



PHOTOS ALLAN WHITING

SECOND WIND

The latest addition to the new Hanse 5 Series yacht range is the 385. This replacement for the outgoing 37-footer has greatly improved windward performance and brilliant space utilisation, notes **ALLAN WHITING**

Hanse has established itself in a relatively short timeframe as a brand that virtually all purchasers of cruising yachts or cruiser/racers must consider. Hanse's yachts are well-known now for their excellent value-for-money, ease of handling and good resale values.

The German boatbuilder exploited the concept of a yacht with a self-tacking headsail that was easy to cruise, but also easy to hot-up for club racing with an overlapping headsail and spinnaker gear. Below decks, clever design made maximum use of space and it's in this area that the new 385 leads this yacht-length category.

The model number 385 suggests a longer boat than the 375, but the former has an overall length of 11.4m; only a shade more than 37 feet. However, it's what Hanse has packed into the new boat that justifies its optimistic model number.

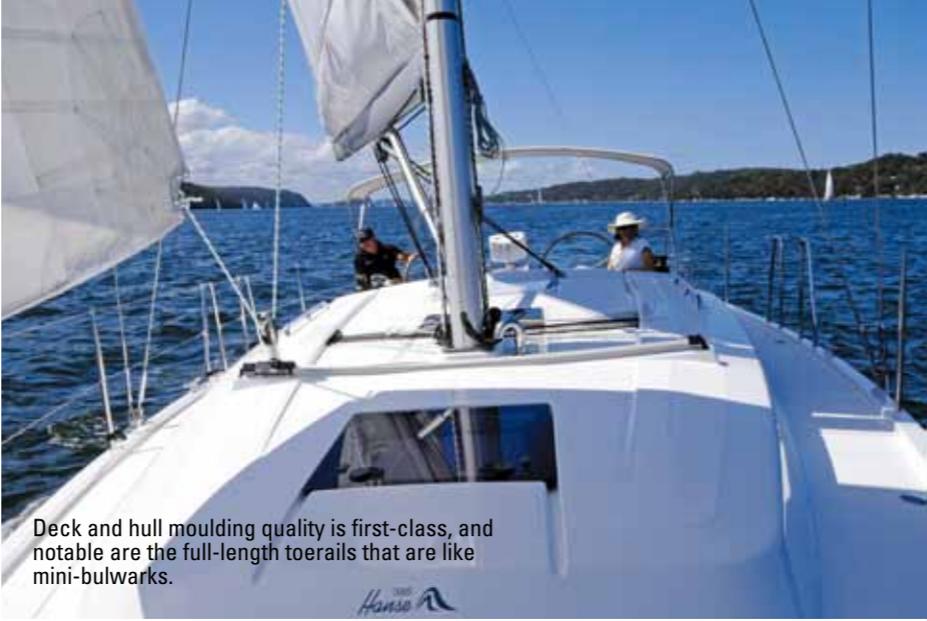
MULTIPLE CHOICES

The 375 had a choice of two interior layouts, but the 385 has four. As before, there's a three-cabin or two-cabin with large, aft storage area and also a pick of chart-table location, either aft of the dinette or opposite the dining table. However, in the 385 these options can be mixed and matched, doubling the selection.

Importantly, the new dinette is pentagon-shaped, not rectangular, taking maximum advantage of hull taper. The settees are arranged around this pentagonal plan and the dining table is shaped to fit, so that no-one needs to reach for the table. When the drop-side is raised, up to eight people can share the table. Wine storage is built into the centre pedestal and there's an additional bottle rack under the cabin sole, beside the table (Hanse must think all sailors are pisspots!).

In the 375, one of our criticisms was an oversized storage area in the two-cabin version — space that could have been allocated to an extended galley. That's exactly what's been fitted to the 385, with the galley extended aft in the two-cabin version, providing more floor area and space for a second fridge. The redundant starboard aft cabin still provides ample storage space.

The port aft cabin can be optionally kitted for kids, with a bed that has an athwartships-split base and split cushions, so that half



Deck and hull moulding quality is first-class, and notable are the full-length toerails that are like mini-bulwarks.

IT JUST KEEPS GETTING BETTER AT HANSE. SLIGHT HULL AND RIG CHANGES HAVE MADE THE 385 A FASTER, MORE BALANCED BOAT...



The pentagonal dinette maximises hull taper, while in the two-cabin version the galley (below) has been extended aft, expanding floor area and adding space for an extra fridge. A great place to hide the Grange is in the dedicated wine rack under the cabin sole.



Deck mouldings include clever recesses (this photo) that accept infills with cup and plate cut-outs, including the non-slip serving tray (inset).



