

STORY AND PHOTOS BY SVEN DONALDSON

Hanse 430e

New 43-footer has much in common with Hanse's groundbreaking flagship models

About five years ago, Germany's Hanse Yachts—previously regarded as a second tier builder of attractive, moderate family boats—made a major splash with a pair of big, radical designs. The Hanse 531 and 461 (since joined or supplanted by the 630e, 540e and 470e) are standouts at the dock thanks to towering freeboard, expansive beam and outsized rigs. Both on deck and below, these striking yachts appear to draw inspiration more from *avant garde* architecture and interior design than familiar nautical norms. As with any sailboat there are still plenty of curves, but it's the conspicuous use of straight lines and sharply squared corners that really catches the eye. Despite plentiful teak decking above and high gloss woodwork below, the overall impression is more like a trendy luxury apartment than a conventional sailing yacht. Nevertheless, Hanse hasn't neglected the performance side of the

equation; and each of these Judel/Vrolijk designs is among the quickest series-built cruisers in its size range. Moreover, thanks to self-tacking jibs and good sailing gear, they are among the easiest to handle as well. In retrospect, it was these flagship models that really paved the way for Hanse to enter the big leagues of international boatbuilding.

Design/Construction Unlike quite a few competitors in its size bracket, the 430e has an actual hull length of 43' 2". Maximum beam amidships is 13' 9" tapering only slightly back to a broad, open transom. Thanks to an almost plumb bow, the length at the waterline at rest is 39' 4", while the effective sailing length, once the stern overhang wets out, is a

full 42' 6". This is a yacht that will certainly spend a fair bit of time doing 8 knots or better, whether under power or sail.

Hull laminates can be either conventional polyester/glass or, for about \$15,000 more, SP Systems epoxy wet prep over premium Corecel foam. The "e" or epoxy option (now standard on all Hanse models larger than 43') promises superior osmosis resistance, weight savings of about 1,320 pounds, greater strength and, for sure, added resale value. As with the other Hanse models, all 430 decks are polyester/balsa sandwich; and the deck molding is attached to an inward hull flange using an extruded aluminum toe rail, stainless fasteners and a polysulfide adhesive/sealant.



The test boat's keel consisted of a cast iron fin supporting a lead bulb, but this construction has recently become an upgrade, with Hanse now supplying an all-iron keel as standard. In either case, husky, paired keel bolts pass through thick load-distribution plates that fill the spaces between substantial keel floors. It's no secret that keel failures have been a growing concern of late, but the Hanse's construction seems reassuringly robust.

The high-aspect spade rudder, tapered aluminum shaft, self-aligning bearings, dual steering pedestals and associated linkages are supplied as an integrated system by Jefa—a

steering specialty firm in Denmark. It's a smooth, low friction system with minimal free play—not always the case with twin wheel setups.

Engine and Systems Standard power for the Hanse 430e is a three-cylinder Yanmar 40-horsepower diesel saildrive, but the test boat sported an upgrade to the four-cylinder 50-hp saildrive. There's ample space in the engine compartment for the larger engine, but I'm not entirely convinced that a higher top speed—likely no more than a half knot—makes it worthwhile. Regardless, hinged companionway stairs at the front and

two removable side panels provide excellent maintenance access. Under power at 2,000 rpm (6.7 knots) I measured 74 dBA in the centre of the saloon. At 2,500 rpm—a comfortable 7.4-knot cruising pace—the sound level increased to 77 dBA, while full throttle produced 8.2 knots, turning 3,200 rpm, with just a slight rise in sound pressure to 79 dBA.

Hanse's standard house bank is a solitary 110 amp-hour battery, but the local dealer routinely adds a second to better meet typical demands. Standard kit includes an Isotherm 12-volt front and top loading fridge, pressurized hot/cold water, extensive interior lighting and two heads (with a separate shower stall aft). The two stainless steel holding tanks are fairly small but close to their respective toilets (to minimize the pump strokes required) and mounted high to permit gravity discharge when in open waters.

