



HANSE 400

Hanse's crossover generation marries speed, comfort and easy handling

by Erin C. Myers

Hanse Yachts traces its roots to the Hanseatic League of the Middle Ages and the historic boatyards of Greifswald, Germany, where boatbuilding has been a force in the local economy since the 14th century. While the Greifswald boatyard on the Baltic Sea boasts one of the last production sites for large wooden boats, in 1981, it made a thoroughly modern contribution to the marine industry when Michael Schmidt pulled upon his racing background to launch Hanse Yachts.

Since their initial designs, Hanse has continually refined the balance between speed, comfort and easy handling in a line of competitively priced blue-water boats. Behind the scenes at Hanse is a team of proven racers and top-performance designers who make sure their seaworthy line

also has the speed to win races. As such, Hanse has retired the 411 molds and replaced them with the Hanse 400, part of a new line of what they have dubbed "cross-over-designs," which marry the comfort and space of a cruising boat with the performance of a racer.

The non-dimensional numbers reflect Hanse's commitment to performance and seaworthiness. The Hanse 400 has a displacement-to-length ratio of 190, which is in the performance range indicating that the hull is light to moderate and easily driven, without being squirrely or sacrificing directional stability. The Hanse 400 has a powerful sail plan with a sail area-to-displacement ratio of 20.3. At the performance end of the cruising spectrum, the Hanse 400 promises to keep moving in light airs. This sail plan coupled

with the self-tacking jib will keep the 400 easy to handle through all maneuvers.

The Hanse 400 comes standard with a fully-battened main and self-tacking jib. The 400 has a 9/10-rig on a two-spreader aluminum mast. The main features lazy jacks for easy furling and a single-line reefing system that leads back to the cockpit. The bow assembly is fashioned to accept an optional gennaker sprit.

The deck is kept simple, and all lines lead back to the cockpit, keeping the Hanse 400 easily sailed by a couple. The large single wheel makes it easy to manage the helm from leeward with a full suite of navigational gear available at the pedestal.

Standard hulls are constructed with hand-laid solid fiberglass below the waterline and closed-



cell foam above. However, for increased performance, Hanse offers the 400 with epoxy construction, which will save 10 percent of the overall weight. Because of epoxy's high load carrying capacity and low weight, it is the standard construction material for the Hanse 461 and larger. Additionally, epoxy hulls don't suffer from osmosis.

Down below, contemporary European styling gives the Hanse 400 a crisp, modern feel. By employing the latest in woodworking technology, Hanse is able to offer a myriad of interior layouts while avoiding the costly price tag that comes with semi-custom interiors. In fact, Hanse boasts 18 variations on its interior configurations for the 400. These variations include a standard V-berth or a diagonal berth in the forward owner's stateroom, either one or two quarter cabins aft, an optional second head, a chart table or a port-side settee across from the

dinette, and a host of smaller options. Owners can choose between a light cherry-like wood or a rich mahogany for all finish work down below.

For more information contact Hanse Yachts U.S. at 410-626-1493 or visit www.hanseyachts.com.



Hanse 400

LOA	39'7"
LWL	35'4"
Beam	13'3"
Draft (standard)	6'5"
Draft (optional)	5'4"
Displacement	18,739 lb.
Ballast	6,426 lb.
Engine	40 horsepower
Air draft	64'
Total sail area	1,137 sq. ft.
Displacement/Length	190
Sail area/Displacement	20.3
Designer	Judel/Vrolijk & Co.
Base price*	\$189,500
*includes delivery to U.S. East Coast	

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