

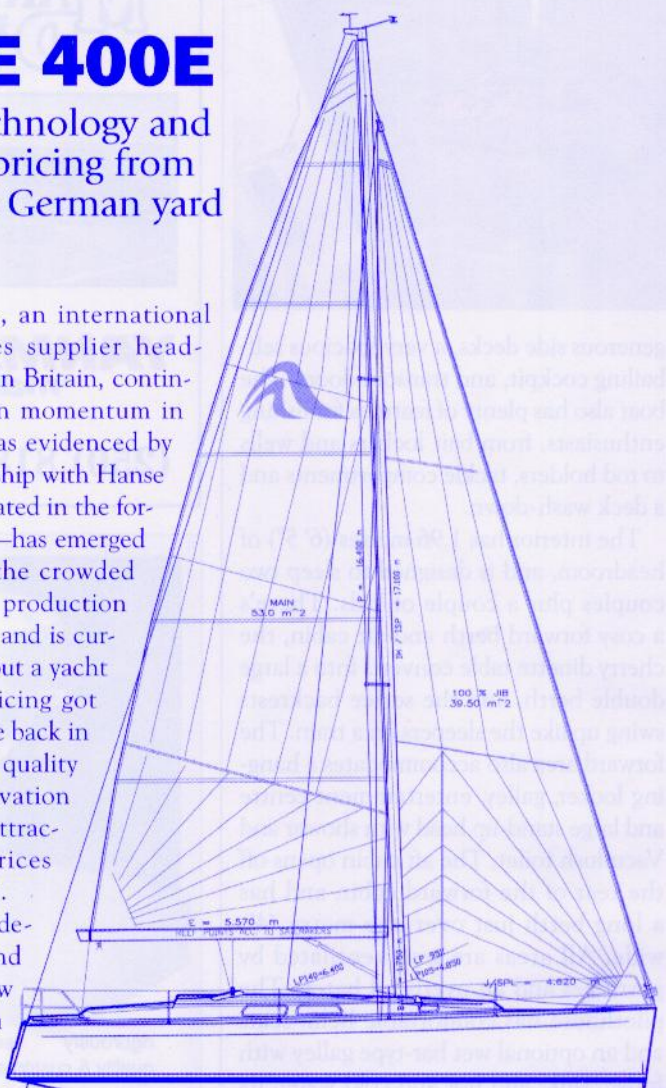
HANSE 400E

Advanced technology and competitive pricing from a progressive German yard

SP Systems, an international composites supplier headquartered in Britain, continues to gain momentum in the marine sector, as evidenced by its working relationship with Hanse Yachts. Hanse—located in the former East Germany—has emerged as a rising star in the crowded world of European production yacht construction, and is currently averaging about a yacht per day. Budget pricing got Hanse into the game back in the mid-1990s, but quality and technical innovation are now the main attractions (although prices remain competitive).

Like its larger predecessors, the 461 and 531, Hanse's new 400e will boast a vacuum-bagged hull built with SP's Ampreg 22 epoxy and Corecell foam. Anticipated weight savings are about 40% when compared to an equally robust 12-metre hull built conventionally in polyester. Hanse indicates this dramatic weight savings will allow the 400e to simultaneously fulfill both high-performance and luxury-cruising roles. By contrast, a growing number of production manufacturers now favour two separate sailing lines—one stressing speed, the other amenities.

The 400e will supplant the 411—one of Hanse's most successful models. The new boat is fractionally shorter than its predecessor, but beam and overall draft are virtually unchanged. On the other hand, the design displacement is 0.9 of a metric tonne (1,980 lbs) lighter. Roughly half this weight savings can be attributed directly to the shift to epoxy construc-

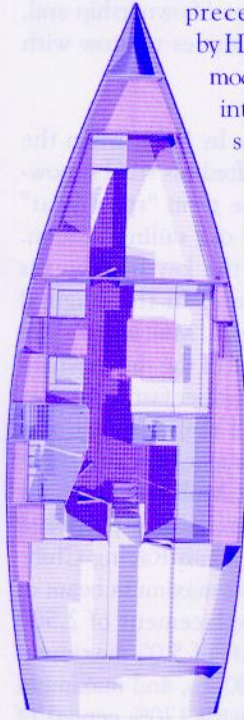


HANSE 400E		
LOA	12.23 m	40' 1"
Hull Length	11.99 m	39' 4"
LWL	10.80 m	35' 5"
Beam	4.04 m	13'
Draft	1.65 m/1.98 m	5' 4"/6' 5"
Ballast	2,599 kg	5,730 lb
Displ.	8,300 kg	18,300 lb
SA (100% FT)	85 sq-m	917 sq-ft
SA/D		21.1
D/L		183
Power	40-hp diesel saildrive	

Built by
 Hanse Yachts, Germany
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tion, while the remainder stems mainly from a reduction in ballast from 3.2 down to 2.6 tonnes. Despite a lighter keel, the stability of the new design shouldn't suffer, thanks to a lighter hull and tapered mast. The 400e has a marginally taller stick than the 411, although total sail area is down by about 1.5 square meters. All the same, the 400e will be a significantly powered-up boat with a SA/L ratio of 21.1 and a D/L ratio of 183—figures very much in keeping with a dual-purpose, cruising/racing brief.



The 400e also sets a precedent established by Hanse's 531 in offering modular, mix-and-match interior alternatives—

some 16 possible layouts in all. The saloon area, navigation station and central head remain the same in all cases, but buyers can "personalize" considerably by combining different forecabin and aft sleeping arrangements. All have an L-shaped galley beside the companionway to starboard (as favoured by most North Americans),

but owners can choose between a second, private aft cabin to starboard, or more galley space combined with a traditional open quarter berth.

In light of its early success in converting to epoxy construction, Hanse now plans to replace all pre-existing models with updated epoxy counterparts. Besides providing weight savings, epoxy is virtually immune to osmosis problems (which certainly helps to justify the extra cost). The architect of choice continues to be Judel/Vrolijk, and convenient self-tacking jibs will remain a standard feature. The target price for the Hanse 400e in the U.S. is about \$189,000, so even after adding Canada's 9.5% duty, this exciting 40-footer should come in at around \$260,000 in B.C. ●