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Hanse 400

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ON THE
COVER

HANSE 400

ON TEST

by
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Azzopardi

In Malta, we don't use our boats much in winter, but often the best fun to be had sailing a boat comes in decent wind. On the day we took the new Hanse 400 out for a test-sail we were lucky in many aspects. First of all we had around 18 knots of wind to play with. Secondly we had relatively nice spells of sunshine while out at sea, and finally, we had a great boat to go with the brilliant conditions.

Let's run through the major changes in the new Hanse 400. It is not really an update, but a completely new model - over 80% of the boat is new. The new 400 is offered with an optional twin steering wheel (the one we tested was fitted with a twin). There is also more room on deck, a larger cockpit, an open stern, side windows that can be opened and more interior options.

When pulling out, the first thing I noticed was how easy the boat is to handle alone. All im-



portant ropes lead down the cockpit to the helm, and as with all other Hanse models, her jib is self-tacking. There's also a fully battened North mainsail. She's fast and can cruise at around seven to eight knots given the right conditions - something you appreciate when you learn that an extra knot saves about an hour in a trip to Sicily. The new Hanse 400 also benefits from the novel T-keel, which helps it run at a good clip and reach higher speeds when running on a beam reach.

For trips where you need to motor along, the local agent also offers the option of equipping her with Gori propellers. These work in two modes. The first, which is engaged by default, provides the performance of a normal propeller but with the added advantage of no

sideways thrust when engaging (the scourge of many berthing attempts). In overdrive mode, the propeller gives a much improved thrust and extra speed. (Once again, we were cruising at around 8 knots in the harbour at crusing revs). This proved to complement the highly efficient Yanmar engine perfectly.

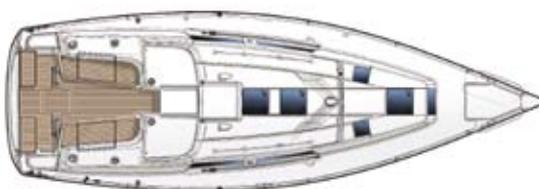
Another interesting option on the Hanse 400 is the epoxy hull. This is the biggest option on the list and will set you back around €8,000 - money I consider well spent. In addition to extra rigidity and around 30 percent less hull weight, epoxy hulls are virtually osmosis proof and not susceptible to post curing. This means the boat will keep its perfect shape, even in our hot summers. While this might not be that much of a concern to the boat's first owner, it's a major is-

sue for the second hand boat buyer and will surely consolidate resale value.

Finally we get to the boat's interior. This is a selling point for many as a boat like this is genuinely a home away from home on long trips around the Med. As usual with Hanse, you get a lot of flexibility with interior customization with various combinations to choose from. The 400 is spacious and comfortable to live in - it has a reasonable beam and interior height and Hanse chose not to stuff too much into it. For the main interior, one can choose between two or three cabins and one or two heads. The ample hatches and the chosen material keep the interior light and airy. This is also helped by the white colour of parts of the hull and the bulkhead in the salon.

HANSE 400 *SPECS*

LOA	12.10m
Beam	4.08m
Draft	2.05m
Total Sail Area	105.60 m ²
Engine	40 HP
Displacement (epoxy)	8.4 t (7.9t)
CE Certification	Class A





Now that the starting price for this boat is officially under the €112,000 mark, many should start wondering what is keeping them from joining the 40-foot club. With the price of a 37-footer, you get a 40-footer equipped and ready to sail. It would be a crime not to consider this boat if it fits your budget. As with any other boat, I would recommend you have a close look at it (luckily we have a specimen here in Malta). If you are really interested, insist on a test-sail - I'm sure that the local agent (Yachting Partners) will oblige.



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