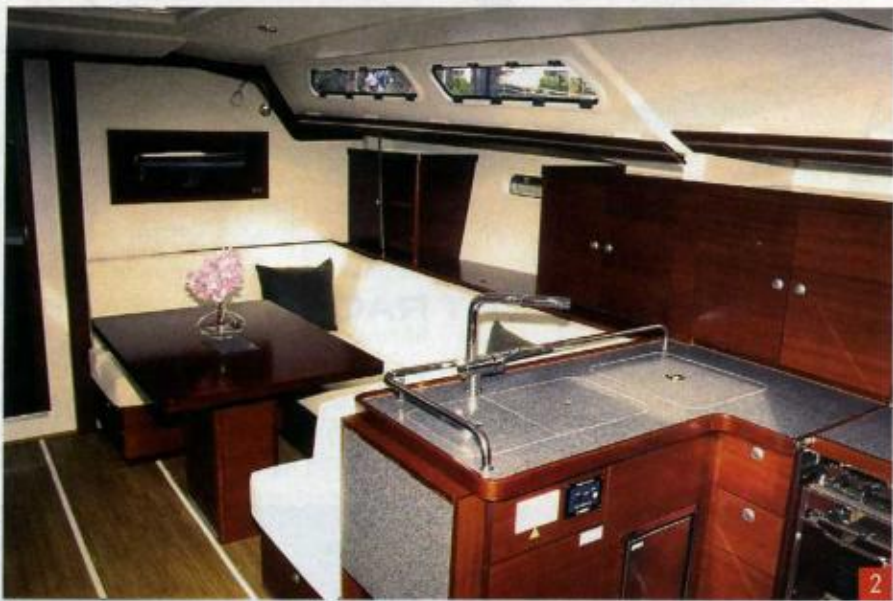
Rig, Deck and Cockpit The 430e gets an aluminum 9/10 fractional rig with two sets of spreaders, and discontinuous side rigging (to reduce weight and windage). Dyform wire rope—a premium product that elongates less than standard 1 x 19—is used for the upper shrouds, making it easier to keep the rig in tune. Like every other Hanse, the 430e has a self-tacking jib that sheets to a concave, ball bearing traveller. Powering through some steep waves off Point Atkinson, I managed to immerse the entire stem, in the process discovering that the molded deck riser, which supports this jib traveller, doubles as an excellent breakwater.

The standard roller furling gear features a drum mounted below deck level in the voluminous anchor locker (which also houses a standard electric windlass). The hidden drum is elegant, but the many blocks and fairleads needed to route the furling line aft created what I felt was excessive friction.

Luckily this isn't a problem with the other controls. All lead aft from the mast base and are kept mostly out of sight beneath molded deck shrouds port and starboard. Thanks to a powerful solid vang, the standard 430e has dispensed with the usual short mid-boom traveller, but I doubt the average cruising sailor will miss it greatly. Also, unlike previous Hanse models, there's no longer an adjuster tackle for the masthead backstay. It would appear that Hanse is targeting cost savings and the cleanest possible look, but at some cost when it comes to managing sail trim. ▶

1 The interior styling emphasizes the straight lines and bold, simple shapes of the 430e.

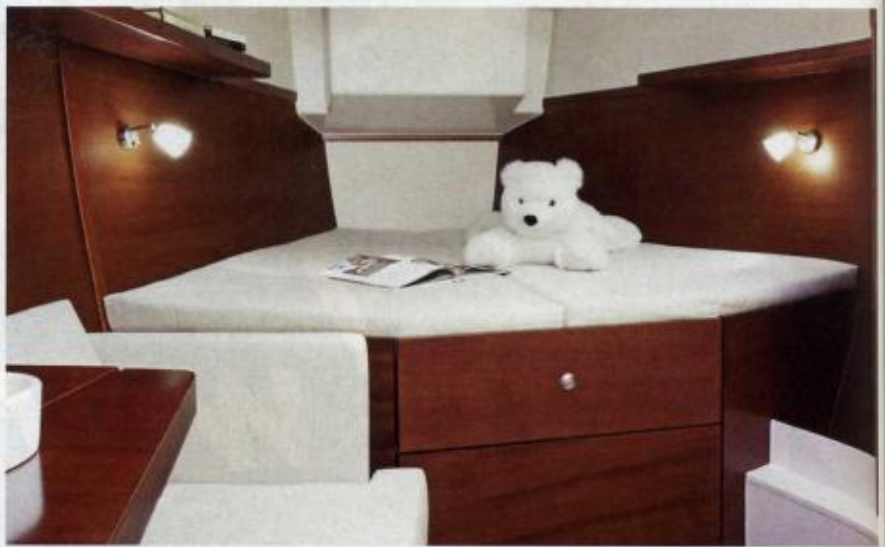
2 Large hatches allow plenty of light into the highly reflective dark mahogany interior.



