

# ON TEST THIS MONTH

## P96 NEW CLASSIC 700

Dick Durham puts the latest Polish trailer-sailer through her paces. She's very cheap, but is she any good?



## P100 SECOND-HAND BOAT TEST

Jeremy Evans sails one of the last 'classic' Westerlys - the 29' Konsort, which was designed for a family of four

# Head-turning Hanse

The Hanse 430e is lightning-quick, handles beautifully and looks stunning. Chris Beeson thought he'd found his dream boat but it's what's on the inside that counts

**T**here was a Campari advert in 1977. A leathery lothario is making moves on a statuesque, sophisticated young beauty as the violins swirl. He makes his final play: 'Were you truly wafted here from paradise?' The stylus scratches to silence as, in illusion-shattering Cockney, she replies: 'Nah, Luton Airport!'

The point of this reminiscence is that we want to believe in perfection. When we're proved wrong, it hurts. It's partly the boat's fault. The Hanse 430e looks achingly beautiful. Few could carry off the buttery complexion as well as her. With her immaculate teak decks, open transom, flush hatches and gleaming carbon wheels, I was already smitten.

No moonlight and mood music for her. All she needed was a blustery Force 5 and a few lumps to leap off. The 430e is the latest Hanse boat to benefit from epoxy construction. She's lighter, stiffer and stronger, which means she is faster, has greater load-bearing potential and boasts a better displacement-ballast ratio. For the non-technically minded, this translates as fun. Lots of fun.

**P104 NEW BOATS AT THE SHOW**

Chris Beeson profiles the latest launches, including a mini-RM, a maxi-Dragonfly and the latest from Dufour

**P106 BOAT SHOW GEAR**

Dual-purpose GPS, a self-leveling mast mount for radar, and a gadget that monitors anchor rode length

**P108 EPIRB BUYERS' GUIDE**

An electronic distress beacon or MOB alert system could save your life. Which is best for your sailing?

**UNDERSAIL**

With two reefs in the main and full self-tacking jib, she scampered off upwind at 6.2-7.5 knots into the 18-20 knots of true southwesterly wind. At 35° to the wind, she sliced through the Solent's green as if on roller-coaster rails. Her relatively flat underside and firm turn at the bilge dispersed the waves instead of slamming.

Her designers, Judel/Vrolijk, have clearly brought to bear some of the upwind lessons learned during Alinghi's successful America's Cup defence. Heeled at 15-20° she wouldn't even think

of rounding up, so we bore away 5-10° without easing sheets, picked up another 5° of heel as the broad stern raised. She just went faster.

After easing sheets and bearing off onto a beam reach, she accelerated to 8-9 knots. That's certainly the speed we were going but it felt much more measured. With the wheel in hand, there's a sense of calm and complete control that comes from the chain and rod system and semi-balanced rudder. It makes steering an utter joy. Like perfect *dente* pasta – there was just enough bite.

Bearing away further, onto 120-150°, she

remained in the 8-9 knot bracket with occasional surfs over 9 knots. With only two crew aboard and the wind gusting around 25 knots, we opted not to use the gennaker. Even fun has limits.

While heading back in, the photographer noticed we'd broken the gooseneck fitting. You'd never have guessed from the cockpit because the single-line reefing held everything in place. Sparcraft later identified the casting as one of a faulty batch.

The only other problem while sailing was the top third of the jib leech, which didn't so much →

Given her head in a lumpy Force 5, she sails like a dream



flutter as flap, shaking the rig occasionally despite being sheeted tack-to-block. Coincidentally, a colleague recently had a very similar experience on a Hanse 315.

### ON DECK

The cockpit feels very large, partly due to the open transom, which lends a sense of limitless space like an infinity pool. In fact, with the stylish frosted plexiglass table unfolded, four of the six crew the cockpit seats could eat comfortably. Instruments are offset slightly outboard of the wheels and easy to reach from the helm.

With the self-tacking jib and mainsheet trimmed from the halyard winches, there wasn't any call for the primary winches next to each wheel but they would be ideal for a standard 100% jib, sheeted on tracks inside the shrouds, and for gennaker trimming.

Outboard of the starboard wheel are the engine controls, with the gas locker to port. The

posh wheels in the photos – Lewmar's finest – are a £5,000 option. They feel wonderful but, at 2in wide, the port wheel obstructs the gas locker. Five-spoke stainless steel is the standard. The two lockers are cockpit-deep and there's a large lazarette beneath a hatch in the deck.

The sidedecks are easily walkable and, except for a turning block, very toe-friendly. The stainless steel grab rails are some way inboard and stop short of the shrouds, which isn't ideal. The plans show longer grab rails further outboard and apparently, that's in hand. Control lines lead aft to the halyard winches (the starboard one is electric) in ducts under the GRP section of coachroof. The flush smoked hatches and teak in the central section work wonderfully together.

To keep the cockpit traveller free, the 4:1 mainsheet system is just forward of the dodger mounting, almost exactly halfway along the boom. For me, that's too far forward for happiness upwind but, like the self-tacking jib, it's there to

keep sailing simple and social, emphasising this boat's friendly cruising credentials.

