



# *Sculpted* *by a* *maestro*

**At a glance** ▶ loa x beam 13.52m x 4.38m ▶ displacement 11 tonnes ▶ ballast 3500kg ▶ engine 75hp turbocharged Volvo ▶ total sail area 96.36m<sup>2</sup> ▶ base price \$400,000



*Beating into 20-plus knots of wind in a boisterous, confused sea is rarely relished by anyone but the most masochistic of sailors. But Hanse's splendid new 445 thrives in such conditions, and crew grimaces quickly turn to grins.*

Words Lawrence Schäffler Photos Will Calver

**Test conditions** > Hauraki Gulf, 20- 25 knots south-easterly.

The manual toilet that guards against flooding and waste backflow.

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Taking a reef in the mainsail en-route to Tiritiri Matangi Island in 25 knots of breeze

**L**ike any enterprise fighting to survive the global economic meltdown, yacht manufacturers have had to get creative to maintain market share.

Germany's Hanse decided to reinvent its line-up in reply to similar moves by many of its competitors, and their work has met with great success.

The new 5-Series range (32' to 54') is a terrific make-over for the fleet, with long-time collaborators Judel-Vroljik & Co again providing the design smarts and aesthetics. The boats are sleeker, more spacious and, if the 445 is anything to go by, faster and even easier to sail than their predecessors.

*Kallisti* (Greek for 'most beautiful') belongs to Auckland sailor Lindsay Kennedy. She's the first of the new series to arrive in New Zealand (a 385 and two 495s arrive early in the new year) and she's a head-turning debutante.

She was only launched in August so



The 445's well insulated engine and tidy routing of various control lines on deck

Lindsay is still exploring her character but our test sail served up a spirited introduction to her charms. I'm happy to report she's a smooth, beautifully-mannered *fraulein*, fast and responsive, and provides an exhilarating ride.

There are plenty of uber-cool features

about the new Hanse (I'll get to them shortly), but I must begin with what for me is the most uber-cool of them all: *Kallisti's* Simrad NSS8 control system. It's actually the chartplotter, but it does so many other things you may as well call it a control system.



The NSS8 is part of Simrad's line-up of new-generation touch-screen chartplotters. It's centrally-mounted on the cockpit console within easy reach of the twin helms, and there's an identical unit down below at the nav station. In addition to standard navigational duties, it offers functions like built-in AIS and a 'recreational' interface. Controls for an iPod player and radio are presented in crisp, colour detail and can be adjusted at the touch of a finger.

But the real gob-stopper is the autopilot function which allows you to select a magnetic course or the 'follow-the-wind' option where it senses and reacts to a twitchy breeze, taking advantage of the shifts.

Better still, a delicate caress across the NSS8's screen will see *Kallisti* execute a precision tack, the boat pirouetting through 60° onto her new heading thanks to Hanse's standard, self-tacking headsail. Yes, purists might sniff at this, but you have to admit it's a neat option for short-handed sailing.

### **Clutter-free**

You'd never accuse previous generations of Hanse yachts as being examples of clumsy deck lay-out, but the new 445 has somehow improved things. The designers have followed the modern trend in keeping sheets and lines in covered channels along the coachroof, safely out of the way.

She's set up for easy sailing, and everything leads back to the twin helms where the sheets and lines are controlled by a pair of electric Lewmar 48s and the attendant clutches. This configuration is enormously effective: it takes the sweat out of hoisting and trimming sails, allows the helmsman to sail the yacht single-handedly, and by eliminating halyard/mainsheet winches from their traditional possie on the coachroof, the cockpit remains mercifully free of lines and scrambling crew members.

You'd imagine all those lines would create a viper's nest at the helms, and usually they would, but Hanse has come up with an easy solution: strategically-positioned slots in the cockpit locker seats, so you only need to keep the jib and mainsheets free. The rest are tailed into the lockers until needed. Very neat.

It's a particularly generous cockpit, and I liked the foot-braces built into the bottom of the table that offer excellent support when you're perched on the weather side.

