

MOTOR
BOATS TESTED

Taking the rough with the smooth

Is it possible to build a well-constructed seagoing vessel from a proven marque of rivercruisers? The Haines 34 Sedan was put to the test

REPORT BY EMRHYS BARRELL



Haines Marine is one of the quiet success stories of British boatbuilding. Tucked away in a corner of the Norfolk Broads, it has been steadily building high quality river cruisers for both private and hire use for nearly 30 years.

Up until now the range, from 29 to 48ft, has been predominantly designed for river use, but an increasing number of requests have been for a boat that can tackle short sea passages, and cross-Channel trips, and it was to satisfy this need that the 34 Sedan was born.

Design & Build

The 34 was designed by Andrew Wolstenholme, another quiet Norfolk man, whose name is

attached to an astonishingly wide number of boats. Originally, it was commissioned to form the basis of a hire fleet on the River Shannon, but Broom of Brundall then developed it for private use as the Ocean 34. As such, it was intended to compete with the newly arrived steel boats from

Holland, providing comfortable river cruising, but at a 13-14 knot seagoing capability.

The mouldings were produced by Aquafibre, a sister company to Broom, but were available for other firms to fit out, and Haines took over the baton four



FACT FILE
Haines 34 Sedan
LOA: 34ft 0in
(10.36m)
PRICE: £142,060
TOP SPEED:
14 knots (single
200hp Nanni)

“The 34 revelled in conditions you wouldn't normally set out of port in”



The skipper has a great all-round view from the helm position sited to port. The saloon is airy and spacious

years ago. They added two fixed trim-plates across the transom, to give extra lift at speed, and fitted a 200hp Nanni Diesel to boost the power.

Underwater the 34 has a round bilge fore-foot, which develops into a chine form as it runs aft. The deadrise is 16 degrees amidships, flattening out to five degrees at the transom. This gives good head-sea performance, but with a low-wash capability for rivers. A deep keel runs nearly full length, providing protection for the sterngear, while a shallow tunnel allows the boat to swing a greater diameter 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.

Inside, the 34 gives you four berths in a standard layout with a double forecabin, plus a double in the saloon. As an option you can have a small second cabin to starboard, with the galley moved up into the saloon.

The styling of the boat is modern but discreet, with a cabin top that is pleasantly rounded and

Design & Build

Classic lines with a hull equally at home on the river or sea



yet it still manages to work in a side door for deck access. Overall it looks right, with enough rake to the bow to suggest this a boat that is designed to go places at a respectable speed.



The L-shaped settee converts to a comfy double

Exterior

Getting aboard the 34 is easy via the integral bathing platform, or two well-placed recessed steps in the topsides aft. A notable feature here is the concealed blue LED lighting in these steps and on the bathing platform, that comes on with a press of the remote key-fob. The same remote control allows you to turn on the main cockpit lights, or turn them off on a time-delay basis. It's so simple, yet so effective – it's surprising that so few other companies aren't doing the same.

As befits a boat designed to spend much of its time on rivers, the side decks are a generous 12in wide, with a 2in moulded gunwale lip. Strong stainless steel guardrails, plus inboard rails on the

wheelhouse roof make moving forward safe, however, the small recessed grip above the port side sliding door is a knuckle-rapper. The foredeck has ample room for handling ropes, while 10in stainless steel cleats forward, midships and aft, take the mooring lines. The optional radar mast is a lowline stainless-steel fabrication, that quickly hinges down for low bridges.

The cockpit has seating for up to six people, and a folding table for al fresco dining. The seats provide good stowage space, with additional lockers for canvas in the side wings, and two 6kg propane cylinders are located under the aft seat. A door in the transom leads out to the teak-decked bathing platform, where you'll find three handy fender brackets.

Exterior

Good working decks and secure stainless rails



The lazarette is generously sized, with an aluminium chequer-plate floor, and plenty of room for a dinghy and additional fenders.

The overall styling is modern but discreet

locked into place to allow the crew to sit up high looking forward when the boat is underway.

The helm position is sited to port, with a single swivelling seat. The console is neatly laid out, with full engine instrumentation, and optional navigation packages for either river or seagoing purposes. Ready-use switches fall easily to hand, as does the throttle. It's always good to see a Morse MT engine control, with its reassuringly robust lever and knob. The main circuit-breaker panel is located beneath the helm, behind a wooden door, which may make it difficult to get at quickly.

The sliding door to the left of the helm gives quick access to the side decks. It also allows you to stand at the helm and look forward out of the top of the wheelhouse, a useful feature when manoeuvring in poor visibility. More air and ventilation is provided by a sliding window to starboard, and two hinged hatches in the roof.

