

# Refining the breed

THE 505 IS THE LATEST RELEASE IN THE HANSE 5 SERIES AND REPLACES THE 495. THIS MINI-575 CRUISING YACHT IS AN EVOLUTION OF THE PREVIOUS MODEL, NOT A FULL REDESIGN. **ALLAN WHITING** REPORTS FROM SYDNEY'S PITTWATER

There is space aplenty in the expansive cockpit, aided by non-intrusive wheel pedestals and a huge aft under-sole lazarette.



“As with all 5 Series Hanses, the fore-triangle is larger than on previous-generation Hanses, *to improve upwind performance*”

**H**anse Yachts can't seem to do much wrong these days. In the hands of its Australian distributor, Windcraft, the brand has established itself Down Under in record time. Hanse's attributes of ease of sail handling, good fit and finish, wide model range and great value for money have left many formerly strong competitors struggling in its wake. The competition won't get much succour from perusing the specifications of the new 505 that offers fast cruising performance and below-deck layout flexibility that should suit buyers ranging from passagemaking couples to eight-berth-plus-one-crew charter operators.

Like the 495 the 505's styling cues

above and below decks make it effectively a 575 with a smaller saloon and the 'garage' cut off. Also, what it lacks in waterline length compared with the 575, the 505 makes up for with a sailplan that's only marginally smaller; 129m<sup>2</sup>, compared with 150m<sup>2</sup>.

However, students of design and specification may wonder why the three-year-old 495 needed an upgrade at all. It had the current hull shape, with optional keels, three below-deck layouts and the new-generation 5 Series interior by Birgit Schnaase Interior Design.

Checking out the 505 reveals all.

#### **FLEXIBILITY THE KEY**

Those familiar with the 495 will see subtle differences in the 505 exterior.

Most obvious is the change from vertical saloon hull ports to smaller-sized horizontal ones. The exterior lines are more pleasing to the eye and there's no apparent reduction in natural light in the saloon as a result of smaller glass area.

The cockpit has a level floor surface, as far forward as the Dehler-style drop-down companionway hatch. The 495 had a step-up companionway entry that made access more difficult but complied with the seagoing dictum that you never have a flat cockpit leading to the companionway, thereby allowing a following sea to swamp the cabins.

In defence of its new flat-cockpit design, Hanse points out the fact that the hatch pulls upwards from its floor

well and works effectively as a storm board.

Below decks the 505 boasts more flexibility than the 495, although the 505's flat cockpit floor eliminates the 495's rear owner's cabin option. All four 505 variants have twin aft double-berth cabins and the same large saloon layout with dayhead/shower.

Two 505 interiors have a large forward owner's cabin with island queen bed, two large wardrobes and separate shower and toilet cubicles. One supplements that with a two-bunk cabin on the portside, while the other has that cabin converted to a shower/head, giving each aft double-berth cabin its own head/shower.

Two charter layouts are available, in which the forward owner's cabin

is split into two double berths that share the shower and head cubicles.

In one of these the amidships portside shower/head is retained and in the other it's converted into a utility room. In this latter version the forward sail locker becomes a single crew cabin with head.

Interior design is changed little from the 495's up-to-date styling but the 505 has china hand basins in place of the 495's glass ones.

The saloon is spacious and beautifully appointed. The standard kit was enhanced on the test boat by optional American cherry woodwork, 'classic stripes' floorboards, courtesy lights, indirect lighting with dimmer, and hatch and port blinds. It also had an optional raising and lowering TV in

the island bench between the dinette and the galley.

I loved the grouped maintenance items under cabin-sole access panels: electrical items in one and through-hull fittings with filters in a deep sump compartment. Thoughtfully, there's also cool wine storage underfloor as well as in the dinette area.

The 54-degree stairway angle makes for a long engine compartment beneath it, with additional access through side panels.

#### **UNCLUTTERED DECKS**

Not having a catamaran in the model lineup may have focussed Hanse's designers into maximising level deck space for lounging at anchor. The European catalogue shows the new



**CLOCKWISE FROM OPPOSITE TOP** Nicely appointed saloon features a galley/ dinette island bench with its own pop-up TV; The forward master cabin features a queen bed and, like the rest of the interior, optional American cherrywood joinery and teak flooring; Practical nav station will appeal to serious cruising sailors; China replaces glass for the hand basins in the new 505's bathrooms.

### Highs

- Ease of sailing and boat handling
- Cabin and saloon design, fit and finish
- Value for money

### Lows

- Lack of waist-height deck handholds
- Mainsail shape

*“All four 505 variants have twin aft double-berth cabins **and the same large saloon layout with dayhead/shower**”*

505 without spray dodger or bimini, emphasising its low-profile coach house, flush-fitting hatches and teak-faced lounging areas.

Hanse even offers a three-person cabin-top sunlounge as an option, in addition to the expected cockpit cushion kit.

Cockpit area is also generous and the centre-pedestal table has a

narrow centre section with large drop sides to allow for easy movement around it. Likewise, the twin wheel pedestals are slim and non-intrusive and a huge storage bin beneath the aft cockpit can store watertoys out of the way.

It's possible to board the 505 via twin side gates using a ladder or fender step or by stepping onto a

drop-down swimplatform.

Moving around the boat at anchor is safe and easy but, as we've found on many clean-decked European yachts, it's not so easy in a seaway. A spray dodger frame would have made the initial forward movement safe enough but after that you'd be stooped over or on your knees.



### EASILY HANDLED RIG

The test boat was set up for maximum ease of sail handling with a standard self-tacker and in-mast furling. The main had vertical battens and both halyard winches were powered.

