Hanse 348

€ 119.000



Fabricante de barcos:	Hanse	Eslora:	10,40 m
Tipo de barco:	velero	Manga:	3,50 m
Categoría:	barco de ocasión	Año de fabricación:	2018
Amarre:	Suecia, Helsingborg	Camarotes:	3
		motor:	Yanmar 3YM20, 21 hp (15 kW), diesel

Vendedor:
Navark Yachtbrokers
Christian Dahlström
Kajpromenaden 22
252 67 Helsingborg
Suecia

Teléfono: +46 42 14 40 50
Sitio web: https://www.navark.se
Idiomas: alemán, inglés, sueco










Detalles

ID del barco	**s320117**
camas	**6**

Datos técnicos

Calado	**1,95 m**
Material del casco	**PRFV/plástico**
Tanque de agua	**210 l**
Tanque de combustible	**160 l**

motor

Modelo	**Yanmar 3YM20**
Potencia	**21 hp (15 kW)**

Descripción

A complete new Elvström sail wardrobe in Dyneema-reinforced laminate, new sprayhood and sailpack, new batteries, fresh antifouling and a fully serviced rig. From the yard she came with every major factory package: B&G navigation, cruising, comfort and hot-air heating.

The Hanse 348 is designed by judel/vrolijk and built around the yard's Easy Sailing concept: a self-tacking jib on a furler, all halyards and sheets led aft to the helm, and a single set of winches. Everything is handled from the wheel, and the self-tacking jib means you can work to windward without touching a sheet — she is entirely manageable single-handed. In harbour the proportional bow thruster takes over, turning berthing in tight spaces into a one-person job. At the same time, the taller rig and modern hull give her a notably livelier feel than her dimensions suggest.

This particular boat was ordered unusually well equipped. She left the yard with B&G's full navigation package, the cruising package, the comfort package and hot-air heating. The B&G suite comprises a Zeus³ 9″ chartplotter at the cockpit table, Triton² displays, autopilot with Precision 9 compass, and VHF with a wireless handset. The cruising package added an electric windlass with chain counter, a 10 kg Delta anchor with 30 metres of chain, an upgraded AGM battery bank, a calorifier and teak in the cockpit. A bow thruster with proportional joystick and Garmin OnDeck remote monitoring have been fitted since.

Below deck she is built in the three-cabin configuration, with the owner's cabin forward and two aft cabins with double berths — a layout that works equally well for a family or for a couple wanting generous stowage. There is a separate heads with its own shower stall, an L-shaped galley with hob and oven, a cool box and a proper chart table. The large hull and coachroof windows, together with the comfort package's SLS lighting control, give a saloon that feels considerably larger than ten metres, and the hot-air heating reaches the saloon, the owner's cabin and both aft cabins.

The sail wardrobe is entirely new from Elvström Sails: a 34 m² mainsail and a 23 m² self-tacking jib, both triradial-cut in EKKO XRP cruising laminate with 25 percent Dyneema — a cloth that holds its shape season after season in a way woven sailcloth does not. The mainsail is fully battened with four battens, two reefs and a loose foot; the jib has a Sunbrella Solartex UV strip and an E-Flex reefing compensator for smoother furling. The sprayhood and sailpack are new in anthracite, chosen to match the grey hull stripe and the UV strip on the jib.

She has had a single owner since delivery from the yard and has been sailed sparingly in recent years. In preparation for sale she has been hauled out, de-masted and gone through in full. The mast and standing rigging have been cleaned, inspected and documented, the running rigging overhauled, the batteries replaced throughout, the hull repainted below the waterline with new anodes, the saildrive serviced, the winches overhauled and the gas system replaced to Swedish standard. Below deck she has been thoroughly cleaned, every cushion dry-cleaned and the heads replaced. The items that normally await the buyer of a boat of this age — sails, canvas and batteries — have therefore already been dealt with.

In the spring of 2022 the boat was damaged ashore when the slabs beneath the forward legs of her cradle cracked and the weight shifted onto the keel and the aft legs. The hull bottom and keel attachment were reinforced and repaired at a yard; the work is fully documented and the class certificate was subsequently renewed without remark. All supporting documentation is available to serious buyers, and we recommend an independent survey as always.

She lies in Helsingborg and can be viewed by appointment. A professional winter cradle is included. The asking price is exclusive of VAT.

