



STORY: DAVID LOCKWOOD PHOTOS: JOHN FORD

Hanse 470e

Trim, taut and terrific is the stark contrast between the old and today's head-turning Hanse yachts

Hanse's trendy new 470e is a comfortable and contemporary 47-foot production-built yacht designed for cruising in a set-and-forget manner with a self-tacking 95 per cent headsail and electric winches.

The 'e' stands for Elite Class but it could also be epoxy, as in SP Systems, previously a boatbuilding method confined to cutting-edge race yachts but now available through this German yard.

The composite construction using Corecell closed-cell foam coring (balsa in the decks), quadaxial glass and vacuum bagging requires less resin for a stiffer and stronger end product.

There was a (\$20,000) optional Maxpower retractable bowthruster to make decamping and berthing a breeze. The motor was an upgraded 75hp Yanmar, while mooring lines, fenders and an array of spiffing pop-up deck cleats with overboard drains all come standard. The deck is easy to get around too.

All lines and working strings are captive right back to the Spinlock jammers just before the twin

wheels linked to Jefa steering. The sail wardrobe was upgraded to North's Norlam D series, a laminated Dacron panel sail with better shape.

Down below, the classic Hanse design has been replaced by low-slung lounges, armchairs, more open space and upmarket finishes like Corian counters and parquetry mock-wood flooring.

The standard layout comprises three cabins and two heads, but there is an optional four-cabin boat, plus the choice of an offset double bed with credenza/office and en suite forward in the bow. The trendy L-shaped galley is to starboard.

The steering felt balanced and with 3550kg of ballast in the composite iron/lead keel, the 12,800kg yacht has a good ballast ratio. It was truly enjoyable sailing in the most simple of ways.

HIGHS

Cutting edge; epoxy construction saves weight; big brand backing.

LOWS

Contemporary interior could date; no seat for the navigation station.



Price as Tested: Approx \$633,615 w/ 75hp Yanmar engine, three-cabin layout, and options

Type: Monohull

Material: Composite vacuum-bagged hull using SP Systems epoxy

Hull length: 14.19m

Beam: 4.46m

Draft: 2.60m (standard deep-draft cast iron/lead keel)

Rated HP: 75

Fuel capacity: 250lt

Water capacity: 400lt

Total sail area: Approx 124m²

IMPORTED AND SUPPLIED BY

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