

MOTOR BOATS TESTED

Haines 350 AC

This versatile six-berther offers a fresh interior, economical river cruising as well as some useful coastal pace

REPORT BY EMRYS BARRELL



FACT FILE
Haines 350 AC
LOA: 34ft 10in
(10.60m)
PRICE: from £180,000
TOP SPEED: 16 knots



The huge saloon is noticeably more fresh in design than many aft cabin cruisers

above the chine, for extra strength, particularly when coming alongside lock walls. Additionally, an extra layer of glass mat is added under the waterline on all seagoing boats.

A four-man team of two boatbuilders, one engineer and one electrician stays with each boat through its construction – they even put their names on the builder's plate. Walkways at gunwale height have all the equipment, fittings, and fastenings to hand along each side, improving efficiency and quality.

All the joinery is made up for each job, then the timber has six coats of varnish applied before being installed. Avonite is cut, machined and polished for the worktops.

All of Haines' designs have hatches in the saloon roof for engine installation during build, or removal later in the boat's life. This is an essential feature that you only value when you need it. On the 350 this also forms an opening sunroof.

Design & build

Aft cabin on a hull that's at home on the river or sea



Over 28 years of operation, output has increased steadily at Haines and it now turns out 25 to 30 boats a year, from a staff of 30. The boat we tested was yard number 485.

Exterior

Well placed helm, with room for everyone on deck



Accommodation

The first thing to really hit home as you enter the 350's interior is its fresh styling. Out goes the usual cherry wood and conservative upholstery, in comes light oak and contemporary fabrics. Of course you can still go traditional if you want but its refreshing to see the diversity Haines can offer. The layout is very much by the aft cabin book with six berths, in two cabins and a saloon. The master cabin aft has a tapered walkround double berth, offset to port. Alongside this to starboard is an impressive toilet compartment with a separate shower stall. A large basin is set in an Avonite worktop, with a good locker underneath. The standard WC is manual, but electric is an option. Headroom in the toilet is only 5ft 11in, but this will be increased by an inch on following boats.



Attention to detail: Haines is renowned for its quality



The single engine 350 comes with a protective skag

Cabin storage is provided by hanging lockers in each corner, with down-lit rails, operated by a door switch. Under the berth is a 45gal holding tank for the aft toilet, with a diverter valve (an option for seagoing boats). Here you'll also find excellent access to the steering gear, while a hatch in the floor gets you to the stern gland. The saloon is reached via a flight of wooden steps down from the aft deck. Well-placed grabhandles help you on the way up, but we would like to see a post at the foot for coming down. To starboard is a U-shaped settee that converts to a double berth. Opposite is a narrow sideboard and shelf, with a two-person corner seat which can be swapped for even more cabinetry. A lower helm position is a

When we tested the Haines 34 Sedan last year, we thought we had found the ideal river and coastal cruiser. These feelings were underlined in January when the judges of the MBM Boat of the Year Awards awarded it first prize in this category.

It was therefore with great interest that we went to see the new model from Haines, the 350, at the Birmingham-based National Boat Caravan & Outdoor Show in February. Based on the same hull, but a foot longer, and more importantly with an aft cabin layout, this follows the same principle of offering coastal capability and well-behaved river cruising. The semi-displacement hull is designed to achieve a balance between low-wash making at 5-6 knots, and economical cruising at 12-15 knots. With so much cruising promise, we grabbed the first model off the line.

Design & Build

As we've said, the 350 is based on the same hull as the 34, designed by Andrew Wolstenholme. Moulded by Aquafibre in Norfolk, it started life as the Broom 35. Haines took this proven cruising package modifying the superstructure and window line, and launched it as the 350 this year.

For river use Haines will fit the 350 with a single diesel, from 62-115hp, or for coastal cruising you can opt for either single diesel, 200hp or 280hp, or twin 130hp.

Underwater the hull has a round bilge forefoot, giving good head-sea performance. This develops into a chine form as it runs aft with 16° deadrise amidships, flattening to 5° at the transom for low-wash capability for rivers. A deep keel runs nearly full length, providing protection for the stern gear, while a shallow tunnel allows the boat to swing a larger single prop, but still

keep the draught down.

