

“The real pleasure of this boat is in her sailing and stately motion”

The new Hanse 575 is 17 metres of easy, short-handed sailing, with the space and

The 575 – recently-arrived on our shores – is the latest in Hanse's revamped range of 5-series yachts and the big sister to the 385, 415, 445 and 505. Penned by the same in-house design team (Judel/Vrolijk), the 575 is the flagship of the fleet. Well, it was. That accolade will ultimately go to the new 675 recently announced by Hanse. The first of these 67-footers is to be launched in June.

Still, even if temporarily, the 575 can bask in her matriarch-of-the-clan status. For all her size, cavernous accommodation and expansive spaces, she's a well-proportioned vessel crammed with detail features designed for stylish living. She is simple to sail, and the design's obviously struck a chord with international buyers – more than 100 have been sold since the design's debut a year ago.

Given her 2.85m bulb keel; powerful, 150m² sail plan; vertical bow and stern and long waterline of 15.15m, you'd expect a decent turn of speed and she delivers, but what's really impressive is the sedate manner in which she achieves it. Unhurried sailing at 10 knots sounds like a contradiction, but it captures the sense of the 575's unflustered motion.

The simplicity begins with Hanse's trademark self-tacker. A welcome feature with a 63m² jib, flicking from tack-to-tack is a silent, sharp contrast to the flurry of flying sheets and frenetic cranking that marks conventional tacks. Then there's the German mainsheet system – enabling trimming from either of the twin helms.

All sheets, including the mainsheet, lead back via jammers to the big Lewmar primaries. These are within easy reach of the helmsman



HANSE'S big easy

Words by **Lawrence Schäffler** Photos by **Will Calver**

luxury of a five-star hotel suite. There's even a small cellar beneath the saloon sole.

and, running through under-deck channels, the sheets are all but invisible. They tail into bins hidden discreetly under the seats just aft of the winches.

Two points about the sheets – one good, one that needs fixing. Firstly, by running the sheets through side channels, the cockpit is completely free of spaghetti – this is a smart piece of design, given the area's elaborate features and we'll have more on this in a minute.

Second, this 575 is a base model and carries few of the optional extras available from the factory – her primaries and secondaries are manual. She carries a hefty, fully-battened main of 87m² and, apart from the fact that hoisting and reefing it might test your blood pressure, it's a pity to have manual winches, with people

grinding them, in such a stylish area. I understand the owner is retrofitting the winches with electric kits. In-mast furling, incidentally, is a factory option.

Twin helms on angled pedestals provide clear views – especially of the immense teak decks. Their position, well outboard, makes it easy to keep an eye on the surrounding action. This helps with easing the boat into her berth and, to make this job even simpler, the 575 is fitted with a bow and a stern thruster. This will be useful, given the potential windage on the tall sides.

COCKPIT

As with so many of the Hanse designs, great emphasis is placed on



“Accentuating the space is the crisp, angular styling – a contemporary palette of off-white bulkheads and high-gloss cherrywood cabinets.”



LEFT: A small wine cellar built into the saloon floor keeps your favourite tipple at the right temperature. CENTRE: The master cabin is dominated by a large, island bed. The en suite's split – a separate shower and toilet. RIGHT: Unusually for modern yachts, the nav station's a decent size.

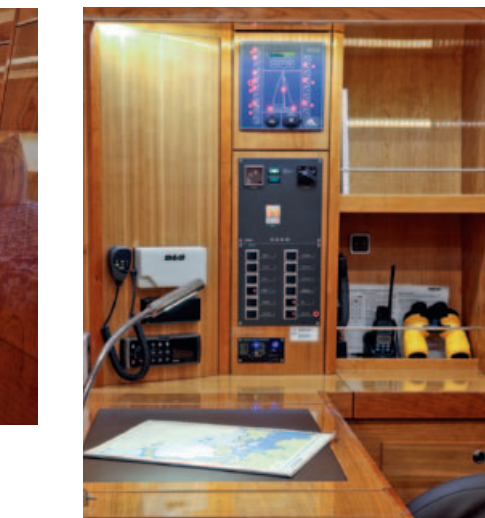
convenient, stylish liveability. The 575's cockpit is, I think, one of smartest pieces of design I've seen on a boat of this size. Her enormous, 5.20m beam is carried well aft, and the cockpit makes good use of it. There are two cockpit tables, side-by-side, which enable a logical walkway down the centre, between the helms, to a large fold-down transom.

