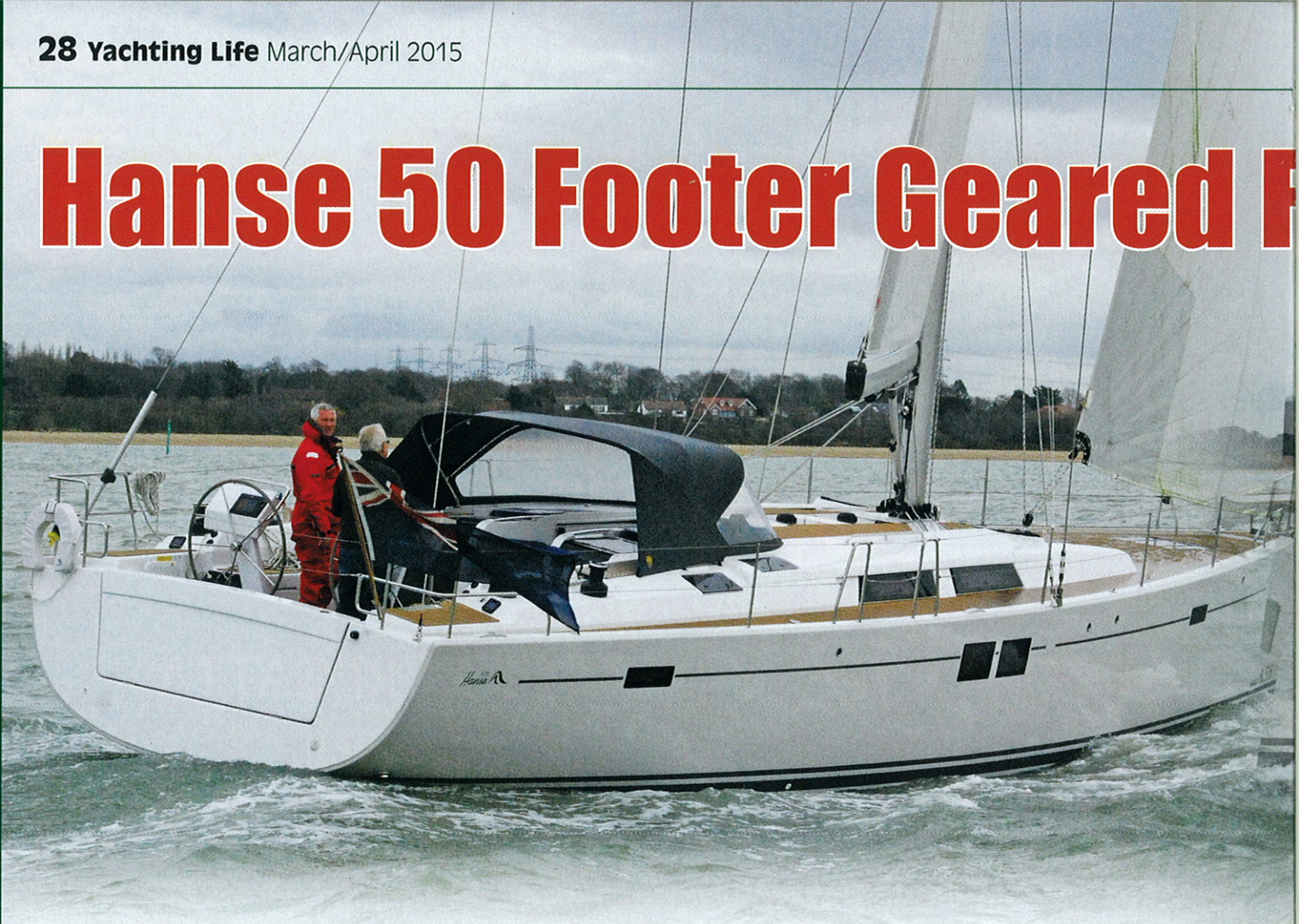


# Hanse 50 Footer Geared R

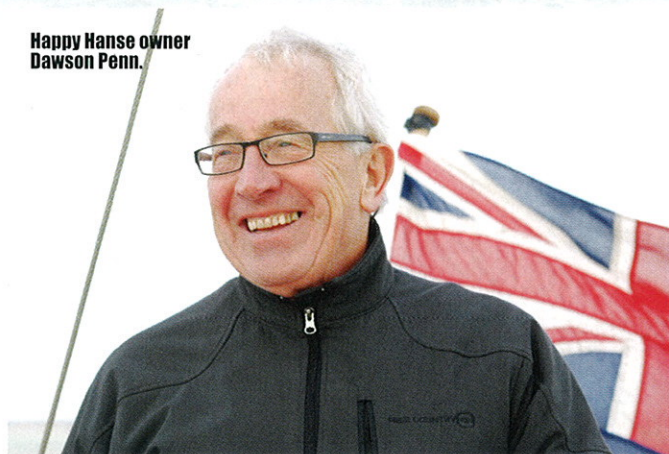


**T**HE HANSE 505 is built on the hull of the successful 495 with a completely new deck and interior. In many respects it follows on from the 575, but it is already a runaway success in its own right, writes *Yachting Life* boat test editor *Andi Robertson*.