A pronounced knuckle runs along the length of the topsides, to keep the spray down out at sea. Haines also adds two fixed trim tabs to the transom, 2ft 6in wide, with a 6° down angle. This helps the boat get on the plane, and keeps the bow down at speed.

In the single engine version a stainless steel skag runs under the propeller, and carries the bottom bearing of the rudder. With twin engines the keel is cut away further forward.

We went to the Haines factory at Catfield, to see the boats in production. At any one time there are six boats in build, with numbers divided fairly evenly between private craft, and those destined for hire fleets throughout Europe.

Hireboats need to be tough and Haines uses its expertise in this market to deliver a strong cruiser. An extra full-length stringer is added to the hull,

Exterior

The helm position on the 350 is out on the aft deck, giving good all-round visibility. It's also protected from the elements by a large windscreen and canvas canopy that breaks down into sections to totally enclose the whole area. This provides a snug space in bad weather, with its own outlet from the air heater. Two comfortable bucket seats at the helm slide back and forward, and swivel round to face the four-person settee aft, and the corner seat to port. The steering position is good, looking through the screen when you are sitting,

A discreet countertop bin



The forward cabin has a double berth and a large opening glass hatch overhead



The aft master suite enjoys an island berth and plenty of cabinetry



Smart day toilet compartment



Chef's delight: the galley boasts a gas hob and oven



A neat glass rack and wine store



A stylish master en suite

BOAT REPORT
HAINES 350 AC



Two bucket seats at the smart helm slide back and forth, and swivel round to face the settee aft

possibility with an option for a sliding side door. However, as standard, fresh air comes from large sliding side windows, and the opening sunroof.

Steps lead down to the good-sized galley to port. This galley boasts an Avonite top, three-burner gas hob, oven and grill, plus a fridge. A large sink and bin are set in the top. Storage comes from a large locker, plus outboard shelves, and a cutlery drawer. Lifting the bottom step reveals the sea inlet strainers, just where you need them for quick access without scrambling in the engine room. In Norfolk Broads fashion you have two inlets, even for a single engine, one each side of the keel in case one gets blocked.

The main toilet is opposite. This is generously sized, with 6ft 1in headroom, an all-moulded finish, and a cylindrical shower stall. The only

storage space is a small locker under the Avonite top, and it could do with more.

The forward cabin has an angled athwartships double bed, 6ft headroom, and large opening glass hatch overhead. Stowage is provided by a shallow three-quarter height hanging locker, small lockers forward, and a drawer under the berth. Again this is lit by an LED light, operated by a micro-switch as the drawer opens. Similar lights

Accommodation

Smart new look, same great aft cabin layout



are found all round the boat, and as Haines points out, if these are planned for at the design stage, they cost very little to install as the furniture is built, but add a luxurious touch to the boat.

Engine options & access

The 350 can have either single or twin Nanni diesels, starting with a single 62hp, giving 7 knots for river use, or 85hp and 115hp giving 9 knots. Options for seagoing boats include 200hp or 280hp, or twin 130s, giving 12-16 knots.

The engine room is under the saloon, with good access via lifting hatches. A small hatch forward gives quick access, with two larger ones for more extensive work. Everything here is easily reached, including the diverter valves for the holding tanks, fuel filters and the shaft coupling. Nice touches include the excellent wiring with all cables neatly trunked, hard-wired tubular heaters for winter storage, and a light, plus 240V socket.

The batteries are found under a separate hatch to port with 4x135Ah domestic and 1x110Ah engine start. We were pleased to see all the terminals are sprayed with anti-corrosive grease.

The single 125gal (550lt) stainless steel fuel tank is located across the aft end of the space.

Sound insulation in the engine bay is the egg-box type, covering all surfaces, plus rubber

Engine options & access

Single or twin options fit the cruising bill



seals round the hatches, but initial test results suggested the insulation could do with being upgraded, especially at higher revs, a factor that Haines were quick to pick up on.