While this arrangement makes for seriously spacious bench settees around the tables, the area can also be transformed into a vast, sunbed/lounger. The tables are mounted on electrically controlled hydraulic pedestals; a flick of a switch on the helmstation lowers them to bench level. An insert and additional squabs complete the transition. Very cool – and another reason for those electric winches. Why have a sweaty grinder on the primary winch spoiling the view?

Clambering aboard over the 575's side decks is not going to look particularly elegant. It's much smarter to make your entrance via the aft platform which will be a



ABOVE: A small port cabin features two bunk berths – ideal for children. BELOW: The two aft cabins share the guest bathroom, where a divider separates the shower from the toilet.



popular spot for sundowners. This folds shut when underway and forms the door to the dinghy garage where – on this boat – resides a 3m Zodiac tender. The platform facilitates its launching and retrieval. The garage is designed to take a Williams 285 jet boat.

ACCOMMODATION

Moving below begins with the walk down the companionway steps – and it really is a walk. Taking advantage of the boat's enormous volume, the steps are generously wide and lie at a relatively shallow 50° angle – easy to negotiate, even with a tray of canapés.

It's difficult to overstate the sense of space – there is so much headroom that fold-up step ladders have been built into discreet floor recesses around the vessel. They're there to help the shorties reach up and open and close the flush-mounted hatches. And there's no shortage of the latter.

Accentuating the space is the crisp, angular styling – a contemporary palette of off-white bulkheads and high-gloss cherrywood cabinets. Ambient light pours into the saloon through

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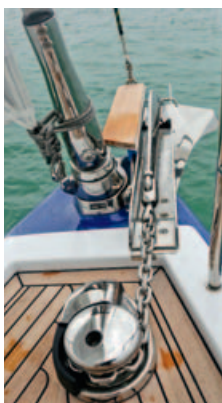
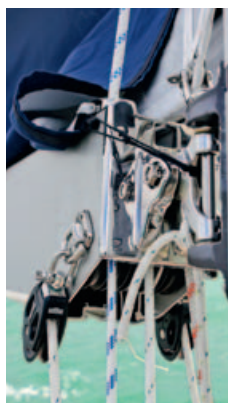
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All sheets lead to the cockpit and tail neatly into bins just aft of the primaries. The 575's high freeboard might require some nimble manoeuvring when berthing – fortunately she has a bow and a stern thruster, operated by joysticks at the helm. The cockpit's two tables create a comfortable passage to the companionway.

six overhead hatches, complemented by portlights in the coachroof and in the hull, just above the waterline.

One of Hanse's hallmarks is offering buyers lots of options – including layouts. The 575 is available in six. This one is the standard version, a symmetrical master suite up in the forepeak, with two identical cabins aft. The master's en suite is split with the head to port and shower to starboard.

The two aft cabins share a large bathroom to starboard, divided into a shower and a head. Where other layouts see a third en suite bathroom added to port, this boat has a fourth cabin with two bunk beds – ideal for children.

Again, natural light pours into the master cabin through three large hatches and portlights. Dominating the cabin is a large island bed, surrounded by wide parcel shelves with matching his and her hanging lockers either side. If you need more storage, there's a cavern under the bed.

The aft cabins don't have quite as much headroom, especially as you get into the berths, but deliver the same sense of space. I like the vertical LED strip-lighting used in all the hanging lockers. They're activated when the doors open.