A couple of steps down to the galley, with a handrail to guide the way, unveils an Avonite worktop with a three-burner gas hob, large stainless steel sink and a swing bin bordered by stainless steel rails, to keep everything from falling off. Underneath is a fridge, oven and grill and a reasonable amount of lockers and drawers. Further stowage is provided by useful crockery racks above the worktop and outboard.

Opposite to starboard is the toilet compartment, which is attractively finished with a GRP moulding and blue Formica bulkheads. A domestic-sized basin is matched by a superb circular shower cubicle, with rotating Perspex door. An electric Jabsco WC completes the fittings. Storage, however, is limited to a small



A neat, well-laid out helm console

overhead cabinet with all the space under the basin wasted.

Forward is the main cabin, with either an athwartships double berth, or twin vees, and ample headroom of 6ft 1in at the centre of the aft end. Again stowage is limited, with a narrow half-height hanging locker to port, a TV cabinet in front of this, a tiny locker to starboard, and narrow shelves outboard. For a boat that at least one couple are going to be living on for long periods,

Accommodation

Room for four, but not enough on-board stowage



we felt this was not enough, and some more shelves and drawers should be fitted in, using space under the berth that at present is only taken up with the bow thruster.



Fab breakfast/cocktail bar and drinks cabinet



The athwartships forward cabin is a great size, however stowage and hanging space is rather limited



The galley boasts a three-burner gas hob, large fridge, oven and grill as well as lots of shelving and storage



An attractively finished toilet and shower cubicle

BOAT REPORT

HAINES 34 SEDAN



At 13 knots the Haines runs at a low angle of trim, giving good forward visibility, while the topsides knuckle keeps the spray down under normal conditions

Engine Options & Access

The 34 comes with either single or twin diesels, up to a maximum of 200hp single, or 2x100hp twin. The smallest option is a single 50hp Nanni, which achieves 6 knots, with four more single Nanni options up to 200hp and 14 knots. Twin engines are offered for the perceived security on seagoing passages, either twin 62hp Nanni giving 9 knots, twin 85hp hitting 11 knots, or 100hp Yanmars, giving 14 knots.

Good access is provided by lifting

hatches in the wheelhouse sole. We were impressed by the twin engine inlets and filters, even on the single engine version, an important feature on inland waters. We also like the remote fuel shut-offs for the engine and heater, and the easy access to the fuel filter. In front of the engine is a large space, that can either be used for a generator, or storage.

A big Halyard exhaust silencer was fitted to our test boat, however the soundproofing on

Handy remote fuel shut-offs



Separate, under-floor battery box



The circuit-breaker panel is beneath the helm



Easy engine access via lifting hatches in the wheelhouse

the floors and tanks was only of the simple egg-box type, which is OK for low-powered engines, but not really enough to effectively muffle 200hp at full throttle. We mentioned this to Haines and they agreed to upgrade the present insulation.

Engine Options & Access

Many choices, single or twin, good engine access



Performance & Handling

The 34 is designed for rivers and the open sea, so we tested the single 200hp diesel on both.

The River Waveney allowed us to test the low-speed handling, with the large rudder plus bow thruster giving ample control, helped by the well-sited rudder indicator. We did our speed runs on Breydon Water, adding a correction to allow for the shallow water.

Then it was out into the briny. A north-easterly Force 3-5 had been blowing for several days, and the North Sea off Great Yarmouth was at its unpleasant worst. In truth, you wouldn't normally set out from port in these conditions in a boat like this, but they are just what could blow up half-way through a long passage, and we wanted to find out just what the Haines could handle.

And we were glad we did, because the 34 revelled in the conditions. Punching into the seas we pushed the throttle up to 12 knots, then held on for the crashes, but they never came. Instead, the boat motored steadily through just about everything that was thrown at it. The ride angle was perfect, with excellent visibility in front of you, and all the way to the horizon. The topsides knuckle did exactly what it was designed to, throwing any stray water out and down – as the photographs show – and keeping the screens dry. When we headed off 30 degrees, the occasional green wave was handled by

impressively large wipers. Beam on we got some rolling, but that is inevitable, and downwind everything was fine, and our top speed in the deeper water crept up to just over 13 knots.

