

## ON TEST

# Hanse 415

### WHO IS IT FOR?

Cruiser for families or couples

### TEST DETAILS

Southampton Water, Force 4-6, flat water

**A**re you in the market for a new, economical family cruiser of 40-45ft? Then you're in luck.

Some of the most impressive new launches I've tested recently have been in this sector, including the Oceanis, Sun Odyssey and Bavaria Vision ranges.

With this 415, Hanse have made it in among the big four manufacturers. This, of course, doesn't make the decision about which to choose any easier, but competition-driven quality puts the buyer into a nice position.

### On the water

'Delightfully simple sailing pleasure' sums up the Hanse 415. Contracting Judel-Vrolijk to draw their modern, sprightly yet beamy hull lines has proved a winning formula for Hanse, who have developed some of the cleanest deck profiles around. Coachroofs look sleek, but cockpit protection can suffer. But high topsides buy roomy interiors.

The 415 continues this trend, with running rigging led right aft to powered winches (optional) directly forward of each wheel. Another Hanse speciality is the use of a self-tacking jib for ease of sail-handling, meaning one person can hoist, tack and manage the sails while the family relax in a cockpit free of lines. The generous main provides the grunt in light airs and is sheeted using the German system, also led back to the two winches.

We started sailing conservatively with two reefs in the main, broad reaching at 7.5-8 knots in 15-17 knots apparent, and close reaching at 8 knots in 25 apparent. A similar-sized Hallberg-Rassy 412 just eased passed us on a broad reach, but only when they had in one less reef. Shaking out our second reef, we were overpressed upwind, but clocked a sprightly 7.5 knots.

The Jefa steering helps to reinforce the feeling of being in complete control at the helm. In the gusts it proved easy to spill any excessive force, or electrically trim the sails from the helm – and although it was a doddle to sail the 415 solo like this, I was fortunate to have ex-Admiral's Cup sailor Karl Dehler with me to provide a masterclass on mainsail trim.

The result was a very pleasant afternoon's sailing in Force 5 gusting 6 and flat water – easy, comfortable and fun.

A fold-down transom provides a spacious swim platform, revealing dedicated liferaft stowage

Excellent cruising set-up: the benches are a little shallow, but are comfortable. Extra protection from a beamy sprayhood. Large, sturdy table makes a handy support for crew and side decks are wide



LOA	12.40m	40ft 8in
LWL	11.40m	37ft 5in
Beam	4.17m	13ft 8in
Draught (standard)	2.10m	6ft 11in
Displacement	8,900kg	19,621lb
Ballast	2,900kg	6,393lb
Price ex VAT	£125,000	

[www.hanseyachts.com](http://www.hanseyachts.com)



▲ Above: having the main sheeted from mid-boom and led aft to both winches makes short-handed sailing a doddle



▲ Above: the roller provides stem clearance for the anchor. It has an eye near the forward end to attach the tack of an asymmetric, keeping it clear of the furler



**TEST BOAT**  
 Two cabins and a single heads, with large workshop stowage area aft to starboard. 2.1m T keel.

**OPTIONAL ARRANGEMENT**  
 Three cabins and two heads; 1.72m L-shaped shoal keel. Bow and stern thrusters surprisingly are both on the options list. If selecting the powered winch package, an extra 200ah of battery capacity is included.

**Practical interior**

An inviting, shallow companionway leads into a bright, airy and spacious interior with 1.9m headroom. The test boat was in satin-finished cherry trim, but Hanse offer multiple options.

In the two-cabin layout on test, I found the L-shaped passageway galley practical, with generous worktop and bracing aft for when heeled. She feels a lot more spacious than the 395, notably in the aft cabin, which sports a generous double berth, and the heads with separate shower. And there's still good headroom forward in a large master cabin.

Yes, the latches and lockers are annoying and loud and some doors don't line up properly, divulging her mass production build – production is actually very clever, with man hours cut to a minimum (300 hours).

But in general the interior did nothing to prevent me from gaining a decent overall impression of the 415.



**IN A NUTSHELL**

It would be tough to make the 415 any easier to sail solo yet still provide the pleasure she affords on the helm. A spacious, comfortable, good-value family cruiser with generous stowage.



The saloon feels spacious thanks in part to the coffee-cum-chart table to port which drops down on struts. Cushions fold to transform it into a berth, or enable eight to sit around the saloon table