I especially like the saloon. Its large table is entirely surrounded by bench





The 57's expansive teak decks remain clean and uncluttered, with all sheets leading aft from the base of the mast.

settees – warm, cosy and inclusive – and it invites elegant entertaining. Like the cockpit arrangement, the saloon table retracts and, with additional squabs, the area converts into a large bed/lounger.

This makes it a logical night berth for long passages, but I suspect it will get more use as a spot for veging-out during marathon movie sessions. That's because the island station just behind the settee hides a 46-inch LCD TV which emerges with the push of a button.

A fully-equipped galley to port runs the full length of the saloon and presents masses of work surfaces, lockers and drawers. The gear includes a coffee maker and microwave at the forward end, with a three-burner cooker and gimbaled oven further aft. I like the pull-out drawer dishwasher



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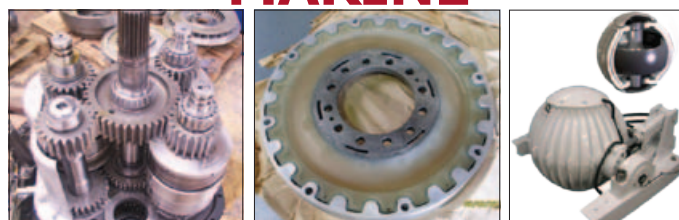


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Hanse 575

- **loa** 17.15m
- **lwl** 15.15m
- **beam** 5.2m
- **draft** 2.85m (standard); 2.25m (optional)
- **weight** 19,500kg (std keel); 20,400kg (L-shape keel)
- **ballast** 5900kg
- **water** 810 litres
- **fuel** 520 litres
- **engines** 110hp Volvo Penta D3
- **price** \$995,000

Sail area

- **mainsail** 87.5m²
- **self-tacking jib** 63m²
- **genoa** 107% 74m²
- **gennaker** 210m²
- **rig** I 20.7m, J 6.4m, P21m, E 7.1m,



and the similarly-designed Vittrifrigo fridge-freezers – it's easy to find and access everything. There's even a wine locker in the sole to keep your favourite tipples at an appropriate temperature.

Opposite is the nav station and, unusually for a modern boat, it's of a generous size. If you wanted to you could actually do paper chart navigation here. That's if you don't doze off in the ultra-comfortable, swivelling captain's chair.

I suspect the table will see minimal chart work – the job's covered by the twin B&G T12 touch-screen plotters at the helms. A repeater down at the nav station would be a good idea. Those plotters are

networked with the rest of the boat's electronics, so you can use them to drive the Fusion stereo.

PERFORMANCE

The yacht's auxiliary power is a 110hp Volvo D3, a shaft drive with a folding, three-blade Gori prop. It's comfortable arrangement and at cruising revs of 2300rpm, the Volvo pushes the 575's 19.5 tonne displacement to just over 9 knots – smooth, effortless and vibration-free.

I did however find the noise from the engine room blower a little disconcerting. It's a high-pitched shriek and fairly intrusive; the blower may need to be reconfigured. It detracts from the vessel's otherwise immaculate presentation.

But the real pleasure of this boat is in her sailing and stately motion. The radial-cut Elvstrom sails set nicely on all points of sail. We enjoyed decent wind and on a broad reach (in 19.1 knots true, we swept along at 9.1 knots. Close-hauled in 16 knots of wind, pointing around 40 degrees, the instruments showed 10 knots. Days earlier, the crew had notched up 14.4 knots, broad reaching in 25 knots.

With the large mainsail blanketing the self-tacking jib, downwind performance is compromised. But if you really want better off-the-wind speed, you can swap the jib for a 107 percent genoa for which there are independent tracks and cars. Even better, she's equipped for a gennaker.

All up, the 575 is an enormously appealing yacht, not least because she offers pretty good value for money – as those 100 new owners will surely agree. As a production boat, she doesn't fall into superyacht classification, but she's not far off it, and at around \$995,000 for the base model, she's definitely a lot more affordable.



A 3m Zodiac fits into the transom garage; launching and retrieving is aided by the large, fold-down swim platform.