

BOAT REPORT Halvorsen 32 Gourmet Cruiser • 32ft trawler yacht • semi-displacement single cabin • twin 250hp Cummins diesels • 17 knots • £190,292 as tested

the Halvorsen approach is reflective of the genre; the Eastbay 42 has a similar arrangement.

For those who like to welcome guests on board for more than the odd weekend, the occasional berth in the saloon might not be deemed enough. But for owners who generally cruise as a couple, a spacious, teakadorned cabin awaits, complete with separate toilet and shower compartments.

The wheelhouse/saloon is equally roomy, stretching across most of the boat's beam and enjoying a wall of natural light. The downside to that employed on Halvorsen's sister range, is that the width left over for the side decks although not particularly narrow for a modern cruiser — is a little tight on this style of boat, and further impinged upon by thick teak capping that you can't help but walk on.

However much we criticise this, we suspect that commercially it is the right decision; most owners will appreciate the additional interior space and quickly become

accustomed to the constraints on deck.

The visible quality of finish, with a propensity for sturdy mouldings, solid wood and stainless steel, continues if you look behind the scenes. Bilge areas are clean and tightly structured, while the engineroom, with its stainless steel fuel tanks, comes impressively clothed in metallic soundproofing.

Below the waterline, the builders have stuck with what they know best: a hard-chine semi-displacement hull, similar

This has a finer section forward, flattening away aft to allow for greater planing area and therefore extra speed. A keel deepens as

A great example of its type, with a stylishly traditional layout.

it runs aft past the sterngear, offering stability as well as protecting the props and rudders.

ACCOMMODATION

The one-cabin layout is not going to suit everyone but it does what it is designed to do: look after the skipper and first-mate.

The cabin has space to spare, and even the huge double berth can't spoil the party. Like the saloon, it is bathed in light thanks to four separate portholes and an overhead hatch.

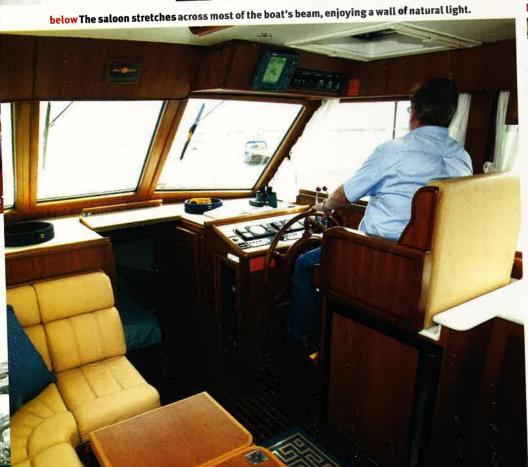
From deckhead to sole, the compartment is adorned in teak and holly, and the slatted section around the head of the berth will surely be a wonderful sight to wake up to.

His'n'hers lockers and cabinets take care of storage needs, and there is good drawer space under the berth for bed linen.

And, of course, you have the considerable luxury of separate toilet and shower compartments. Simply but attractively finished with the expected teak trimmings, they complement the rest of the boat's traditional style.

A louvre door (something of a feature on





below Teak-trimmed WC.



our or five people in rich comfort. A soft

eather settee is partnered by a solid table

hat folds in or out. Set on a wonderfully

A coolbox and lined drawer are neatly

ntegrated into the base of the seats, while

he all important bar cabinet is situated to

Opposite, a simple L-shape galley takes

full advantage of the window area and the

entilation offered by the doorway.

A 12V microwave oven is fitted as

standard, along with an electric hob that

oride of place, with an open design that takes

Workspace is pretty good, but it comes at the

omes with a proper extractor set into its own

it eye level and under the worksurface, while

the refrigerator finds a home under the helm.

imple but effective sliding section of bench

hich turns it from a single-seater into a

aving a large, flat, fiddled section as an

A teak unit just above your line of sight is e to accommodate any additional

> navigation equipment, while an overhead

skipper gets as much

hatch ensures the

light as possible.

anels sit on a slanted section of dash,

A neat feature of the helm station is a

teak cabinet. Further cabinets offer stowage

port near the companionway.

expense of a tiny sink.

al chart area.

ing just one cabin

mits the market, but

es up lots of space.

edestal, it lowers to make up an occasional

ver-engineered stainless steel winch

below The galley is simple but well-equipped.





below Seating for four or five around a solid fold two-seater. Plain Cummins instrument



gate, but not much more difficult via the side decks, with their low freeboard aft and a handy step in the cockpit coaming.

Resplendent in teak decking and trim, the cockpit offers a deep, social haven surrounded by a good width of deck. The two benches flanking the pilothouse door are thickly upholstered and partly sheltered by the superstructure. More importantly, they face aft, giving their occupants one of the greatest views known to mankind: the crested wake of a motorboat at speed.

Lined stowage for smaller items lies within the seats while bulkier equipment will be banished to the full width lazaret.

A wall of guardrail protects you as you move forward past the coachroof with its handsome stainless steel dorade vents. The rail then sweeps up well above waist height around the foredeck's windlass and chunky stainless steel bollard cleat.

