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# Hanse 418

A smart new cruiser that makes it easy to be a good sailor **By Sam Fortescue**

**W**hat's in 3ft? That's what I wondered as I stepped off Hanse's new 388 and onto her ever-so-slightly larger sister, the new 418. Why bother to build two boats so closely related in size? Well, as I found out, the extra length makes quite a difference.

## DESIGN & CONSTRUCTION

Like the 388, the 418 is an evolution of a previously successful hull, the 415, of which over 200 have been sold since its launch in 2012. The boat's German naval architects, Judel/Vrolijk, were asked to update the boat and in doing so have focused on deck layout, the cockpit and the stern. Somehow, they have managed to make the boat even more user-friendly.

## ON DECK

The boat's sail controls run from the mast in conduits that emerge at the back of the cockpit coaming within easy reach of the helmsman. The system keeps the boat looking tidy, with a bank of large Lewmar clutches to make it easy to jockey between lines on size 45 primary winches. A few screws make the conduit easy to open for inspection or maintenance, and the helmsman's perch on the side decks double as tidy rope lockers.

The Hanse 418 differs most clearly from her predecessor around the transom, where Hanse felt the solid helmsman's seats created a barrier to using the bathing platform and enjoying the sea at anchor. Judel/Vrolijk therefore replaced them with a folding thwart, which clips up vertically when not in use, or sits down on a stainless steel leg. This will suit warm-water sailors, in particular. However, those in chillier climates need not fear: the fold-up bathing platform does an ample job of keeping the sea out and the sailors in.

There's also much more teak around the boat, including as an option on the top of the coachroof.

## ACCOMMODATIONS

Layout is similar to that of the smaller 388, but that extra 3ft of LOA makes a crucial difference here as well. In addition to the choice of one or

two double cabins aft, there is also an option for a second head forward, making the master cabin in the foc'sle into an ensuite.

This will appeal to many, particularly in the charter market. However, there is a trade-off, in that the space devoted to the second head pushes the sleeping space further into the forepeak, turning it into a true V-berth. Without the second head, you have a rectangular island berth with storage beneath and in a locker at the head, which looks and feels much more luxurious. In either case, the hatches and hull lights are aligned so that you can peer out at the anchorage around you without raising your head from the pillow.

The saloon is also much the same as the 388, but on a larger scale. Bigger hull lights in the saloon and the fore and aft cabins, plus double flush hatches overhead and glass on either side of the companionway, create a really bright space. The saloon table folds out, creating a convivial space for six or more to eat in comfort. A nice design feature here is the wine and glass storage rack in the base of the table.

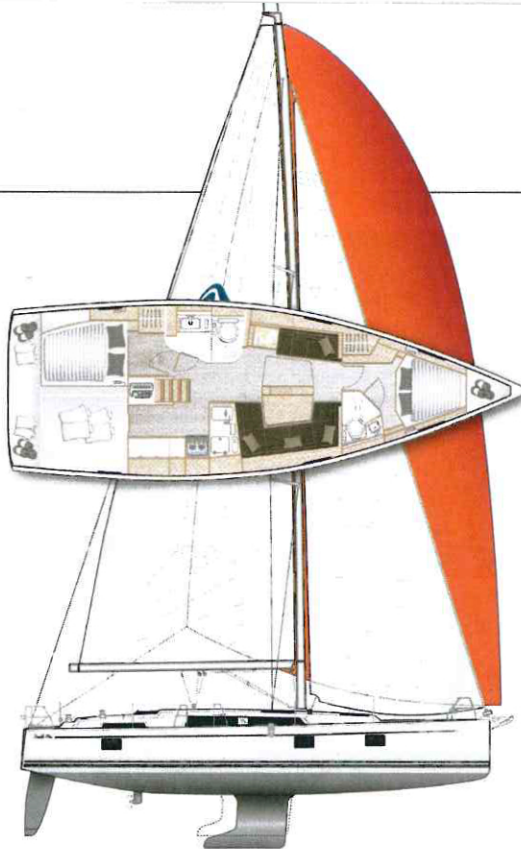
To port is a small chart table, and there is the choice of a long or short L-shaped galley to starboard. The longer galley gives you 5ft more counter, but means sacrificing some storage space in the second aft cabin. You can also do away with the second aft cabin entirely giving it over to storage space. The head to port is larger than on the 388, with a longer basin and a shower with closing Perspex doors.

Hanse has carefully designed the lighting, using its own proprietary touchscreen controllers to alter mood and switch indirect lighting on and off. Wall lamp fittings can also toggle between red and white to protect night vision, and there are USB fittings for charging phones.

## UNDER SAIL

Though I tested the Hanse 418 in fairly light conditions, close-hauled, using the neat self-tacking jib system and optional higher-performance "Fast Cruising Laminate" main from Elvstrøm, we hummed along nicely

Hanse's interiors are suffused with light thanks to their many ports



## Hanse 418

### SPECIFICATIONS

LOA 40ft 8in LWL 37ft 5in BEAM 13ft 8in  
 DRAFT 6ft 10in (standard); 5ft 9in (shoal)  
 DISPLACEMENT 21,605lb  
 BALLAST 6,305lb  
 SAIL AREA 936ft<sup>2</sup>  
 AIR DRAFT 64ft 4in  
 FUEL/WATER (GAL) 42/125  
 ENGINE 39hp (standard)  
 BALLAST RATIO 29 SA/D RATIO 19 D/L RATIO 183

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DESIGNER Judel/Vrolijk & Co  
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 PRICE \$285,000 (sailaway)

at 4.5 knots in little more than 6 knots of breeze.

Raising the gennaker and bearing away onto about 50 degrees apparent, the speed rose to 6.5 knots, an impressive effort in such light winds. Unfortunately, running downwind our zephyr abandoned us at around 4 knots of boatspeed, and we began to roll in the swell. The polars indicate an optimum speed of nearly 9 knots, but I wasn't able to verify this in the conditions.

What was clear is how easy this boat is to handle. She tacks on a dime, thanks to the deep spade rudder, balanced rig and an efficient L-shaped keel. The primary winches are all well within easy reach of the helmsman, and there is no problem getting enough purchase on the handle, as I've experienced with all too many other brands. The German mainsheet system, running aft via a set of blocks on the coachroof, is both unobtrusive and easy to use on either tack. The design team has clearly done its homework here.

## UNDER POWER

There are two engine options, with the Yanmar 39 looking pretty decent for a boat that displaces 21,605lb, although a larger 57hp powerplant also available. Underway with the standard engine, the boat easily managed 6.5 knots under power at two-thirds revs, rising to over 7 knots flat out. The folding two-blade prop on a saildrive leg gives a good kick ahead and astern when close-quarters maneuvering. There was no prop walk that I could detect, and the high-aspect rudder quickly gives you steerage at low speed.

## CONCLUSION

I really liked the Hanse 418. She's easy and intuitive to handle, with no quirks or excess baggage. Any sailor could slide behind the wheel of this boat and feel thoroughly at home before they'd even left the dock. She's a real step up in terms of interior styling, too, with some flashes of luxury below and lots of natural light. The twin head option will appeal to families and even the smaller galley works for most demands. Overall, the Hanse 418 is a great off-the-shelf sailing package. **S**