

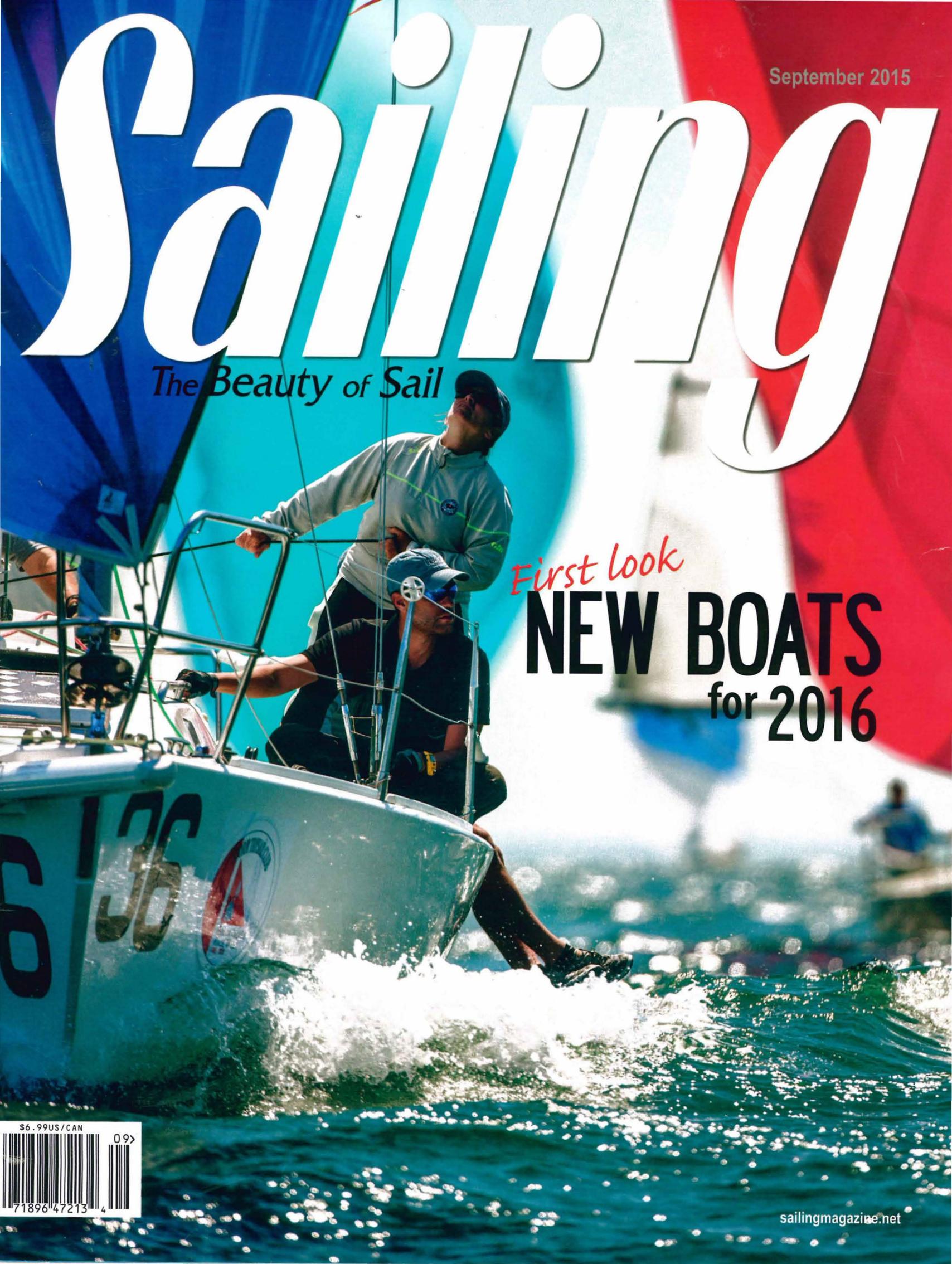
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The Beauty of Sail

First look

NEW BOATS
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HANSE 675

With a wide beam and substantial sail area, the Hanse 675 is at the pinnacle of cruising comfort and performance

If you're looking for something a little larger than the Revolution, the solution is the new Hanse 675, which is 68 feet 8 inches of cruising luxury and performance. It was designed by the Judel/Vrolijk design office. It's a spectacular looking boat punctuated by a gaggle of rectangular windows in the hull sides. To my eye those windows add some interest to this very Euro-modern-looking boat.

This is a heavy boat, weighing 72,600 pounds, but with the long DWL and minimal overhangs, the D/L is only 140. The L/B is 3.55 making it on the narrow side of medium beam. Two keels are available, one drawing 9 feet 10 inches in a T-bulb configuration and the other drawing 8 feet 6 inches. Note the lack of fore and aft rocker to the hull profile and the way max hull draft has been pulled aft.

The rudder looks a bit pushed forward to me, and I suspect that has to do with the water toys garage aft. The rudder stock is probably just ahead of that aft bulkhead. The stern is enormously broad. I'd

guess 17 feet across the transom. The only thing I see on this hull that bothers me is the flat face on the stem. I'd prefer to see a tight radius there. But the Judel/Vrolijk office certainly knows what it is doing.

