



ESTABLISHED in 1993, Hanse Yachts has gone from strength to strength by building performance-orientated yachts at affordable prices. For some time now, all Hanse's sailing yachts have been designed by Judel and Vrolijk – a renowned team of naval architects that has had input into numerous campaign-winning boats, including the 32nd America's Cup winner, *Alinghi*.

Its latest range incorporates a great number of innovations and practical

improvements that have come about by listening to Hanse owners' suggestions, so the new 385 is a very different boat to its predecessor, the 375. More akin to her sister ships, the 445, 495 and 545, she boasts twin helms and a fold-down stern boarding platform, unlike the 375's open transom. The 385 also has more interior volume, a further improved sailing performance and a sleek, clutter-free deck design with flush hatches and hidden control lines.

As with all other new Hanses, her hull is laid up by hand and heavily reinforced using a composite sub-frame bonded to the hull, while weight is kept to a minimum by using a balsa-cored sandwich above the waterline. Epoxy-based vinylester resins are used throughout for their renowned strength, lightness and water-resisting properties.

Hanse has chosen to go the way of several other production boatbuilders by providing a basic boat at a very attractive



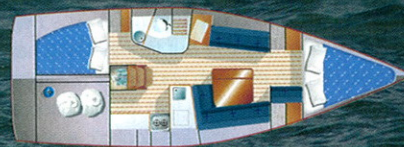
# HANSE 385

THE RANGE OF PERFORMANCE CRUISING YACHTS FROM THE GERMAN BOATYARD, HANSE, IS PROVING POPULAR WORLDWIDE. DUNCAN KENT SAILED ITS LATEST MEDIUM-SIZED CRUISING YACHT, THE 385.



price, but then putting most things that a cruising yachtsman would most likely need into 'Option Packs'. For instance, the 'Cruising Pack', which costs an extra £6,991, contains such essentials as a second 150Ah domestic battery, 30A battery charger, anchor and windlass, spring cleats, lazyjacks, fold-down bathing platform (I presume the basic boat has an open transom) with shower and liferaft stowage locker, windex and a few other bits. The 'Comfort Pack'

has everything else you'd also like to have on board, such as LED lighting and dimmer panel, blinds with insect screens and cooker covers – for a further £3,651-odd. So it's very likely you'll be adding another £10K+ to the advertised price – before you even consider the sailing instruments, VHF, AIS, chart plotter, radar, cruising chute, stereo, central heating, folding prop etc etc. Not that Hanse is any worse with than any other production boatbuilder in this respect.



# NEW BOAT TEST



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## ACCOMMODATION



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The seating is roomy and, with the settee layout, provides comfortable dining for up to six people – eight at a push.

She is very bright and airy below, thanks to white headlinings and bulkhead, with generous headroom (1.88m/6ft 2in). All her long saloon portlights and twin deck hatches open to provide excellent ventilation. A full-length handhold runs each side of the deckhead and is lit with subtle LED strips, making an excellent safety feature when moving around below at sea.

### NAV STATION (2)

This is one area that has become rather 'tokenistic' in modern production boats and it's no different with the 385. The chart table is small and utilises the after end of the port settee as a seat. The electrical switch panel takes up the greater area of the instrument console, but most folk prefer to mount the chart plotter/radar and sailing instruments in the cockpit these days, so that just leaves the VHF and maybe a repeater below. Passage planning would need to be done on the saloon table.

### GALLEY (3)

The galley is L-shaped and huge for this size of boat – especially in the two-cabin model, which has an additional cabinet, worktop and door into the deep cockpit locker.

The galley has a large, deep fridge with two access doors – one at the top, another in the front. The worktop is quartz-style and both the sinks and cooker have covers that extend the working surface still further.

Stowage is good – although, as we soon discovered, there are no stops on the drawers so they fall out if you forget to push the button

in! A long, outward opening portlight above gives good light and ventilation. Coffee machine and microwave are options.