As with all 5 Series Hanses the fore-triangle is larger than on previous-generations to improve upwind performance. The 505's high aspect-ratio 9/10 rig sailplan is the same as the 495's.

Some *Trade-a-Boat* readers have asked how the Hanse self-tacking system works, so this is it in a nutshell: Replacing the usual rope-fest is a simple, curved sail track across the foredeck and car, to which the jib is sheeted.

In the case of the 505 the jib clew has a crow's foot arrangement to spread sheet loads through the sail, maximise

sail area and position the foot of the sail as close as possible to the car.

The jib sheet is spliced to the car, runs through a clew block, back to the car block and up to a sheave in the mast, just below the first spreader. The sheet runs over the mast sheave, down inside the stick, to a deck turning block and aft to a powered sheet/halyard winch.

This may seem a rather convoluted way of sheeting a self-tacker but the geometry works. The sail track is bent in the vertical plane, so that the car moves through an arc like the weight on a pendulum and the sheet acts as a pendulum beam. Sheet tension doesn't alter as the car traverses the track and the sheet fall swings from one side of the boat to the other.

By taking the sheet well up the mast the angle into the sheave is narrow,

regardless of the car position on the track, so sheet friction and sheave side loading are limited.

### ON AND OFF THE WIND

The test conditions on Pittwater were ideal with a fickle breeze that oscillated between puffs of 20kts and lulls of 5kts. We got to play on and off the wind in varying conditions.

The test boat was an owner's yacht that's used mainly for cruising in ideal conditions, so it didn't have the dodger that would be normal equipment for offshore sailing. As a result the shallow cockpit was somewhat windblown when the boat was on the wind in 20kts.

In-mast furling, even with vertical battens, doesn't do much for a boat's performance and the Hanse 505 is no exception. However, the larger

**OPPOSITE** With a focus on relaxation and entertaining at anchor, Hanse's designers have maximised deck space – the exterior also notable for a low-profile coach house and flush hatches.

**BELOW** A flat cockpit floor on the new-model 505 does away with the 495's rear owner's cabin, so two aft double cabins, each with double berths, are standard across the four layout designs available.



### tradeboat says...

The new Hanse 505 responds to buyer requests for improvements to the 495 and does so effectively with four different cabin layouts that should satisfy most owner and charter fleet needs. Clever sailplan design makes entertaining under sail stress-free for a host and guests, but the boat can be specified with the emphasis on more performance if required.



**ABOVE** Boarding options include twin side gates via ladder, marina steps, or by the drop-down swimplatform when parked stern-to.

fore-triangle of the 5 Series boats makes them much better upwind performers than earlier Hanses. Not disadvantaged by its flattish mainsail, the 505 managed 6.4kts upwind in the puffs, pointing at around 35°. However, on a tight reach, boat speed went up by less than expected and a roachy, horizontally battened main would, I reckon, have made a big difference.

Those who want some club racing ability can always opt for the Elvstrom EPEX and FCL performance sail packages that include Dyneema halyards, fully-battened mainsails and 105 per cent genoas.

The big boat spun through gybes and tacks without much wheel effort and the Windcraft crew looked around for something to do. I set them a tricky task, as I jumped to the chase boat, to get some wing-a-wing downwind

action, because the narrow sheeting angle of the self-tacker makes that job difficult. The jib can be fitted with a reaching sheet but that's really what an optional gennaker is for.

The test boat's all-furling rig did have some performance compromises but it was unmatched for ease of sail handling.

However, I'm surprised that Hanse doesn't have an alternative to in-mast furling, with its attendant risk of jamming or batten breaking. Boom furling can offer powered sail handling ease with less jamming risk and better rig balance when part-furled.

Motoring in and out of a very tight marina berth was simplified by no prop walk from the folding propeller, a rudder with good low-speed bite and a retractable bowthruster. Under power, the 505 hummed along much more quietly than the 575 we tested. ■

## facts & figures

### Hanse 505

**PRICE AS TESTED**  
**\$680,917**

#### OPTIONS FITTED

White galley work top; American cherry woodwork; leather upholstery; cockpit cushions; teak cockpit floor, seats and decks; helm footrests; anchor, fenders and chain; five-battery upgrade; inverter/charger; B&G instrument and plotter package; autopilot; electric hatch ventilators; indirect and direct LED lighting; blinds and flyscreens; Fusion sound system; lifting TV; GRP steering wheels; powered winches; in-mast furling; pop-up mooring cleats; three-blade folding prop and bowthruster

**PRICED FROM**  
**\$545,000**

#### GENERAL

**MATERIAL** Foam-cored laminate hull and balsa-cored laminate deck, with isophthalic gelcoat and vinylster first layer

**TYPE** Keelboat

**LENGTH** 15.4m overall; 14.85m hull; 13.54m waterline

**BEAM** 4.75m

**DRAFT** 2.38m (1.98m optional)

**WEIGHT** 14,000kg

#### CAPACITIES

**PEOPLE (NIGHT)** 6 (four and five-cabin layouts optional)

**FUEL** 300lt

**WATER** 650lt

#### SAILS

**MAINSAIL** 67.5m<sup>2</sup>

**HEADSAIL** 51.5m<sup>2</sup> (self-tacking)

**GENOA** 61.5m<sup>2</sup>

#### ENGINE

**MAKE/MODEL** Volvo Penta D2-75 diesel

**TYPE** Saildrive

**RATED HP** 72

**PROP** Fixed three-blade (three-blade folding optional)

#### SUPPLIED BY

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