Performance & handling

We took the 350 out from Burgh Castle Marina on the Waveney but adverse conditions out at sea meant we could only try it on the river, with high speed runs on Breydon Water. However, our previous test on the 34, with virtually the same hull, showed us how well it handled in typical conditions at sea. When we ran the 34 in Force 3-4 seas, the boat simply romped along. Into the waves the ride was commendably soft, with the full-length knuckle keeping the spray down, while downwind you still had good control from the large rudder. It easily managed beam seas too, though obviously with some rolling. The view from the helm was good, either sitting or standing, with the trim-tab keeping the bow down. If anything it proved too effective, with the nose well down, but this was with the water tank under the bathing platform empty, which would have had a significant effect when full.

On the river the 350 proved ideal. The long keel gave directional stability and the rudder enabled tight turns, aided by the optional bow thruster.

The top speed we measured was 15.2 knots, but this was on Breydon Water, with restricted depth of water, which would have taken at least a knot off the top speed, possibly 1.5 knots.

At this speed the fuel consumption, as measured by the Nanni Diesel on this boat was 59 litres per

hour, or 13.0gph. With a 120gal tank, and 20% safety margin this gives a range of just 113 miles.

We commented when we tested the 34 that it needed more tank capacity, to give a greater range, and Haines responded by increasing the tank size from 90gal to 120gal, but unfortunately this increase has been offset by the greater horsepower required to get the heavier 350 up to the same speed. The 34 weighed in at 5.5 tonnes, whereas the 350 is 7.6 tonnes, caused by the larger superstructure and aft cabin. It would seem, therefore, that seagoing versions of the 350 will still need a larger tank.

As to the noise levels, since testing the 350 Haines has improved insulation to the engine room as well as beefing up insulation to the saloon and aft cabin –

Performance & handling

Economical river or sea cruising but pricier for passages



as this is where Haines believe most of the noise was emanating from. The figures in the technical data panel were taken by Haines on the modified boat.

Specification & value

The standard 350 with 62hp diesel starts at £180k. The 280hp engine on our test boat pushes this up to £192k, while the extras fitted give an OTW price of £224k. This includes: the bow thruster, £3750; heater, £4225; Avonite surfaces, £1275; full cockpit canopy, £2300; anchor winch, £1380; nav equipment and VHF, £5200; and a teak aft deck and bathing platform, £3625. It will also cost an extra £1225 if you want the blue hull – Haines admits that this makes the boat look better when

Specification & value

Essential extras on the spec list push the price up



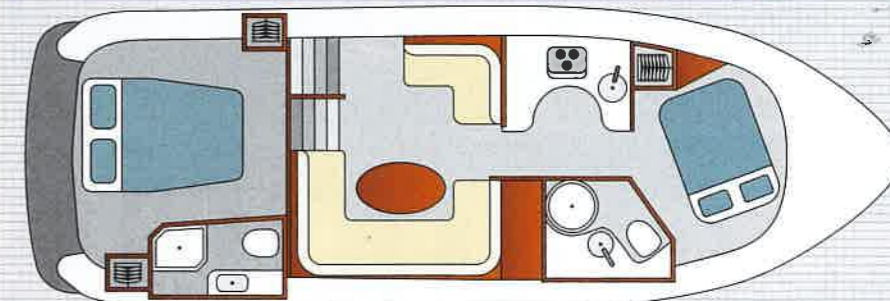
new, but it can discolour, especially in salt water. Even so, you are still getting a lot of quality boat for your money, with the bonus of useability on inland waters or the sea.