Fuel consumption and range become critical once you go to sea, and those for the 34 make interesting reading. At river speeds you will get around 3-4mpg, and a range with 20% reserve of 275 miles. However, push up to 9 knots and you are down to 145 miles range, 11.5 knots gives 125 miles, and 13 knots 100 miles. The last figure is touch and go for any serious cruising, which suggests a bigger tank should be an option for

Performance & Handling

Excellent performer on the river, even better at sea



long-distance owners. Again, when we passed on our findings to Haines, they took on board what we were saying, and are going to increase the fuel tank size by 30%, which is great news.

Specification & Value

The basic 34 is pretty much just that, and you are going to want to add at least a few of the extras. Must haves for river use are the heater at £4200, bow thruster at £3750, battery charger at £1030, depth/log £780, bigger cockpit canopy at £1930, and fender baskets at £765. For offshore use we would add the anchor winch at £1380, VHF £920, trim plates £700, radar arch £1200, and the full navigation package at £6000. All of these, plus

Specification & Value

A lot of essential extras will put the price up



cosmetic items, add a total of £29K to the base price of £142,000, while the 200hp engine adds a further £7K. And if you go for twin diesels (2x100hp), you will pay up to £29K extra.

Verdict

This boat achieves what it set out to do perfectly. A stylish but discreet, easy-running river cruiser, that will also take care of you out at sea.

A comfortable 12 knots, even in choppy conditions, means you can get wherever you want to go in daylight, yet only use just over half a gallon per mile.

We would still like to see some more locker space in the forecabin but our concerns about soundproofing, and fuel capacity are being addressed.



Haines 34 Sedan technical data

specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	34ft 0in (10.36m)
HULL LENGTH	32ft 6in (9.90m)
BEAM	12ft 4in (3.76m)
DRAUGHT	3ft 2in (0.96m)
DISPLACEMENT	5.5 tonnes
FUEL CAPACITY	90gal (410lt)
(However, new boats will have a 30% bigger tank)	

key dimensions

WIDTH OF SIDEDECKS	12in (30cm)
HEADROOM IN SALOON	6ft 3in (1.90m)
FORECABIN BERTH	6ft 3in x 4ft 0in (1.90m x 1.20m)
SALOON BERTH	6ft 3in x 4ft 0in (1.90m x 1.20m)

performance

Engines	Single 200hp Nanni 4390 TDI diesel
Configuration	4cyl 2.9lt 200hp@3600rpm
conditions	NE'ly Force 3-5, sea choppy.
Load	fuel 50% water 50% crew 3

Rpm	knots	gph	lph	mpg	range	noise
1000	3.8	1.0	4	3.8	275	60
1500	5.8	1.7	8	3.3	240	68
2000	7.6	2.9	13	2.6	190	74
2500	9.0	4.5	20	2.0	145	80
3000	11.5	6.6	30	1.8	125	83
3300	13.1	9.5	43	1.4	100	84

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 taken in the saloon.

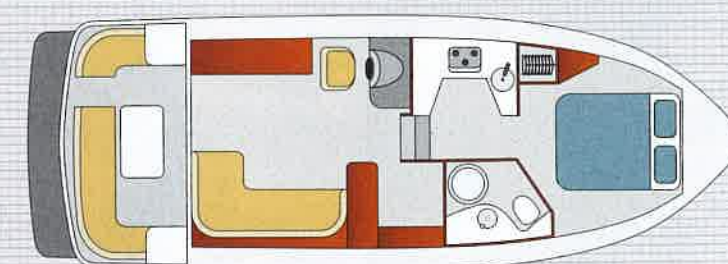


prices

STANDARD BOAT	inc VAT
with single Nanni 50hp diesel	£142,060
with single Nanni 200hp	£149,220
HEATING	£4200
ELECTRIC WINDLASS	£1380
BOW THRUSTER	£3750
DEPTH/LOG	£780
FULL NAV PACKAGE	£6000
RADAR ARCH	£1200

BOAT AS TESTED £178,240

ENQUIRIES Haines Marine. Tel: 01692 582180 www.hainesmarine.co.uk



the rivals



SHEERLINE 1070 SEDAN

From £130,000
Similar in style and layout to the Haines 34 Sedan, available in GRP, but the Sheerline is limited to single engine options and a 8-knot top speed.
Tel: 01603 701100 www.sheerlinemotorcruisers.com



BOARNCRUISER 35 OK

From £161,000
Nine tonnes of Dutch steel keep this vessel down to 7 knots with a single engine, but there's bags of space on board this 35-footer.
Tel: 01202 826800 www.imperial-motoryachts.com



NIMBUS 350 COUPE

From £181,000
This Scandinavian affair has twice the engine size of the Haines 34 and therefore twice the speed, but also has a price tag to match.
Tel: 01590 677955 www.offshore-powerboats.com