Equipment list
ENGINE & PROPULSION
– Yanmar 3YM20 diesel, 15.3 kW (21 hp), 3-cylinder, freshwater cooled
– Saildrive with two-blade propeller
– Fuel tank 160 l
– Vetus bow thruster with proportional joystick (2022)
NAVIGATION & INSTRUMENTS
– B&G Zeus³ 9" chartplotter at cockpit table
– B&G Triton² multifunction displays in cockpit
– Transducers for wind, depth, speed and temperature
– B&G autopilot with Triton² control unit and Precision 9 compass
– B&G VHF V50 at chart table with wireless H50 handset

– Antenna and splitter for VHF, FM and AIS
– Windex and wind transducer at masthead
– Garmin compass at the helm
– Garmin OnDeck remote monitoring (2021)
– Illuminated compass
– LED navigation lights

INTERIOR & COMFORT

– Three-cabin layout: owner's cabin forward, two aft cabins with double berth and stowage
– Separate heads with shower stall to port
– New heads (2026)
– L-shaped galley with hob and oven
– Cool box
– Chart table
– Hot-air heating with outlets in saloon, owner's cabin and both aft cabins
– Calorifier 20 l
– LPG system with stowage for one bottle
– New gas hoses, regulator and gas bottle to Swedish standard (2026)
– SLS Scenario Light System – dimmable LED overhead and indirect lighting in saloon and cabins, controlled from a touch panel
– Reading lights in all cabins
– Courtesy lighting at the companionway
– Blackout blinds with flyscreens for deck hatches
– Venetian blinds for hull windows

TECHNICAL EQUIPMENT

– 12 V and 230 V systems with main panels, shore power and sockets
– AGM battery bank 1 × 90 Ah + 2 × 160 Ah
– New batteries (2026)
– Battery charger 35 A
– Pressurised fresh water system with electric pump
– Blackwater system approx. 35 l with deck extraction and seacock

DECK EQUIPMENT

– Twin wheels with Jefa steering system
– Teak in the cockpit and on the cockpit benches
– Stainless steel cockpit table with folding teak tops
– Removable LED light in the cockpit table
– Helmsman footrests
– Cockpit cushions
– Stowage under the cockpit benches to port and starboard
– Electric anchor windlass with remote control and chain counter
– Delta anchor 10 kg galvanised with 30 m galvanised chain, 8 mm
– Anchor locker at the bow
– Two Lewmar 40 ST EVO winches
– Additional winch handle
– Bathing ladder
– Four mooring cleats plus two additional midship cleats
– Stainless steel pulpit, pushpit and guard wires
– Five opening deck hatches and six coachroof windows
– Sprayhood in anthracite, new 2026 – Kapell & Annat
– Flagpole
– 6 fenders and 4 mooring lines

SAILS & RIG

– Seldén rig
– Self-tacking jib system with track on deck
– Jib furling system
– Total sail area 57 m²
– Mainsail 34 m², new 2026 – Elvström EKKO XRP cruising laminate, triradial cut, 4 full battens, 2 reefs, loose foot, class logo, sail bag
– Self-tacking jib 23 m², new 2026 – Elvström EKKO XRP cruising laminate, triradial cut, 3 vertical battens, Sunbrella Solartex

UV strip, E-Flex reefing compensator, telltales, clew board, sail bag
– Batten boxes and pressure cars with wheels
– Sailpack with lazyjacks in anthracite with Hanse print, new 2026 – Kapell & Annat
SAFETY
– Electric and manual bilge pump
– Emergency tiller
OTHER
– Professional winter cradle
Refit, autumn 2026, carried out under Navark's supervision:
– New sail wardrobe from Elvström Sails
– New sprayhood and new sailpack with lazyjacks
– Mast and standing rigging cleaned, inspected and documented
– Running rigging overhauled
– Batteries replaced throughout
– New antifouling and new anodes
– Saildrive serviced
– Winches serviced and greased
– New heads
– New gas hoses, regulator and Swedish-standard gas bottle
– Minor gelcoat repairs
– Teak in the cockpit lightly sanded
– Cockpit table overhauled, lightly sanded and oiled
– Hull, deck and superstructure polished
– Full interior clean, all cushions removed and dry-cleaned

The hull bottom and keel attachment were reinforced and repaired at a yard in 2022. Full documentation of the yard work and survey is available, and the class certificate was renewed in 2024 without remark. All supporting documentation can be made available on request to a serious buyer.