### HEADS (4)

To port as you descend the steps, the heads has a separate shower area and the compartment is a good size with 1.88m/6ft 2in headroom. There is a built-in 20 ltr holding tank and seats over the toilet and seacock cabinet. Stowage for bathroom materials is fine and an opening port offers good light and ventilation. The one and only un-seamanlike item lurks here. The basin's gradually inclining, shallow shape is simply guaranteed to dump its liquid contents at the first hint of heel!

### FORECABIN (5)

This is the master/owner cabin, which is a good size but without an en suite heads. To be honest, I think Hanse has got it right – I too would rather have one really good size heads rather than two pokey little ones just to give the owner's cabin the 'en suite' label. The berth measures a roomy 2.18m L x 2.10>0.60m W and two generous 'wardrobes' provide his and hers clothes storage and a shoe box/seat. Beneath the berth there is more stowage in deep bins. Twin hatches and two hull lights provide plenty of air and light.

### AFT CABIN

These are a good size with ample headroom, enough floor space to stand and dress, and large berths measuring 2.04m L x 1.50>1.10m W. Two opening ports guarantee a through-flow of air and a tall clothes locker has both hanging and shelf space, with a further well-fiddled shelf on top.

DESPITE being only 36ft long over her decks, the 385 is extremely spacious below and is available with four different interior layouts. The standard has two cabins, but options include a second aft cabin as with our test boat (at the expense of some galley space), and a choice between port settee or armchairs in the saloon. The forecabin (master suite) remains the same throughout, as does the single heads.

### SALOON (1)

Her ample beam has been used to the full below resulting in bags of living space as well as useable stowage compartments. The twin drop-leaf table is solidly put together and has a bottle store in its plinth and useful reversible glass holder in the centre that can be used as a tray to take drinks into the cockpit. A similar tray resides in the cockpit table.

## ON DECK

**DECKS (1)**

THE 385 is very stylish on deck, thanks to hidden sail control lines, flush hatches clutter-free decks. But thankfully style hasn't been allowed to overshadow purpose.

Our boat had the standard self-tacking jib, so there were no genoa tracks to stub your toes on and the side decks are wide enough for a clear passage forward. Flush hatches keep everything delightfully clean and the outboard-mounted shrouds provide a handhold when going forward as well as giving a wide shroud base for maximum lateral mast support.

The anchor/chain locker (1A) has a rebate for the windlass to keep it below decks and there's enough room for a few fenders as well as a generous chain rode.

The slightly raised, moulded GRP bulwarks provide a toe grip when heeled and mean that cleats can be mounted on top without the need for fairleads.

**COCKPIT (2)**

The twin helm design means she carries her maximum beam and side decks a long way aft. That allows for a wide cockpit, a really good two-leaf table with substantial foot bar, sturdy handrails and chart plotter mount. It also provides separation between the business end and the relaxation area, which is rare in a sub-40ft boat.

I really like the simple drop-down transom platform, which is a major improvement on the open transom of the 375. It opens to reveal the liferaft locker, which sounds great in theory, but I'm not sure I fancy faffing



around lifting the quarter locker lid in heavy seas to drop the platform when I urgently need to launch the liferaft. I'm also not a fan of detachable boarding ladders, as they leave no re-boarding option to a single-handed MOB should it be packed away in a locker somewhere. The long, fixed ladder is also pretty big to have to stow and is especially difficult on the twin aft cabin boat with only the shallow cockpit lockers.

Teak on the seats is standard, but a teak sole comes with the Cruising Pack.

**SAILS AND RIG (3)**

The 7/8ths fractionally-rigged sail plan is mainsail-driven in standard form, with the 95 percent self-tacking jib. The mast is tall and the mainsail high-aspect, but the plan is well-balanced all the same. The twin, swept-spreader mast is supported via cap and aft shrouds, and a bifurcated backstay with rope tackle adjuster.

The control lines are all led aft to two primary self-tailing winches and

two shallow rope bins are provided by the helm each side. While the arrangement looks good, it doesn't actually function that well. Having the halyards, sheets, reefing lines and kicker all leading to just two winches is a recipe for confusion, or even disaster. Certainly adjusting the tension in a halyard under way is out of the question. Reefing would be an even greater problem, so I would opt for the extra pair of winches on offer (although I can't quite see where they would go without interfering with the primaries). The shallow rope bins soon fill up, too, creating a jumble of spaghetti when you least need it. And if you don't manage to cram it all into the bins it gets caught around the wheels.