[CREW'S VIEWS]
The Hanse 385 can be sailed singlehanded from either steering station, or can be club-raced by a small crew. Even with its self-tacking jib the 385 is very responsive and upwind-capable. Sail handling is easy, and making, reefing and stowing sails could hardly be simpler. The test boat is in charter with Sydney-based SmartBoating — try before you buy!

are quite obvious: the 385's twin hull ports on each side and its plumb stem and transom with drop-down swimplatform, contrast with the 375's single hull ports and more raked bow and stern. The 385's hull ports make a big difference to ambient lighting, when the deck hatch blinds are slid shut to keep sun heat out.

Deck hatches are flush-mounted and there are ample opening ports in all cabins and the saloon. Ventilation shouldn't be an issue, even when berthed crosswind.

A swimplatform is a necessity on new boats these days and the 385's lowers easily to make a huge deck extension from where you can dangle your feet in the water. Sockets accept a detachable swimladder and a portside transom recess can house a liferaft or water toys. When it's time to weigh anchor the platform rises easily with gas-strut assistance and locks

the bed can be part-raised to form a laid-back lounge. Forward of this arrangement is a cupboard that opens to reveal a mounting area for a DVD player or iPad, and fitted with shelving and bins for DVDs, games and other Y Generation electronic essentials. Yeah!

Cabin lighting and dimming is controlled from a central panel in the saloon, on the end of the galley island.

Line-up the 375 beside the new 385 and some exterior differences





A deck-hatch blind (top left) keeps the sun at bay in the forepeak cabin. Options include one or two aft cabins (this image). Head (below left) features an opening port, separate shower stall and vanity with sink.

[HIGHS]

- ▶ Excellent value for money
- ▶ Airy, spacious cabins and saloon
- ▶ Quality fit and finish
- ▶ Easy sail handling
- ▶ Flush-fitting deck hatches
- ▶ Standard mini-bowsprit
- ▶ All-around moulded toerail
- ▶ Central light-control panel

[LOWS]

- ▶ Engine control buttons need modernising



securely with hasp and staple pins. However, some deck layout changes in the 385 are less obvious, including full-length toerails that are almost mini-bulwarks; lidded, teak-faced halyard bins that double as helm seats; and a slope change to the coach house aft moulding, allowing comfortable lounging on the cockpit seats. Also, the deck mouldings have clever recesses that accept infills with cup and plate cut-outs — even a dedicated, non-slip serving tray. Deck and hull moulding quality is first-class and now the undersides of the chain locker lid and halyard

bin lids are gelcoated — no grained surfaces in these often-wet areas to host mould.

DEHLER DIRECTION

Hanse didn't take long to adopt Dehler's brilliant companionway door system across the range and the 385 has one of these two-piece drop-down designs.

The strongly mounted drop-side cockpit table doubles as a foot brace and grabrail, and doesn't crowd cockpit space when folded. The test boat had a composite table surface, but subsequent boats will have teak facings. The table is designed to mount a swivelling chartplotter.

REVISED DYNAMICS

The 385's hull length is actually 350mm shorter than the 375's, but a new plumb stem means that all-important waterline length has gone up from 10.06m to 10.4m. Stem and stern are taller in profile, so the hull has less fore and aft rocker and a longer amidships flat section.

At first sight the 375 and 385 have identical rigs and sailplans, but detailed inspection reveals subtle,

yet important changes. What remains constant is a 9/10ths rig with twin swept-back spreaders; cap shrouds and lowers leading to hull-side chainplates; self-tacking jib arc-track with mid-mast sheet layout; mid-boom sheeting with twin cabin-top blocks; tackle-adjustable backstay; and fully-battened mainsail with two reef points and lazy-jack boom bag.

Sail area with a standard self-tacking jib is up, from 71m² to 74m², but this has been achieved with a mast height above the waterline that is almost a half-metre shorter, at 17.3m. The 385's mast base is some 150mm farther aft than the 375's and the boom is lower.

Mainsail area is up from 42.5m² to 44m² (3.5 per cent increase), while self-tacking jib area is up from 28.6m² to 30m² (a five per cent increase).

These subtle dimension differences between the new 385 and the 375 suggest a positive effect on sailing performance, producing less heel and more power, so we checked out the 385 on Sydney's Pittwater.

PERFORMANCE & HANDLING

Hanse hasn't yet adopted simplified engine controls, so the starting and stopping procedure can fool the uninitiated. The engine is quieter than the engine-bay blower outlet in the cockpit — warm airflow is a bonus — so it's difficult to know when the engine is on or off! Incidentally, the 385 has twin engineroom blowers — one sucking

and one pressuring — for optimum airflow.

