

# The Ultimate Self Tacking, Self Sailing 45 Footer?



**AN** INJECTION of new interest for the Hanse 445 is evident following its most recent update and the positive response from around the Autumn boat shows.

Launched in 2010, the Judel/Vrolijk design is already one of the German marque's more successful models with more than 250 sold since it was originally launched late in 2010, writes YL chief boat test editor Andi Robertson.

I sailed the updated version during the summer months on the Solent on a perfect, light sea breeze afternoon and stepped off the boat with the usual feeling of satisfaction that the Hanse brand really does offer a great combination of good sailing performance with an excellent accommodation and comfort package, all at a favourable cost.

Though the gene pool is perhaps a bit too evident for some tastes, I still find the Hanse formula produces good looking boats. Yes, arguably they are flat and slightly slab sided in order to provide all that interior volume, but they still style them nicely with a pretty, low angular coach roof, short overhangs and in really easily driven hull shapes.

Purists like myself would still persist in arguing that Hanse, and others like them, have taken some of the fun from sailing but in this push button world, ease and simplicity of use prevail.

And the Hanse 445 really

does deliver those principles in full. All of the control lines, and that means all of them, are led back to within reach of the helm. The self tacking jib works admirably. Add a set of quality sails, a good furling headsail and perhaps a Code Zero or reaching A-sail and you could really enjoy yourself.

Changes to the 445 are mostly customer and agent led. Berths in the aft cabins are bigger, and the windows are not only bigger, but more numerous to let in more light. All of the deck hatches are flush and the hull windows are now improved.

Either side of the companionway there are now small storage scoops for some of those small items which might otherwise end up sliding around the cockpit floor; phones, tablets and so on.

All of the woodwork has been upgraded with solid framing and the heads/shower rooms have been improved.

The 445 follows Hanse's modern production method with the hull in solid, hand laid fibreglass with a vinyl ester outer skin to protect from blistering, while the deck is balsa cored.

The main loads through the boat are accepted through a moulded chassis which is bonded to the hull in concert with the main structural bulkhead.

But while Hanse might be among the market leaders in production methods and efficiency, that does not necessarily mean that boats become homogenous, identical products. Indeed one of Hanse's USP's is their vast range of layouts, colourways, fabrics and deck finishes.

Two keel versions are available; one 2.28m (7ft 4in) draft and one 1.82m (5ft 8in). The rig is a fractional twin spread alloy mast and boom



from Selden. Standard mainsail is fully battened with single line slab reefing and lazyjacks working to provide a nice balance with the 106% self tacking blade jib.

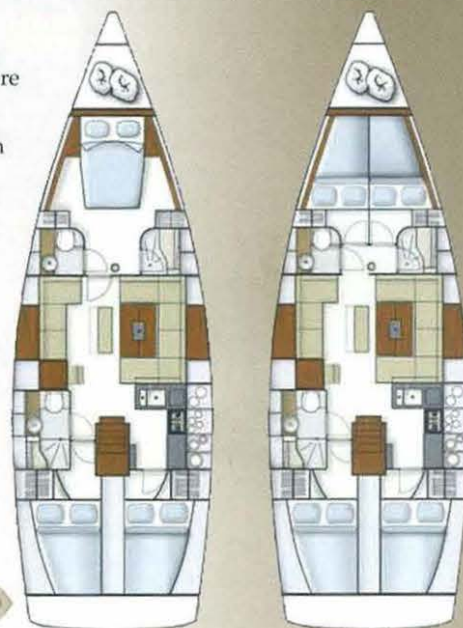
I liked the wide open spaces in the cockpit. The twin wheels each with their own nav and performance pod give perfect forward visibility to the sails and also leave a good, wide passageway through to the massive, excellent fold down bathing patio which the transom forms. Families and charter groups love this option and it's a strong sales point.

The low coach roof means wide side decks affording good access forwards. There is a low toe rail slightly inboard of the deck edge, and although all of the sheets are brought back to the cockpit, there are good tail bags outboard of the coamings which keep everything

reasonably tidy. Throughout the deck and cockpit space there are good handholds, not least around the substantial fold down cockpit table.

We had an enjoyable, if slightly sedate sail during which we fully acquainted ourselves with the 445 on all points of sail. It would have been great to have a few more knots of breeze but it was not to be.

Upwind the 445 was not just light and responsive on the helm but it really was obvious how well the hull moves through the





water in the light stuff.

It accelerated well in the puffs and there was no obvious shortage of horsepower even in 5-7kts of true breeze. We did appreciate how the helm can pretty much run the boat and leave guests and family to do their own thing, simply enjoying the ride.

Opening up the angles, easing sheets and the 445 slipped along easily leaving a small imprint on the smooth water, again highlighting how sweet the underwater hull form is.

Inside there is considerable space and lots of natural light. The key spaces are well proportioned, so there is a great saloon with wide, spacious L shaped settee opposite and a deep U-shaped seating area around the big table. Opposite the galley is a big spacious main heads with a good shower area. Alternatively instead of the L-shaped settee there can be a coffee table to port with two swivel chairs.

Otherwise there is just about every conceivable permutation of double cabins with and without en-suites. Suffice to say there is one version for the

charter market, one owner's premium style and one conventional two double aft cabins with an owners en-suite forwards. Hanse's 'individual cabin concept' sees the boat divided into three sections with different layout options that can be mixed and matched with different woods, fabrics and trim colours to suit a wide range of tastes.

In conclusion, it would be churlish for anyone to criticise Hanse for their formulaic approach because it is a winner. While some others struggle for sales in these difficult times, Hanse still appear to be doing well and the revamped 445 will add to their success.

The price tag on a Hanse 445 delivered in commission and ready to go Clyde, is £192,789 inc VAT. All orders placed by 31 December 2013 qualify for our 50/50 offer worth £15,258 inc VAT, reveals Inspiration Marine's top man in Scotland, Kip based Miles Stratton.



## Hanse 445 SPECIFICATION

LOA	13,52 m   44' 3"
Hull length	13,40 m   43' 9"
LWL	12,20 m   40' 2"
Beam	4,38 m   14' 4"
Draft	2,25 m   7' 4" (standard) 1,82 m   5' 8" (option)
Displacement	approx. 11 t   approx. 24.250 lb approx. 11,3 t   approx. 24.912 lb
Ballast	approx. 3.500 kg   approx. 7.716 lb
Engine	39 kW / 53 HP
Fresh water	approx. 450 l
Fuel tank	approx. 220 l
CE Certificate	A (ocean)
Mast length above waterline	approx. 20,3 m   approx. 66' 7" ft
Total sail area	approx. 96,36 m <sup>2</sup>   approx. 1040' 1" sq ft
Main sail	approx. 55,73 m <sup>2</sup>   approx. 599' 9" sq ft
Self-tacking jib	approx. 40,63 m <sup>2</sup>   approx. 437' 3" sq ft
Genoa 106%	approx. 45,81 m <sup>2</sup>   approx. 493' 1" sq ft
Gennaker	approx. 150,65 m <sup>2</sup>   approx. 1621' 6" sq ft
Rig	I: 17,52 m   57' 5" J: 5,25 m   17' 2" P: 16,55 m   54' 3" E: 5,90 m   19' 4"
Design	judel / vroljik & co
Interior	HanseYachts Design