This is one of those boats that every time you stretch out to find a handrail or support, there always seems to be one exactly where you'd hoped (we wouldn't dare say expected) it would be.

below The foredeck and its twin lockers.



be let down by detail.

into the transom

ENGINE OPTIONS & ACCESS

Halvorsen offer a choice of single or twin Cummins turbo-diesel installations which complement the style of cruising this boat will normally be used for.

Our test boat came with the largest option, a pair of 4cyl 250hp lumps. However, twin 155hp engines look like an equally suitable match, and for those who are happy with the idea of displacement speeds a single 315hp unit should be more than man enough, with the bonus of lowering the purchase price by around £20,000.

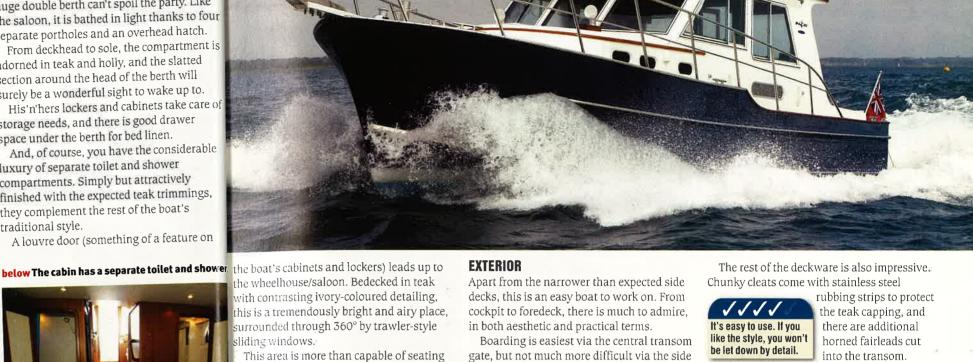
Craft of this type often have far more engineroom space than more modern-style cruisers, and this boat is no exception.

Two hatches are cut into the saloon sole. The main one opens up a huge area, and the removal of two lateral supports gives you plenty of clear working room. The smaller one, further aft, allows quick and direct access to the batteries and master switches.

To help your journey down to bilge level, a

below The tall, safe stanchions.









above The aft deck has been left clear of any obstructions.

shallow teak and stainless steel ladder is thoughtfully supplied.

Our test boat's twin installation meant the compartment was fairly well packed, but moving around and getting to most parts of the engines was relatively easy — apart from the outboard side of the starboard unit. The search for the starboard side dipstick is probably still going on as you read this, which seems rather unnecessary as Cummins will 'hand' some or all of the service points on their diesels (so that they are on the inboard side of both engines) for a relatively small charge.

Installation is tidy and spacious. Some things are hard to reach.

In contrast, fuel filters and balance pipes are well and adjustment.

PERFORMANCE & HANDLING

Like most semi-displacement craft the Halvorsen is quite happy plodding along at low speeds.

Keeping below 8 knots has a huge influence on economy and therefore range. Moreover, with sound levels staying low, around 67-72dB(A), longer cruises will glide past peacefully.

However, with 500hp on tap, you will probably surrender to the temptation to push

on to the boat's 17-knot top speed.

The ride gradually stiffens as you progress up from 1800rpm, but feels slightly strained until you reach 11 knots at 2400rpm. At this point the bow begins to lift, the ride tightens and the Cummins move enthusiastically on to around 15 knots at 2800rpm.

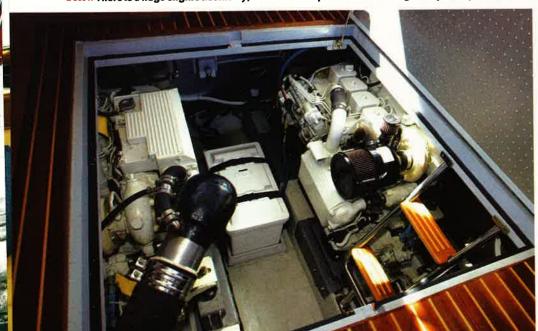
The remaining 300rpm drags out the last couple of knots, with the hull staying rocksteady all the way. That said our advice is to stick to 2600-2800rpm, where the effort:speed ratio feels more balanced and the trim tabs easily manage the bow.

At these speeds, and within the confines of the wheelhouse, the Solent's playful chop and bluster went by unnoticed. Sound levels positioned for viewing well below 80dB(A) compare well with other contemporary 30ft cruisers.

> If you are on deck things might be a tad different. Perhaps in a further attempt to lure yachties over to the dark side, the hull returns quite a wet ride. But if anything this enhances rather than detracts from its feeling of seaworthiness, in the same way that it does on a Nelson.

> With only a gentle flare at the bow to push wash and spray out, and the hull perhaps running faster than its original design had in mind, a set of spray-deflectors have been bonded on just above the waterline. But

below There is a huge engine hatchway, and useful steps down have thoughtfully been provided.



clearly they do not have the required effect. Better to roll with it, and make use of the

effective two-speed self-parking wipers.

