitting anything more potent then it needs to get shot of the keel.



From the helm

Everything is in its rightful place but the viz could be better, and it will be

Too much console space can often be as bad as too little because everything ends up being too spread out. But even though there is plenty of room to play with here, all of the instruments and controls are still within easy reach of the skipper. There is space for a top-end chartplotter but the only thing we would like to see altered is the positioning of the compass, as although it is set right in front of the helmsman it catches the eye line of the horizon. Haines said it is going to deal with this by recessing it. In any case the yard is aiming to take an inch or so off the height of the whole console moulding, to improve the view for shorter folk.

Exterior

Safe decks and protected cockpit

The steps from the **side decks** down to the sculpted-in, uncluttered bathing platform are a decent size and well angled, plus the guardrails extend down to form a handrail. Set between you'll find several fender holders, which relieve the dinette seat lockers of having to stow them. Synthetic teak is fitted as standard to the steps and cockpit-style aft deck but the test boat came spec'd with real teak – an option that also includes the side decks.

A flat **foredeck** area is fashioned in ahead of the gently sloping coachroof. A manual windlass is fitted as standard, which will suit river and inland users. Any one looking for a seaboat should bump this up to an electric one from the options list.

Back in the aft deck 'cockpit' the deep, U-shaped seating will accommodate six around the solid wooden table. In addition the helm seats are capable of swivelling round to join in. Solid GRP gates complete the feeling of being very much 'inside' the boat.

Nice touches include a life ring holder and hands-on stowage let into the coaming. The radar arch is engineered to hinge to reduce the air draught to just over 11ft (3.40m).



BATHING PLATFORM



PRAM HOOD CANOPY



BELOW DECK ACCESS



Specification & value

The base price for the Broom's 395 starts at around £310,000. The Haines 400 with the larger engines and a standard spec – which includes heating, some basic electronics and a choice of finishes – is priced similarly. Be careful, though, as you can run up a hefty list of extras quite quickly. The test boat was loaded up with everything from a generator to teak decking, with a price tag nearing £390,000.

But compared to the current crop of 40ft flybridge boats this price still represents very good value. And if you don't want full-on coastal power you could get 40ft of Haines quality for just over the £250,000 mark.

Technical data

KEY DIMENSIONS

BUILD	GRP
RCD	B
LENGTH OVERALL	40ft 0in (12.19m)
HULL LENGTH	37ft 10in (11.55m)
BEAM	13ft 4in (4.08m)
DRAUGHT	3ft 6in (1.06m)
AIR DRAUGHT	11ft 2in (3.40m)
DISPLACEMENT	10.0 tonnes
FUEL CAPACITY	220gal (1000lt)
WATER CAPACITY	100gal (450lt)
WIDTH OF SIDE DECKS	9in (23cm)
HEADROOM IN SALOON	6ft 4in (1.93m)
FORECABIN BERTH	6ft 2in x 4ft 3in (1.88 x 1.30m)
AFT CABIN BERTH	6ft 2in x 4ft 0in (1.88 x 1.22m)

PERFORMANCE

Engines	twin Volvo D6-330 diesels
Configuration	6cyl, 5.5lt, 330hp at 3500rpm
conditions	wind SW'ly Force 3, sea calm
Load	fuel 50%, water 50%, crew 3