Under power the folding prop grabbed the water positively and manoeuvring in and out of a tight berth was simple. We didn't check top speed, given the freshness of the engine, but seven-plus-knots came up with barely audible engine note. There was no prop walk going forward and minimal prop-steering when reversing. Novices shouldn't have too many issues when berthing and anchoring the Hanse 385.

The test boat's North Sails wardrobe included roller cars on a fully-battened mainsail, so it went up the stick with little effort. Two reef points, fitted with blocks at the mast cringles, should make one-line reefing easy as well.

Furlex jib roller furling unwound a multi-purpose headsail made from heavy cloth that looked like it could handle 25kts without trouble. It wasn't the ideal sail for the prevailing 7- to 10-knot easterly breeze, but still we managed 5.8kts upwind in the 10-knot puffs.

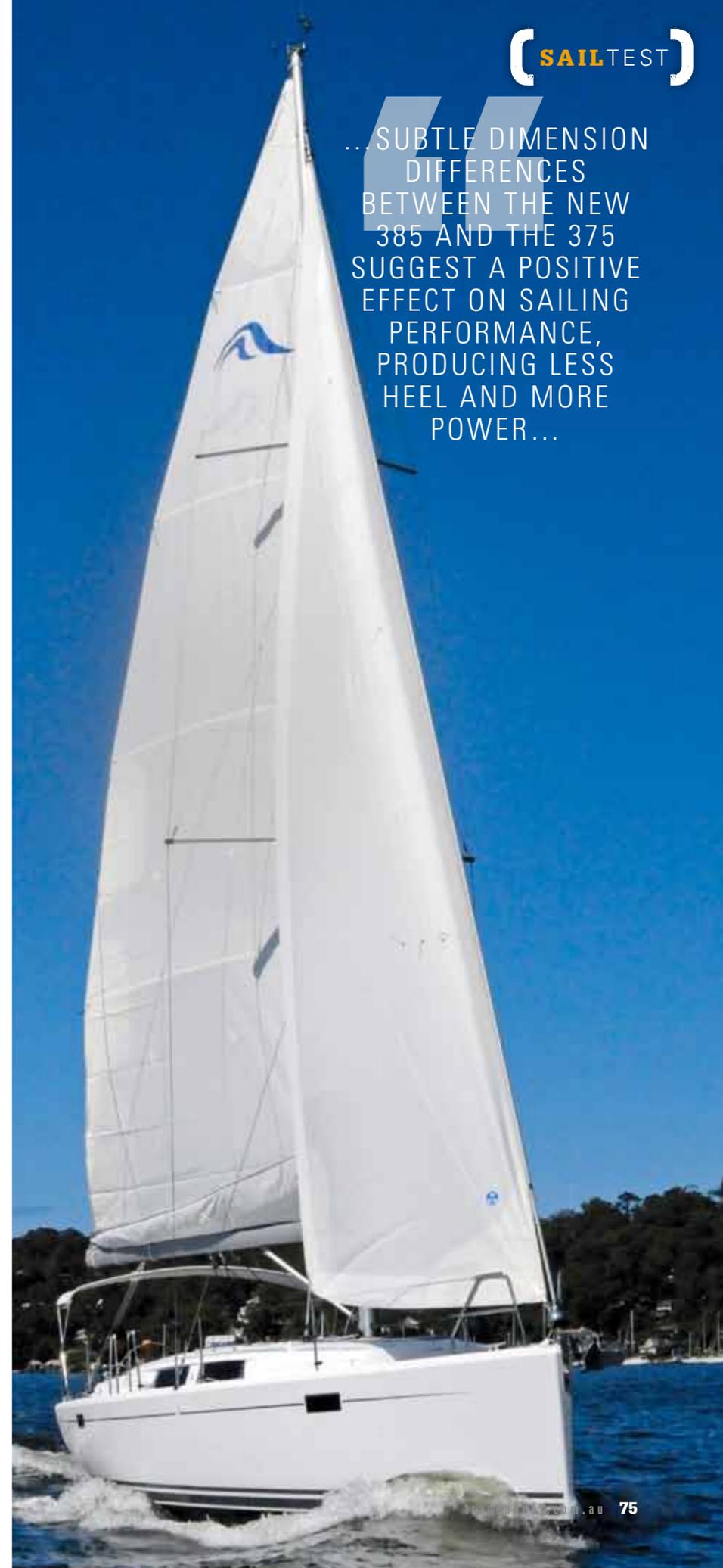
The test boat bristled with power winch options, including duplicated control buttons at the starboard steering station. The new Harken primary and secondary sheet winches were reversing types that we haven't used before. The control buttons can be set for single speed and reverse — power in and out — or for two-speed, inward power only.