With excellent modern sail handling systems, the 505 then becomes, what I and others would consider, the biggest size of boat you would probably now want to handle comfortably as an average couple.

Of course there are many couples who will share the

Happy Hanse owner Dawson Penn.



load 50:50 while bluewater sailing and many will be comfortable to go bigger, but the majority will comprise a stronger, more active male partner.

From that viewpoint, Dawson Penn the owner of the Hanse 505 we tested on the Solent, might be considered a typical owner. He has had a Frers designed Beneteau 51 for some years, but has decided he wanted a more modern boat with more space which he can easily sail himself.

Top of his wish list were ease of handling, so self tacking headsail, in mast main furling together with space and comfort at a sensible price were the priorities.

This particular owner and his wife Eileen did their homework thoroughly and although regular charterers of the big French marques, they chose conclusively to go with the Hanse.

There is no doubt that the German boat builder is making a growing impact on the market. They offer a superb range of choices in every area from layouts, to hardware, to hull colours, to interior finishes and textiles.

That is part of the pleasure of buying the boat, feeling like you have a choice and are not just buying 'off the shelf'.

By all accounts the standard of the fit and finish has improved still more, and once people come on board and appreciate the space and value for money, they also



# or Single-Handed Sailing



seem really impressed with the attention to detail and finish.

Judel/Vrolijk do a great job producing a moderately voluminous hull which is

easily driven thanks to its sleek shape below the waterline.

The keys to the excellent performance are, long effective waterline length, powerful rig,



good form stability, modest wetted surface and decent foils.

Above the waterline the Hanse 505 has a balsa core for

stiffness and lower centre of gravity. The T keel is deep and ensures a high stability. The rudder is particularly deep and we felt it really gave excellent





That impinges on the option of a big centreline aft owners suite however, but for our money the forward owner's cabin is just fine.

Families like the bunk room options, but really there is a flexibility for everyone.

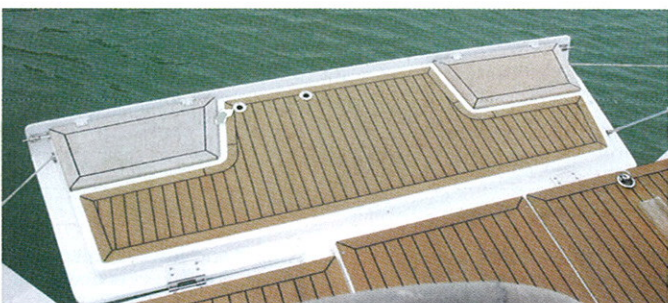
Flush portholes and hatches ensure the level of natural light is increased over the 495, and with the deep hull side ports there is good outside vision from sitting in the saloon.

The saloon itself is modern and loft styled, that is to say



grip and steering. There is a shallower L-shaped option, however.

Key change from the 495 is the cockpit layout which now has a flat, one level floor and the companionway hatch is now drop down. The entrance way is now opened up with good, easy angled steps down.





with big modular spaces and a simple finish without being utilitarian. It has a proper 'man space' too; what used to be known as the chart table, but is now effectively the owner's throne space, to do important captain-like things...

Cockpit access is good and ergonomics excellent. All lines are led under the deck and sidedeck and are easily reached from the helm, using good sized, efficient electric winches. Push button sailing is very much the order of the day.



The saloon boasts a large dining table that retracts to create a big lounge area, but there can be up to five separate cabins including the large owner's stateroom.

The longitudinal galley is augmented by a small off-centre island which also provides good support when moving around the boat inside.

Worthwhile comfort options include a retractable TV, air conditioning, freezer drawer and champagne and wine coolers.

The 505 is powered by a 72hp Volvo D2-75 saildrive with a three blade fixed propeller.

On a grey day, the Solent still provided plenty of wind to create an impressive bow wave and we enjoyed the 'upright' sailing attributes of this Hanse 50ft yacht which offers so many options below deck.

Pricewise, Miles Stratton at Inspiration Marine's office in Kip Marina confirmed the current cost of the Hanse 505 as £259,000 including VAT and that also includes delivery from Germany, antifouling, launching, rigging and commissioning, but, said Miles, a typical 'on the water spec' would be closer to £290,000.

## SPECIFICATION HANSE 505

LOA	15,40 m   50'6"
Hull length	14,85 m   48'9"
LWL	13,54 m   44'5"
Beam	4,75 m   15'7"
Draft	2,38 m   6'9" (standard) 1,98 m   6'6" (option)
Displacement	approx. 14 t   approx. 30.900 lb
Ballast	approx. 4.000 kg   approx. 8.830 lb (standard) approx. 4.450 kg   approx. 9.820 lb (option)
Engine	53 kW / 72 HP
Fresh water	approx. 650 l
Fuel tank	approx. 300 l
CE Certificate	A (ocean)
Mast length above WL	approx. 22,10 m   approx. 72'6"
Total sail area	approx. 129 m <sup>2</sup>   approx. 1.390 sq ft
Main sail	approx. 67,5 m <sup>2</sup>   approx. 727 sq ft
Self-tacking jib	approx. 51,5 m <sup>2</sup>   approx. 554 sq ft
Rig	I 19,55 m   64'2" J 5,85 m   19'2" P 18,35 m   60'3" E 6,15 m   20'2"
Design	judel/vrolijk & co