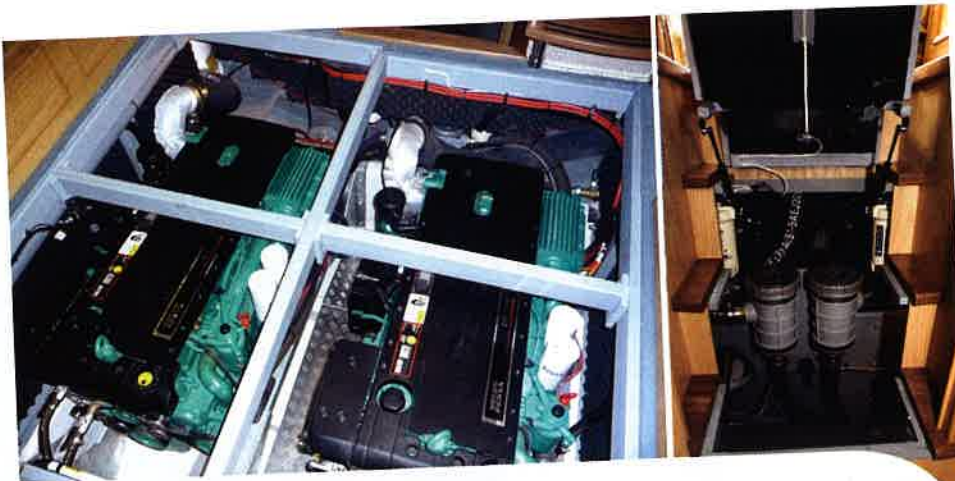
RPM	KNOTS	GPH	LPH	MPG	RANGE	NOISE
2000	11.2	10.0	45	1.00	176	72
2500	15.2	17.2	78	0.88	156	74
2800	19.2	20.7	94	0.93	164	75
3000	22.0	22.8	104	0.96	169	76
3200	24.5	25.0	114	0.98	172	79
3600	28.0	29.5	134	0.95	169	80

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & 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 recorded on aft deck.

PRICES

STANDARD BOAT	Inc VAT
With twin Volvo D6-330	£328,000
BOW THRUSTER	£3950
HEATING	Standard
ELECTRIC WINDLASS	£1480
TEAK DECKING	£4,825
GENERATOR	£9995
SHORE POWER	standard
TEAK DECKING	£4,825
COMMISSIONING & ANTIFOUL	standard

BOAT AS TESTED **£387,250**

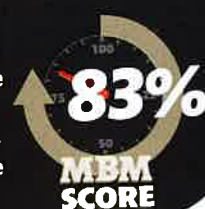


Enginebay

If you want a river-centric boat and reckon a single engine will suffice (supplemented by a thruster or two) Haines offers a single Nanni 200hp unit. This is a good choice for pottering but it will still achieve a useful 12 knots for plugging an estuary tide. From there you venture into twin-engine territory, which work up in easy stages – twin four-cylinder 150hp Yanmars, for example – topping out at a pair of 330hp rated Volvo D6s; as fitted to our test boat. The engines are tucked under the saloon sole but access for day-to-day service checks has been well thought through, with the water strainers and fuel filters set conveniently inside the engine compartment once you lift the steps to the aft cabin. Strategically sited cut-outs in the saloon sole reveal other need-to-get-to things such as the dipsticks and oil filler caps. So unless it's time for a full service the cabin sole can be left in place. Haines' engineering is always good and the 400 is no exception.

THE VERDICT

The move into 40ft territory hasn't phased the Norfolk-based yard. The boat looks tough and able and that is reflected in the way it handles, while the solid, well-finished interior is luxuriously impressive. Haines may not yet have the name and following of Broom but, judging by the 400's list of qualities, it won't be long until it has its own admirers.



Meet the family



SMALLER

Haines 35AC from £192,000

LOA 34ft 10in (10.60m)

Although smaller than the 35, this follows the same format as the 40 with an en-suite aft cabin but has to make do with a less roomy fore cabin.



SEDAN

Haines 35 Offshore from £191,000

Loa 35ft 6in (10.82m)

Just the one cabin forward but its en-suite incorporates a separate shower cubicle. The dinette in the light, bright saloon also converts.

The rivals



Westwood 390 from £241,000

Another British builder that upped its game by launching something similar in size and layout but not as quite as plush. Available with single or twin engines. &www.websiteinhere?



Marex 370 from £298,500

This Norwegian builder does the aft cabin thing but rather than having a raised aft deck and outside helm position you get a wheelhouse, too. Shaftdrive. &www.websiteinhere?