For cruising, main and jib one-speed trim can be done entirely from the starboard helm and for club racing with a crew the winches can be controlled individually as powered two-speeds. We thought this powered-winch setup was a gimmick at first, but after a few hours' playing we reckon we could be persuaded! However, even with an all-manual-winch layout the Hanse 385 is a doddle to sail: no jib sheets to tack and the mainsheet out of harm's way in front of the dodger moulding.

The new halyard bins are long overdue but rather than taking up space the 385's bins serve as helm seats near the gunwales. The lids flip-up easily to stow and retrieve sheets, but future boats will have short gas struts to hold the lids open making sheet and halyard tail handling easier. Cockpit sole wedges for the helmsperson's feet are available on request.

When we pointed the Hanse 385

...SUBTLE DIMENSION DIFFERENCES BETWEEN THE NEW 385 AND THE 375 SUGGEST A POSITIVE EFFECT ON SAILING PERFORMANCE, PRODUCING LESS HEEL AND MORE POWER...



Facts & figures

HANSE 385

PRICE AS TESTED

\$257,800

OPTIONS FITTED

Three cabins, North sails, Cruise Pack (AGM battery, power windlass, anchor with chain, spring cleats, teak cockpit sole, boom bag with lazy jacks, inverter, cockpit shower, swimplatform, liferaft storage, mast steps, flagstaff, Windex, fenders and mooring lines), Comfort Pack (indirect saloon lighting, courtesy lights, blinds and screens, sink and cooker covers, liferail gate, LED lights, nav lights bow and stern, coachroof hatch vent, leather-covered chart table seat, and kids' aft cabin kit), Navigation Pack (Simrad IS20 wind display, IS20 graphic display, NSS8 plotter, and AP24 autopilot), powered winches, two-blade folding prop, and AIS.

PRICED FROM

\$223,500 (inc. free Cruise Pack)

GENERAL

MATERIAL: Vinylester balsa sandwich; hull below waterline solid laminate

TYPE: Monohull

LENGTH OVERALL: 11.4m

HULL LENGTH: 10.99m

WATERLINE LENGTH: 10.4m

BEAM: 3.88m

DRAFT: 1.99m (1.62m optional)

WEIGHT: 7600kg

CAPACITIES

BERTHS: Two doubles

FUEL: 160lt

WATER: 300lt

GREY WATER: 35lt

WATER HEATER: 22lt

SAILS

MAINSAIL: 44m²

HEADSAIL: 30m² (self-tacking)

GENOA: 33.5m² (optional)

ENGINE

MAKE/MODEL: Volvo Penta D1-30

TYPE: Saildrive

RATED HP: 27

PROP: Fixed two-blade

SUPPLIED BY

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upwind it was obvious that the new mast disposition and sailplan have transformed the self-tacking-jib boat. When we've tested Hanses in the past, we've always had to ease some mainsheet when close-hauled, to prevent the big sail overpowering the little one and giving too much weather helm, or stalling the boat. Hanses always felt better to us with sheets eased slightly, compromising pointing ability.

The 385 changes that situation and it's now our favourite boat in the Hanse range — thus far in the 5 Series program. Even with its heavyweight 94 per cent jib the 385 pointed well in light air and footed quite happily with a Beneteau 36.7 that was club-racing beside it. Two-sail reaching and running was also better balanced than with previous Hanses, because the main didn't overpower the jib so obviously.

With a well-sheeted 105 per cent headsail the 385 should embarrass some racer/cruisers, we think. Optional headsail tracks mount on the coachouse roof, improving sheeting angle and keeping the sidedecks clear of tripping hazards.

The dropdown swimplatform (top) adds to the real estate and has sockets for a swimpladder, while in the portside transom corner is storage (above) for an inflatable, gas bottles or water toys.

The 385's bow fitting extends beyond that of the 375 and comes with a tack ring for a gennaker. This mini-bowsprit looks long enough to allow gennaker gybing between forestay and luff tape, where on the 375 outside gybing was necessary — with the attendant risk of losing a sheet under the boat.

At Hanse, the products just keep getting better all the time — keep it up, boys and girls! 🍷

[tradeboat SAYS...]

It just keeps getting better at Hanse. Slight hull and rig changes have made the 385 a faster, more balanced boat than its predecessor and the interior layout shows how fresh thinking can improve space utilisation. Pricing is keen and the standard equipment list is comprehensive