But the best part of the cockpit's design has to be the foldout boarding platform. It runs the full width of the transom to form an easy landing between boat and marina (for stern-moored vessels) and a docking platform for the tender. I'd suggest it's also a guaranteed trigger for arguments about 'hogging-the-best-sunbathing-spot'. When it's stowed for sailing, it has two built-in (foldout) teak seats for each helm station, another very clever piece of design.

Up at the other end of the deck is

*"She's a smooth, beautifully-mannered  
fraulein, fast and responsive."*



*“Space, space and space, so much space, it’s difficult to believe this is a 13.5m vessel.”*



Creature comforts are well looked after, in the galley (above) and by two bathrooms, one with an oversize shower cubicle



cavernous drawer under the bed. I also really like the LED strip-lighting concealed behind the ceiling panel that creates a warm, cosy ambience.

Back in the saloon the breezy sense of space is reinforced by the pale Canadian beech joinery, white bulkheads and grey upholstery. An eight-seater dinette with folding table dominates the setting, with a two-seater sofa and the nav station opposite.

There are plenty of Lewmar hatches (each equipped with blinds and insect screens) so it’s easy to fine-tune the lighting and ventilation. Two vertical port windows built into the hull offer a neat view of the world outside.

An L-shaped galley offers excellent



There’s a practical, well-equipped nav station tucked in beside the port settee



There’s seating for eight around the saloon table

another of my favourite features, the large, deep (standing room) locker that owes its existence to the plumb bow. It swallows all manner of accessories, including *Kallisti’s* two gennakers, fenders, mooring lines and even the 4.5hp outboard. It all serves to keep the expansive deck areas free of clutter and emphasizes the 445’s flowing lines.

### Down below

Space, space and space, so much space,

it’s difficult to believe this is a 13.5m vessel. It’s helped, admittedly, by the towering headroom (the boat has a relatively high freeboard) meaning even your lankiest guests will feel at home.

It’s also due to Lindsay opting for the three-cabin version. The 445 is also available with four cabins, where the forward master suite is divided in two, and I can see that option being a hit with the charter market.

The two aft cabins (with double beds)

are virtually identical and share a second bathroom with a particularly large shower cubicle. Both bathrooms feature glass basins, underscoring the overall elegance of the styling.

*Kallisti’s* main cabin is dominated by a queen-size island bed. The ensuite is symmetrically divided into a separate shower and head (port and starboard) and it’s all very, very luxurious. There’s heaps of storage space: matching ‘his and her’ hanging lockers, drawers and a particularly



The three-cabin layout means roomy accommodation, especially the master cabin in the bows

working space and is equipped with a microwave (there is an inverter), a two-burner, gimballed cooker with oven/grill, and twin stainless steel sinks. The 130-litre refrigeration system is particularly generous, comprising a top loader, a front loader and a separate cooler drawer for veges.

The garbage locker is conveniently divided into separate waste and recycling bins, and there is even an underfloor wine cellar.

It all makes for comfortable, extended family cruising.

### Performance

Any cobwebs that *Kallisti* may have been carrying from the factory were quickly swept out as she punched her way from Gulf Harbour to Tiri. The Judel-Vrolijk team has maximised waterline length (thanks to the plumb bow) to create an exquisitely