Also, the single-piece mainsheet might be a good idea in theory, but the endless loop creates a huge amount of friction, so I would recommend the electric winch option.

Another problem was the lack of a jammer/clutch on the headsail reefing line. We were forced to use the aft cleat as a stopper, which isn't ideal.



Our thanks to owner, Ken Banks (87), for kindly loaning us his brand-new Hanse 385, *Thalia*, for use in our test.



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## UNDER WAY

### CLOSE-HAULED (1)

She handles beautifully and is reasonably easy to sail short-handed. Her rod steering gives just the right amount of feedback, while remaining light to the touch at all times. Her sail plan is well balanced, although her mast is tall so you would need to reef early in a blow to lower the centre of effort. We set off under full sail in 10-12kn of true wind, which became a steady 16kn after a short while.

Close-hauled she powered through the waves effortlessly, giving us an impressive 6.2kn boat speed in just 12kn wind. Later, when the wind had picked up and become a little gusty, the log showed 7kn+ at 35° off the apparent 16kn wind, with a quietly confident, relaxing motion through the water. By that I mean is she sliced her way silently through the chop and left little in the way of wake behind her. She was undoubtedly the best performing Hanse I've sailed so far.

She had no problems tacking through 82° in the firm breeze and the self-tacking jib made it a total doddle of course!

### REACHING

Come off the wind a few degrees and the 385 picks up speed, but not dramatically so. This is probably because she is so slippery

– even when hard onto the wind. The log remained around the 8.5kn mark between 40°-60° off the apparent wind, making her top speed of the day, 8.7kn, at between 45°-55° off the 17kn apparent wind.

She was always easy to handle, although the lack of a track and traveller means the boom rises when you let the mainsheet off in the gusts, which isn't ideal. You just have to compensate by cranking the kicker down harder and putting a tad more tension in the backstay. Her 'groove' comes at around 42° apparent, when you can leave her to sail herself.



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### DOWNWIND (2)

Off the wind you might as well roll up the jib and stick with main alone once the wind comes around beyond a broad reach. She still made 6kn+ without her jib pulling, but she would be better with the optional genoa between a beam and broad reach. Beyond that you really you really need to opt for a chute or spinnaker.

### UNDER POWER

Her 27hp Volvo provides plenty of punch for such a slippery hull and her short keel allows her to be spun on a sixpence, so close-quarter manoeuvring is easy-peasy. 2,000rpm gives you a cruising speed of just over 6kn, while 7.2kn can be achieved quietly and reasonably economically at just 2,400rpm.

### VERDICT

Hanse appears to have gone through an over-trendy design stage and back out the other side – thank goodness. The 385 is a sensibly-designed yacht that is full of practical innovations that can only have been created by someone who knows exactly what it's like to go cruising under sail. Okay, so she's not exactly traditional in the classic sense, but for a modern boat built to a price, she is surprisingly well thought out and is a great performer on the water.

### FOR

- Roomy and well designed below
- Plenty of opening hatches and portlights
- Excellent galley
- Full-length handholds
- Numerous innovative features

### AGAINST

- Only two winches
- No furling line jammer
- Loose boarding ladder

### SPECIFICATIONS: HANSE 385

LOA	11.40m	37ft 5in
LWL	10.40m	34ft 1in
Beam	3.88m	12ft 9in
Draught (Standard-Shoal)	1.99m/ 1.62m	6ft 6in/ 5ft 3in
Displacement	7,600kg	15,873 lb
Ballast (Standard keel)	2,200kg	4,850 lb
Sail Area (main/jib)	74.0m <sup>2</sup>	473ft <sup>2</sup>
Fuel	160ltr	35gal
Water	320ltr	70gal
Berths	4/6 + 2	
Engine/Transmission	27hp Volvo D2-30 Saildrive/2-blade fixed prop	

Designer Judel/Vrolijk  
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