The recessed jib furling drum contributes to the clean, uncluttered lines that make this such an attractive boat. The pulpit is open so if you ease the sheet too far, the jib will need skirting.

### BELOW DECK

Phil, the Hanse representative, was very upfront about the boat: 'We wanted her for the Round the Island Race so the yard rushed her out,' he said. 'There are a few things not quite finished.' Quite a few. It wouldn't be fair to list them so we've looked only at finished details.

The mahogany interior, plentiful hatches and 2m (6ft 5in) headroom make for a light, spacious saloon. The fixed saloon table has U-shaped seating and the seating continues right around the saloon, creating a lounge feel.

There's stowage beneath the seating, batteries below the forward-facing chart table seat and drawers beneath the seats at the top of the U. Above the outboard seating is locker space and above that, shelving. With 5in of space, it's good for breadboards or small books but little else.

The surround seating makes the fore-and-aft chart table to port look like a café table. Its function has been disguised by hiding the switch panel behind the frosted doors and leaving no instrumentation on display, just an LED reading light above the table and battery switches below it. You can have the doors replaced with a cherry panel, leaving room for a chartplotter but little else. As a chart table, it falls short.

The galley is a good working height with a surrounding grab rail but no splash panel to protect the saloon seating from spills. On the work surface there was a lid for the fridge and a door at knee level so you can get to the bottom of it. The twin sinks are a bit shallow at 6½in and none →

## »» BELOW DECKS



**LEFT:** The saloon is neat, modern and roomy, with a mahogany fit-out.  
**ABOVE:** The 'cafe-style' chart table is inadequate and the galley sinks are rather too shallow for ocean passage-making

**RIGHT:** There are four layout options. In this one, the forecabin has a sofa and a strangely orientated double berth: head at the port bow and feet facing aft.

**FAR RIGHT:** The en suite shower boasts 1.9m (6ft 3in) headroom and a split-level floor



## »» ON DECK



**ABOVE:** With the plexiglass cockpit table unfolded, four crew can dine in style.

**BELOW:** Flush-mounted hatches



of the many lockers and drawers could handle a pressure cooker. Nor did many of the lockers' shelves have fiddles. Ventilation wasn't great but the sliding stove cover was a nice touch.

Opposite the galley is the aft heads (not en suite) with toilet and shower, though because of the one-piece shower door, it's a bit of a squeeze to get in. There's 1.8m (6ft) headroom, the toilet has good bracing and the seacocks are in the sink locker.

The port aft cabin has 1.9m headroom and a 2m (6ft 6in) double berth with three lockers, each with two shelves, a fiddled shelf on top and a 35in-deep hanging locker. The inboard bulkhead dismantles to give access to the saildrive and heater.

Headroom in the starboard aft cabin is a little reduced because the base of the electric halyard winch protrudes downwards, but there's 1.9m (6ft 2in) headroom away from it. The double berth is also 2m (6ft 6in) long. There's a hanging locker with four shelves next to it, above which is a fiddled shelf. Below the berth is the fuel tank.

The forecabin has 1.9m (6ft 3in) headroom with lockers to port, a small desk and seat just forward of that and a strangely shaped double berth, which runs diagonally from the port bow, about 40° to midships. The en-suite heads has 6ft 3in headroom with toilet and shower. Unlike the aft heads, there is a split level floor to contain the shower water.

### UNDER POWER

The 40hp engine powers a folding three-bladed prop on a saildrive. At 1,500rpm she managed 4 knots, 5 knots at 2,000rpm, 6.1 knots at 2,500rpm and flat out (3,200rpm) she made 7.7 knots. She turned ahead and astern in twice her length, although the wind strength may have broadened the circle. She was well behaved astern and easily manoeuvrable. ▲

### ▶▶ YM VIDEO



Watch a video of the Hanse 430e under sail during YM's test. Go to [www.yachtingmonthly.com](http://www.yachtingmonthly.com) and click on YM Interactive

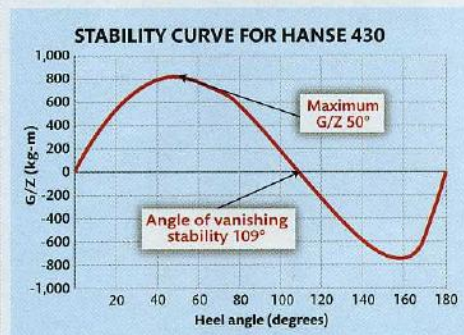
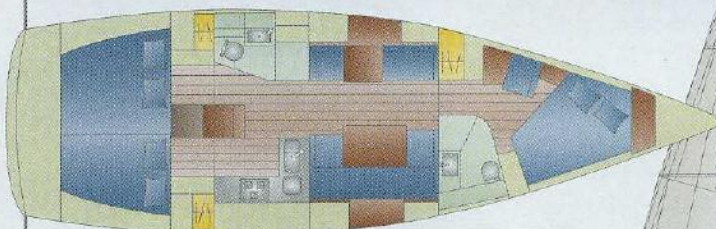
### ▶▶ VERDICT

She sails like a dream but she's not aimed at serious passage-makers. The self-tacking jib and mid-boom sheeting were the first signs. Below, the minimal chart table, shallow sinks, unfiddled shelves, lack of galley splash panel and limited galley light and ventilation, all point to social port-hopping rather than offshore cruising and living on board.