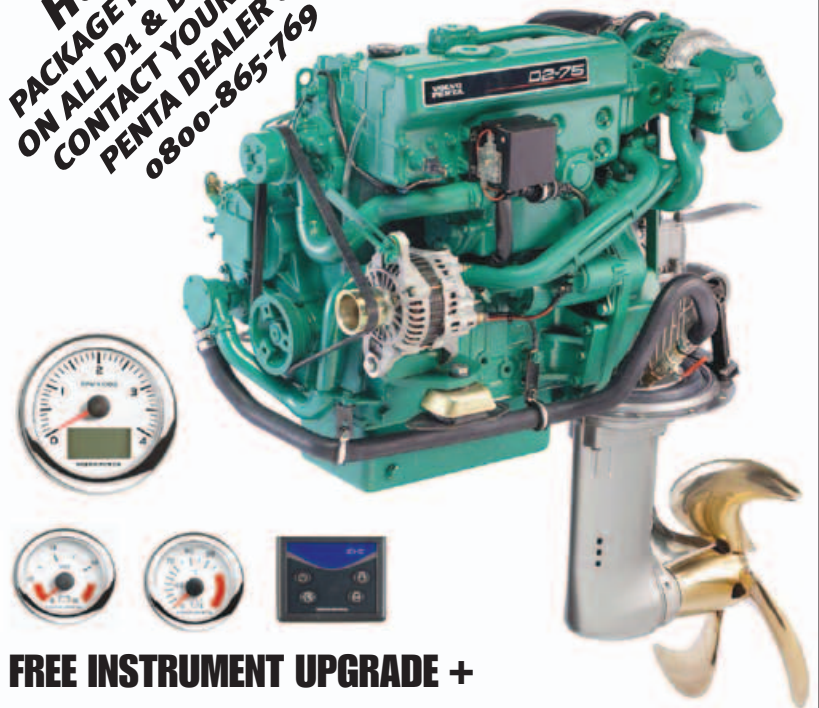
efficient hull and it thrives with its 9/10 high-aspect rig.

The tapered mast (two spreaders) is standard, as is the 2.24m T-bulb keel (a shallower 1.82m keel is optional), and with her massive rudder she responds easily and quickly. The sail plan (a fully-battened main and small, self-tacking headsail) proved about perfect for the conditions, though we eventually opted for a reef.

She climbed upwind (pointing a shade under 30°) at just over seven knots, shouldering aside the 1.5m swells with little fuss. I was a little surprised, however, by the lack of scuppers. We took quite a bit of spray over the bow, and it all collects amidships along the lee rail. I can appreciate that scuppers may detract from the sweeping lines, but I'd prefer the water to drain away.

Returning later that day and dressed

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# Hanse 445 technical



## PROS

- Simrad NSS8 (a chartplotter on steroids)
- boarding platform (slick design)
- forward deck locker
- cockpit layout with electric winches

## CONS

- Where are the scuppers?

### Hanse 445

> **loa** 13.52m > **lwl** 12.20m > **beam** 4.38m > 2.25m (standard), 1.82m (optional) > **displacement** 11 tonnes > **ballast** 3500kg > **engine** 75hp turbocharged Volvo  
 > **fuel** 220 litres > **water** 450 litres > **total sail area** 96.36m<sup>2</sup> > **main sail** 55.73m<sup>2</sup> > **self-tacking jib** 40.63m<sup>2</sup> > **genoa** 106% 45.81m<sup>2</sup> > **gennaker** 150.65m<sup>2</sup>  
 > **CE certificate** A (ocean) > **base price** \$400,000 > **enquiries** Tony Newmarch Marine Brokers 09 413 9465 www.hanseyachtsnz.com

with a scarlet gennaker, she swept along at an average of 10 knots, occasionally surfing to 11 knots, the water boiling off the bow. Exhilarating stuff!

Lindsay has opted to upgrade the 445's standard 52hp engine for a 75hp turbocharged Volvo diesel. It drives a three-bladed folding prop, and together with the bow thruster it's an agile

combination for reversing *Kallisti* into her ultra-snug Gulf Harbour berth. Engine bay insulation is very good and the Volvo chugs away unobtrusively.

While sailing and racing is in the Kennedy family's blood (all three children have represented New Zealand at the Youth Worlds), *Kallisti* is Lindsay's first cruising yacht. He doesn't plan to race

her (that's what he says now), and says his first trip will be to the Marlborough Sounds next year.

He also says selecting a new yacht can be a confusing, nerve-wracking experience, particularly for a first-time buyer. Opting for Hanse's new 445 eliminated much of the stress, and I understand that perfectly.

### OUR VERDICT

Hanse has done itself proud. The injection of new DNA has created a modern, supremely functional cruiser that is sure to appeal to those of the short-handed persuasion. She handles beautifully and rises to the challenge when Neptune's tummy troubles become explosive. Precision German quality.

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