With these to help him, the helmsman's l is a happy one. The view in all directions is excellent, and the seating position is firstclass. The big teak wheel spins effortlessly, allowing you to turn the boat more tightly than you might expect, and as ever the stainless steel Morse controls are a joy

Heading back up the Lymington River at the end of our sortie, the boat tracked beautifully at a tickover speed of around 4

Runs very well, without manoeuvre into rocking the semidisplacement world.

knots, and was indecently easy to the various

SPECIFICATION & VALUE

Boats of this type usually carry a premium when compared to more populist craft and this is no exception. However, one look at th quality of materials used should convince you that comparisons with a Bénéteau or Sealine are not entirely fair.

So what cost individuality? Well, with prices starting at around £157,000 with a single engine and £170,000 with a twin set up, the answer is an extra £50,000 or so.

This is a fairly substantial premium by an standards but not quite as much as we were expecting. When you consider that the standard inventory includes trim tabs, bowthruster, teak and holly flooring, stainless steel fuel tanks, shorepower, battery charge and leather upholstery, things are looking brighter by the minute.

The only fly in the ointment is that, as go as the standard specification is, the options list still contains some features that you wi probably want, such as the coloured gelcoa teak decking and an electric windlass. Altogether these put the overall price up by around £10,000.

Unfortunately if this is the style of boat y are after, there are very few true competitor.
Two boats that do match up in terms of size are after, there are very few true competitor the Corvette 32 and the Hardy 32, have ver

different layouts and do not offer the same classic style. A more direct rival would have been the Grand Banks 32, but this went out of production several years ago.

At least Halvorsen residual values seem to nold up well with later models still fetching £120,000 to £130,000 on the secondhand market.

Running costs will depend very much on how you use the boat. Cruising at speeds in the low teens returns 1mpg, while lower speeds bring greater range. So, if economy is

key, you might as well Pricey, but still decent value given the high quality of the boat.

fit the smaller engines and keep your purchase price down as well.

If you are already a

fan of this type of boat, you don't need us to extol the virtues of the Halvorsen 32 Gourmet

Cruiser. For the record, though, it more than lived up to our expectations of a solid, seaworthy and unusually handsome craft.

Convincing the rest of you is a rather harder task. That traditional styling means that, even with 500hp on tap, you are never going to be part of the sleek and sporty brigade. Instead, the boat encourages you to relax into a slower way of life and enjoy your surroundings as others look on, sometimes with envy and always with respect.

Likewise, although the interior lacks some of the glamour of more modern craft - not to mention a guest cabin — it is second to none for space, build quality and character.

If you can live with these limitations on berths and speed, and can afford the premium price, it is hard to think of a better boat to pump your £170,000 into.

MBM RATING

Halvorsen 32 Gourmet Cruiser technical data



specifications BUILD glass-reinforced plastic RCD design category B LENGTH OVERALL 35ft Oin (10.5m) BEAM 12ft Oin (3.72m) DRAUGHT 3ft 8in (1.16m) AIR DRAUGHT 7ft 9in (2.4m) DISPLACEMENT 7 tonnes FUEL CAPACITY 158gal (719lt) WATER CAPACITY 75gal (340lt) key dimensions

Oft 8in

6ft 7in

6ft 5in

6ft 3in x 5ft 2in



4								
ì	engines twin Cummins 4BTA 3.9 250B diesels.							
į	configuration 4cyl, 3.9lt, 250hp at 3000rpm.							
į		tions wind				, sea slig	ht	
i	load fuel 75%, water 75%, crew 2.							
š	FRITT	knoto	anh	Inh	mna	*****		

6.2

13.0

24.0

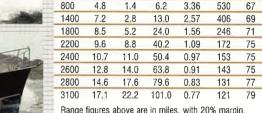
2.57

WIDTH OF SIDE DECKS

HEADROOM IN CABIN

CABIN BERTH

HEADROOM IN WHEELHOUSE



Range figures above are in	miles, with 20% margin.
Noise figures are in dB(A),	recorded in the pilothouse.



ances	
STANDARD BOAT with twin 150hp Cummins 155Bs with twin 250hp Cummins 250Bs	inc VAT £171,515 £179,131
LAUNCH & COMMISSIONING	£1,175
DELIVERY	POA
COLOURED GELCOAT	£3,560
TEAK COCKPIT DECKING	£3,783
ELECTRIC WINDLASS	£3,818



ENQUIRIES

Lansdale Marine, Marine Works, Itchenor, West Sussex P020 7AL. Tel: 01243 513678.

www.lansdalemarine.com

SABRELINE 34

from £185,990 Inc VAT A fast trawler hybrid with an aft-cabin layout that offers four to six berths, plus a flybridge and a great deck area. Tel: 01932 243722.

CORVETTE 32



the rivals

from £233, 238 inc VAT

Very well out together boat. Extra beam gives space to deck and interior. Price drops without flybridge Tel: 01243 512611 www.northshore.co.uk



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