She'll entertain friends well with some sparkling sailing for a week or so, cruising from port to port and turning heads wherever she goes, but she has huge amounts of potential as a serious sailing boat. With a standard jib, cockpit mainsheet and an interior designed to work offshore rather than simply look good, this could be the perfect boat.

Hanse launched the 430e at Düsseldorf Boat Show in January 2007. This boat (No22) is the first production build so there are bound to be niggles. As most new models reflect tweaks and improvements until about No40, anything's possible. ▲

## TECHNICAL SPECIFICATIONS



### CONSTRUCTION

The hull is foam-cored with epoxy resin infused glassfibre. A built-in epoxy glass structural grid spreads the load of the stainless steel bolted keel and chainplates. The deck is polyester-cored, with aluminium backing plates beneath strong points, and bonded and bolted to the hull flange below the toerail. The rudder stock is aluminium.

### PROS

- Drop-dead gorgeous
- Excellent sailing boat
- Wonderful feel at the helm

### CONS

- Inadequate chart table
- Unfiddled shelves
- Galley sinks, light and ventilation

<b>Price:</b>	£123,706 (uncommissioned)
<b>LOA:</b>	13.30m (43ft 6in)
<b>LWL:</b>	12m (39ft 4in)
<b>Beam:</b>	4.18m (13ft 7in)
<b>Draught:</b>	2.20m/1.80m (7ft 2in/5ft 9in)
<b>Displacement:</b>	10,400kg (22,928lb)

<b>Ballast:</b>	3,200kg (7,055lb)
<b>Sail area:</b>	101.88m <sup>2</sup> (1,097sq ft)
<b>Engine:</b>	40hp
<b>Fuel:</b>	220 litres (48 gallons)
<b>Water:</b>	320 litres (70 gallons)
<b>Displ/length ratio:</b>	168
<b>Sail area/displ ratio:</b>	21.8
<b>Ballast ratio (%):</b>	31
<b>RCD Category:</b>	A
<b>STIX:</b>	36
<b>Designer:</b>	Judel/Vrolijk
<b>Builder:</b>	Hanse Yachts
<b>UK agent:</b>	see <a href="http://www.hanseyachts.co.uk">www.hanseyachts.co.uk</a> for your nearest agent

\* All prices quoted in YM boat tests are inclusive of VAT

## THE RIVALS



### GRAND SOLEIL 43

<b>Price:</b>	£185,391
<b>LOA:</b>	13.25m (43ft 5in)
<b>LWL:</b>	11.40m (37ft 4in)
<b>Beam:</b>	3.95m (12ft 10in)
<b>Draught:</b>	2.3m (7ft 5in)
<b>Displacement:</b>	8,900kg (19,621 lb)
<b>Ballast:</b>	2,850kg (6,283 lb)
<b>Sail area:</b>	105m <sup>2</sup> (1,130sq ft)
<b>Engine:</b>	40hp
<b>RCD cat:</b>	A
<b>Contact:</b>	<a href="http://www.grandsoleil.co.uk">www.grandsoleil.co.uk</a>



### X43

<b>Price:</b>	£217,375
<b>LOA:</b>	12.93m (42ft 4in)
<b>LWL:</b>	11.45m (37ft 6in)
<b>Beam:</b>	3.97m (13ft)
<b>Draught:</b>	2.20m (7ft 2in)
<b>Displacement:</b>	8,600kg (18,960 lb)
<b>Ballast:</b>	3,700kg (8,157 lb)
<b>Sail area:</b>	107m <sup>2</sup> (1,152sq ft)
<b>Engine:</b>	40hp
<b>RCD cat:</b>	A
<b>Contact:</b>	<a href="http://www.x-yachts.com">www.x-yachts.com</a> or <a href="http://www.x-yachts.com">www.x-yachts.com</a>



### ELAN 434 IMPRESSION

<b>Price:</b>	£137,305
<b>LOA:</b>	13.41m (44ft)
<b>LWL:</b>	11.45m (37ft 6in)
<b>Beam:</b>	4.18m (13ft 7in)
<b>Draught:</b>	1.9m (6ft 2in)
<b>Displacement:</b>	10,900kg (24,030 lb)
<b>Ballast:</b>	3,380kg (7,451 lb)
<b>Sail area:</b>	99.26m <sup>2</sup> (1,068sq ft)
<b>Engine:</b>	55hp
<b>RCD cat:</b>	A
<b>Contact:</b>	<a href="http://www.premiermarinas.com">www.premiermarinas.com</a>