

ATLANTIC HIGH *FIRST TIME ACROSS*

CRUISING WORLD®

MARCH 2015

CREWED BLISS

**KICK BACK
AND ENJOY
A CHARTER**

PAGE 46

**DRAMA DOWN
UNDER: A LONG
BASH TO HOBART**

PAGES 12 & 98

SURPRISE AND DELIGHT IN THE "MEXICAN GALAPAGOS"

PAGE 33

**LITHIUM-ION
BATTERIES
DONE RIGHT**

PAGE 60

www.cruisingworld.com U.S. \$4.99

03



0 74820 108556 1

Long Tall Sally

Broad of beam and high of freeboard, the powerful Hanse 575 was built for sallying forth on the high seas. *By Herb McCormick*



These days, the big production boatbuilders are all building some darn big production boats. Last month, in Miami, Beneteau unveiled its Oceanis 60, which joins the ranks of recent launches from, among others, Jeanneau (Sun Odyssey 57 and 64) and Dufour (560 Grand' Large) in the Plus 55-foot Club. The Hanse 575, from Germany's prodigious Hanse Group (it also produces Moodys and Dehlers, and several other brands), is another new member. While she may not be the biggest of the bunch, she is nevertheless one very impressive yacht.

The first things you notice when you step aboard (other than the number of

steps it took to get there — this baby has some serious freeboard) are the wide, expansive deck and the towering three-spreader fractional rig. The performance-oriented Judel/Vrolijk naval architecture team was given a simple design brief — create a fast, easily handled, pure sailboat — and they responded by basically maximizing the dimensions, particularly beam and waterline length. (Interestingly, they also eschewed the hard chine that's become de rigueur in the latest generation of mass-produced cruising boats.)

Still, what struck me most was the traditional fully battened mainsail flaked in a stack pack on the boom (be still,

beating heart). Yes, you can order an optional furling main if you really want one, but a company rep said virtually nobody does. And that seems fitting. You wouldn't saddle a muscle car with a four-cylinder engine, and robbing this clearly commanding hull form — she has the broad-shouldered, no-nonsense mien of an Open 60 round-the-world racer — of max horsepower could be construed as a criminal act. This sailing machine is for serious sailors.

Given all that, when powered up in a seaway she'll also be capable of generating considerable loads on the spars, structure and appendages. Yet the 575 appears more than capable of handling whatever Mother Ocean serves up.

The straightforward sandwich laminate — the builder employs resin infusion on some of its other brands but not on the Hanses — marries balsa core above the waterline with a solid laminate below. A massive composite grid system is bonded to the hull with Plexus adhesive, as are the main bulkheads. All this allows the boat to be completed with the keel mounted and fixed (there are shoal- and deep-draft options, both of which are affixed with hefty ballast bulbs). Shrouds, chainplates, longitudinal stringers and ring frames are also tied into the grid, and the overlaid, flanged joint between the cored deck and the hull is bonded and glued, and capped off with a massive bulwark that negates the need for a secondary toe rail. The finished product is in essence an integrated, singular assembly with significant structural integrity.

Down below, thanks largely to the substantial interior volume, the floor plan and living spaces are open and generous. At opposite ends of the boat are a couple of different accommodations options. Forward, our test boat featured an elegant, very modern owner's stateroom with a centerline double berth. But you could also choose twin double cabins and even crew quarters in the forepeak (instead of the ample sail locker). Aft, another set of double cabins is standard, but you may also swap the large head adjacent to them, to port, for a guest cabin with bunk-style berths.

The main saloon has a lengthy straight-line galley to port, with a capacious dining area and navigation desk to starboard. With an abundance of flush deck hatches, port lights and coach-roof



With a powerful fully battened mainsail and a self-tacking jib, the Hanse 575 is a spirited performer upwind (opposite). The main saloon, with a straight-line galley to port and plenty of hatches and ports, is bathed in natural light (top). Perhaps the coolest feature is the “garage” for the jet-driven RIB, which should get the kids out of your hair for a while (above).

windows, the interior is bathed in natural light. Our test ride was finished in pleasant light oak, but cherry and mahogany are also available, and there are numerous choices in floorboards and upholstery as well.

Topsides, the single coolest item is the colossal swim platform with an electric gate in the transom that opens up to a garage beneath the cockpit for the storage of a custom jet-driven RIB. Yeehaw! That should get the kids out of your hair for a

while. Otherwise, this is a very smart and efficient deck layout. With a boat this beamy, the designers had little choice but to go with twin wheels, which both have comfortable seats and dedicated pods with a complete B&G instrument suite. The cockpit just forward has a pair of tables that can be lowered and draped with cushions to form a comfy lounging area. Wear your sunscreen!

The double-ended mainsheet terminates to handy electric winches port and

HANSE 575

LOA	56' 3"	(17.15 m.)
LWL	49' 8"	(15.15 m.)
Beam	17' 0"	(5.20 m.)
Draft (deep/shoal)	9' 4"/7' 4"	(2.85/2.25 m.)
Sail Area (100%)	1,727 sq. ft.	(160.5 sq. m.)
Ballast (deep)	13,007 lb.	(5,900 kg.)
	(shoal)	14,991 lb. (6,800 kg.)
Displacement	43,680 lb.	(19,500 kg.)
Ballast/D (deep/shoal)	.29/.34	
D/L	159	
SA/D	22.3	
Water	214 gal.	(810 l.)
Fuel	142 gal.	(540 l.)
Holding	40 gal.	(155 l.)
Mast Height	83' 0"	(25.30 m.)
Engine	Volvo 107 hp diesel	
Designer	Judel/Vrolijk	
Price	\$567,000 (base)	

Hanse North and South America
978-239-6568
www.hanseyachts.com

SEA TRIAL

Wind speed	8 to 12 knots	
Sea state	2 to 3 feet	
Sailing		
Closehauled	6.8 knots	
Reaching	8.5 knots	
Motoring		
Cruise (2,400 rpm)	9.2 knots	
Fast (2,800 rpm)	9.7 knots	

starboard, just forward of the helm stations. There's no traveler, so you need to honk down (or ease off) on the hydraulic boom vang to control mainsail shape and twist. The 100 percent jib is self-tacking. A fitting on the bow will accommodate the tack of a code zero headsail on a single-line furler or an asymmetric cruising kite. Bear away and pick your poison.

We sailed the boat on a checkered Chesapeake Bay afternoon with spotty breeze. From the helm, sight lines forward were amazing. The wheels were as feathery as could be. Driving down in the puffs, notching 8.5 effortless knots, was more fun than I can describe. The only bummer was when they told me the trials were finished and I had to go home.

Herb McCormick is CW's senior editor.