

Hanse 400e



THE HANSE 400E DOES A LOT of things well: It's quick and fun to sail, with an interesting, innovative layout, and is a prime example of "German engineering." Our test boat was fashioned with an option-

al epoxy-based hull (hence the "e" in the name) and the shoal-draft (of 5 feet 5 inches), torpedo-shaped "T-keel," a light, sprightly combination for Chesapeake Bay, where we sailed the boat in a building

breeze that topped off at about 12 knots.

Upwind in 9 knots, the 40-footer pulsed along at 6.5 to 6.7 knots, and as the breeze peaked and we bore off to a reach, the numbers rattled into the 7.2- to 7.4-knot range. The twin wheels had a nice touch, although the split backstay terminating at the aft quarters made it tough to find a comfortable spot to sit when I was behind the wheels and seeking a clear look at the jib telltales.

Down below, the mahogany interior, white upholstery and trim, and laminate floors make for a bright, cheery accommodation plan. The head and galley are to port and starboard of the companionway, respectively, with a generous U-shaped settee just forward of the cook. The clever, opposing navigation station has been rendered with two com-

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LOA	39' 7"
LWL	39' 4"
Beam	13' 3"
Draft (deep/shallow)	6' 8"/5' 5"
Sail Area	1,137 sq. ft.
Displacement	18,519 lb.
Water	88 gal.
Fuel	40 gal.
Engine	40-hp. diesel
Designer	Judel/Vrolijk & Co.
Price	\$288,000

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fortable armchairs flanking a nav table, doubling the space as both a work area and a nice spot for socializing. Our test boat was laid out with twin double cabins aft and an owner's stateroom forward. Storage space was in abundance, some of the best we've seen in a 40-footer. As a midsize performance cruiser, the Hanse 400e hits all the marks.

Herb McCormick