Verdict

Haines has once again produced a versatile high quality boat. Great interior space and privacy is given a 21st century kick while a big deck area and useful performance all impress. With diesel prices set to rise, boats that are comfortable at lower economical speeds as well as the odd 15knot blast, will start to come into their own. **7/10**



Haines 350 AC technical data



specifications

BUILD	GRP
RCD	B or C
LENGTH OVERALL	34ft 10in (10.60m)
HULL LENGTH	33ft 6in (10.20m)
BEAM	12ft 4in (3.76m)
DRAUGHT	3ft 2in (0.96m)
DISPLACEMENT	7.6 tonnes
FUEL CAPACITY	120gal (550lt)
WATER CAPACITY	88gal (400lt)

key dimensions

WIDTH OF SIDE DECKS	12in (30cm)
HEADROOM IN SALOON	6ft 3in (1.90m)
FORECABIN BERTH	6ft 3in x 4ft 0in (1.90 x 1.20m)
AFT CABIN BERTH	6ft 3in x 4ft 6in (1.90 x 1.35m)

performance

ENGINES	Single 280hp Nanni 6.420 TDI Diesel
CONFIGURATION	6cyl 4.2lt 280hp@3600rpm
CONDITIONS	wind NE Force 3-5, Breydon Water Load fuel 50%, water 0%, crew 3

Rpm	knots	gph	mpg	range	noise
1000	4.2	0.4	12.8	1200	64
1500	6.3	1.2	5.2	510	64
2000	7.6	2.8	2.7	260	71
2500	9.0	5.7	1.6	155	76
3000	11.2	8.7	1.3	125	77
3500	15.2	13.0	1.2	113	81

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

prices

STANDARD BOAT	inc VAT
with single Nanni 62hp diesel	£180,090
with single Nanni 280hp diesel	£192,465
with twin Nanni 130hp diesels	£206,800

HEATING	£4225
ELECTRIC WINDLASS	£1380
BOW THRUSTER	£3750
DEPTH/LOG	£780
FULL NAV PACKAGE	£5280
BLUE HULL	£1225

BOAT AS TESTED	£224,000
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ENQUIRIES Haines Marine Tel: 01692 582 180
www.hainesmarine.co.uk

the rivals



WESTWOOD 34
From £140,000
A slightly earlier version of the same hull as the Haines, with more traditional styling. Also ideal for rivers and coastal cruising.
Tel: 01932 570055
www.westwoodmarine.co.uk

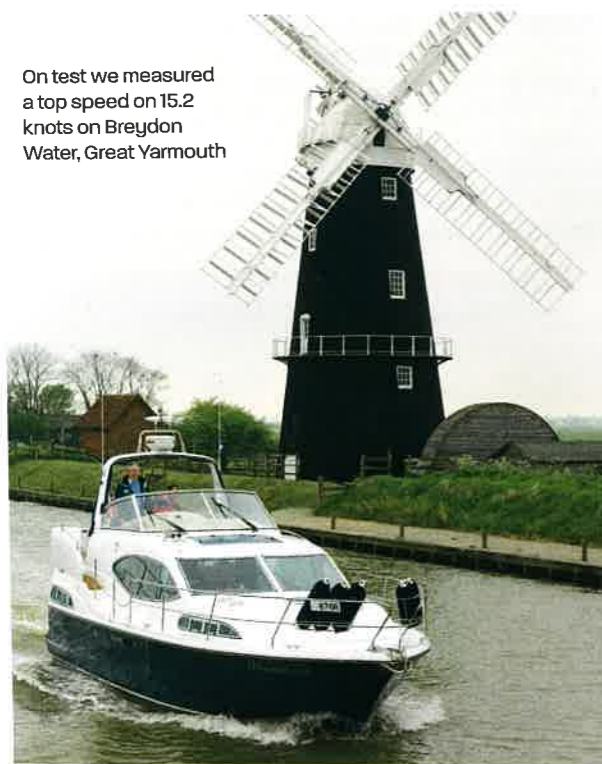


SHEERLINE 1050
From £145,000
Similar in layout and hull design to the Haines 350, suitable for rivers and estuaries with speeds of 10-15 knots.
Tel: 01603 701100
www.sheerlinemotorcruisers.com



SHEERLINE 1050 BLUEWATER
From £147,000
A planing hull gives this boat higher offshore speeds, but it still boasts the same aft cabin layout.
Tel: 01603 701100
www.sheerlinemotorcruisers.com

On test we measured a top speed on 15.2 knots on Breydon Water, Great Yarmouth



A clean installation and good access