One thing is certain: When you go below you will be comfortable. The four layout variations involve galley location and saloon arrangement along with different stateroom schemes. The layouts with the galley all the way aft on the port side are kind of intriguing. I don't care much for either of the layouts with the galley in the saloon. Three of the layouts feature the owner's cabin in the bow with a centerline double berth. One layout has the double berth to starboard and a long settee to port. The saloon is so wide that it divides well into two independent conversational and dining areas. "Vegans to port?"

One layout shows seating for 10 guests around the dining table and room for at least four more guests seated to starboard. You can choose from a three double-stateroom layout with two additional stacked single-berth staterooms or a two double-berth cabin layout with an office adjoining the owner's stateroom and a crew cabin aft.

The rig is fractional, of course, with a 23-degree sweep to the double spreaders. The chainplates are on the hull. The SA/D is 25.02, so the 675 should perform very well. The jib is self-tacking. The backstay

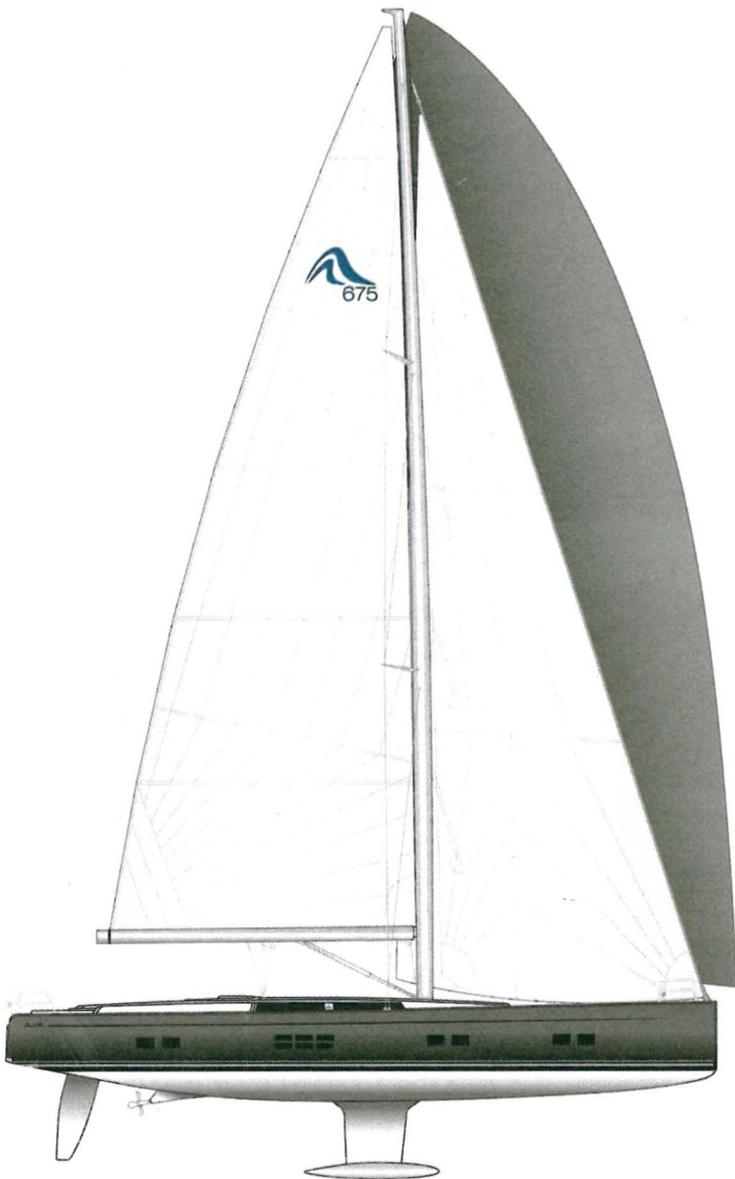


LOA 68'7"; LWL 61'3"; Beam 19'4"; Draft 9'3" (standard) 8'5" (shoal); Displ. 70,547 lbs. (standard keel), 72,752 lbs. (shoal) Ballast 20,502 lbs. (standard), 22,707 lbs. (shoal); Sail area 2,552 sq. ft.; SA/D 25.02; L/B 3.55; D/L 140; Auxiliary Volvo Penta D3-150 146-hp diesel; Fuel 317 gal.; Water 264 gal.

is split to open up the transom. The mainsheet traveler spans the cockpit sole directly ahead of the twin steering stations.

I like this deck plan. I like the way the cabintrunk and cockpit coaming taper towards the bow. Sometimes you see this line more or less echo or even parallel the sheer but that never works for my eye. The self-tacking jib track spans the area directly ahead of the mast between two pickle forks. I first used pickle forks like this 35 years ago on the Norseman 447.

There is what looks like a 4-inch-high bulwark running full length. All the hatches are the flush acrylic type and counting them and including the companionway hatch I get 21 hatches. The flush hatches really clean up the deck. It's very sleek looking. The cockpit area is huge. I can't tell for sure but I'd guess the lazarette garage door swings down to form a swim step when open.



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Our best estimate of the sailaway price

\$1.2 million