On Board SAIL

On the other hand, it's easy to admire the pure elegance of this yacht's topsides. Nicely executed teak decking on the cockpit sole, seats and portions of the coachroof are easy on the eyes and offer good grip underfoot. Those who feel insecure in open-transom cockpits may find the wide-open stern a bit intimidating, but with the dual lifelines done up it's entirely safe for adults. (Small kids or pets? Maybe add some netting, and better yet, get them into harnesses.) In any case, the twin wheels and centrally mounted table/instrument module effectively separate the "driver's zone" aft from the passenger area in the forward two thirds of the cockpit.

Below Decks The 430e incorporates the "light strip" styling element first seen on the company's flagship models. From the saloon, two big opening hatches are lined up fore and aft, allowing plenty of daylight into a largely white, highly reflective interior. There's enough woodwork—either dark mahogany in the case of the test boat or an optional pale-hued cherry—to avoid the dreaded stark, plastic look. All the same, the emphasis on straight



Hanse's personalized interior allows buyers to choose their preferred sleeping arrangements.

lines and bold, simple shapes bears little resemblance to a "typical" yacht interior.

From a practical perspective, the Hanse 430e offers more dedicated stowage than many similar-sized production yachts. Convenient drawers gave access to some spaces beneath the dinette that would often be accessible only by lifting cushions. Surprisingly,

however, there was wasted volume behind the dinette on the starboard side. Two hull side windows allow a peek outside while seated in the saloon, but they could (and should) have been larger.

Hanse's "mix-and-match" interior scheme allows buyers to customize their own interior to a considerable degree. The 430e can be had

with single or dual aft cabins, either a conventional V-berth suite forward or an appealing offset forward berth as seen in the test boat. Those who need to sometimes sleep a crowd can also add stacked single bunks forward, either in the forward cabin along with the double, or in a separate fourth sleeping cabin.

Under Way I tested the 430e on a couple occasions, first for a spin on English Bay in 5-6 knots true wind, and a few days later, running it over to Nanaimo in advance of the boat show there. Sadly, the four-hour delivery didn't turn up a great deal more wind than the photo shoot day, but it reinforced my strong belief in the efficiency of motor sailing when the wind strength is marginal and a bit too far aft. With some added boost from its big, potent rig, the Hanse could often hustle along at 7-8 knots with the diesel ticking over at just 1,800 rpm—a great way to eat up the miles when conditions don't allow for brisk sailing.

The self-tacking jib makes beating upwind far from becoming a chore, so nearing Nanaimo, when the southeast wind got up to a heady 8 knots or so, I spent 15 minutes

backtracking just to enjoy the sensation of short tacking with just a spin of the wheel. Hard on the wind in these conditions, optimal boat speed seemed to be slightly under 6 knots with tacking angles very close to 90 degrees. An electric halyard winch (optional) and accurate, nearly effortless Jefa steering were the final ingredients in cooking up a first rate ride for keen sailors who relish speed, but don't necessarily want to work hard to enjoy it.

Closing Remarks Hanse's successful formula is based upon conservative, but technically sophisticated construction, powerful performance with ease of handling, and last but not least, the rather daring, "look-at-me" styling. Burdened in Canada by the 9.5 percent import duty, these are not the market cost leaders, but for those who seek this particular basket of attributes, they are well worth the price. A basic polyester 430 with factory standard equipment currently runs about \$350,000 commissioned in Vancouver, while the epoxy 430e as tested with larger engine, three cabin interior, nice electronics and other options will come to about \$420,000. ☺

Hanse 430e

LOA	13.30 m	43' 7"
Hull	13.15 m	43' 2"
LWL	12 m	39' 4"
Beam	4.18 m	13' 9"
Std. Draft	2.20 m	7' 3"
Shoal Draft	1.80 m	5' 11"
Ballast	3,200 kg	7,064 lb
Displ.	10,400 kg	22,958 lb
SA (50% IJPE)	95 sq-m	1,023 sq-ft
SA/D		20.3
D/L		168
Fuel	220 L	58 U.S. gals
Water	320 L	84 U.S. gals
Power	40-hp Yanmar diesel saildrive	

Built by

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