





# Beauty or the Beast?

**The 461 is a ship of contrasts.** There are those who see her beauty, others who are fascinated by her speed. Which is more important? We at Hanse do not answer this question on principle. Because there is no one single answer. If we point out the elegant shape of the superstructure, we have to speak of the fast hull lines at the same time. If we explain the lead keel and modern rudder construction, we want to talk about the comfortable cruising cockpit at the same time.

But we do not want to rush you. You need to find out for yourselves whether Beauty or Beast suits you best - or both? Whatever your choice we cannot help you with this decision – but either way you will settle on the Hanse 461.













## Classic or Modern?

**This is another question** we cannot answer for you, try as we might. But we can tell you what we understand by 'classical'. It is the mahogany touch of the interior, the warm red-brown colours of the 461 interior called Mahogany Style. But it is the shapes and layout that are no longer so classical. We have said good-bye to the old traditional design and used ergonomics to create a modern living space.

But this does not mean to say that the Hanse 461 can be mistaken for a luxury hotel. In a hotel you cannot cross the seven seas, but in a 461 you can in comfort. And you can still communicate with your friends and colleagues when you open your laptop on the workstation in the owner's suite.





# Four or eight?

**Why this question?** The answer is quite simple: If you need to then we can accommodate 8 people in a Hanse 461. But we can also fit just two king-size beds, one each in large, luxurious fore and aft cabins. You will by now have realized that once again it is you that has to make the decision. The key phrase is - Individual Cabin Concept. Maybe you have already chosen the classic Mahogany or decided in favour of the optional silky-soft cherry interior.

To cut a long story short: The 461 offers you a hitherto unknown number of possible interior decorations. You alone have to decide what your 461 will look like inside. You want to go sailing with two people only? You want to be underway with a racing crew all the time? No problem. As the owner of a Hanse you are your own interior decoration designer. And we do the construction job.





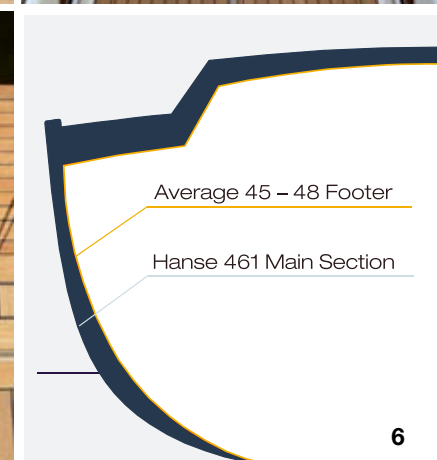
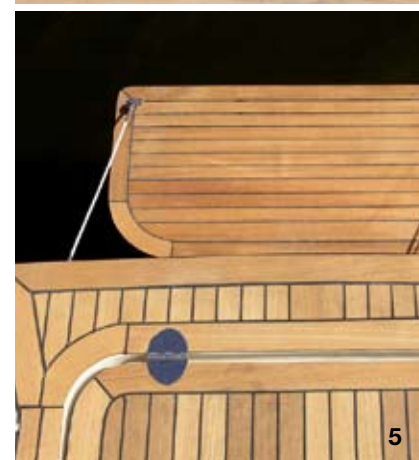
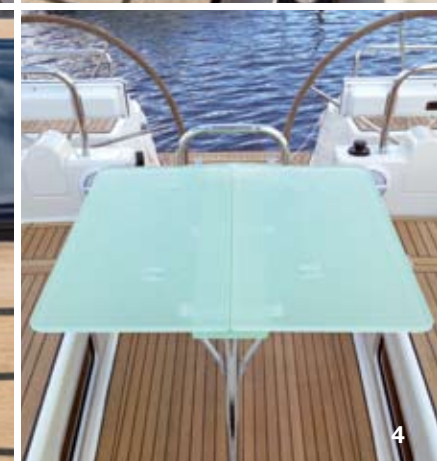


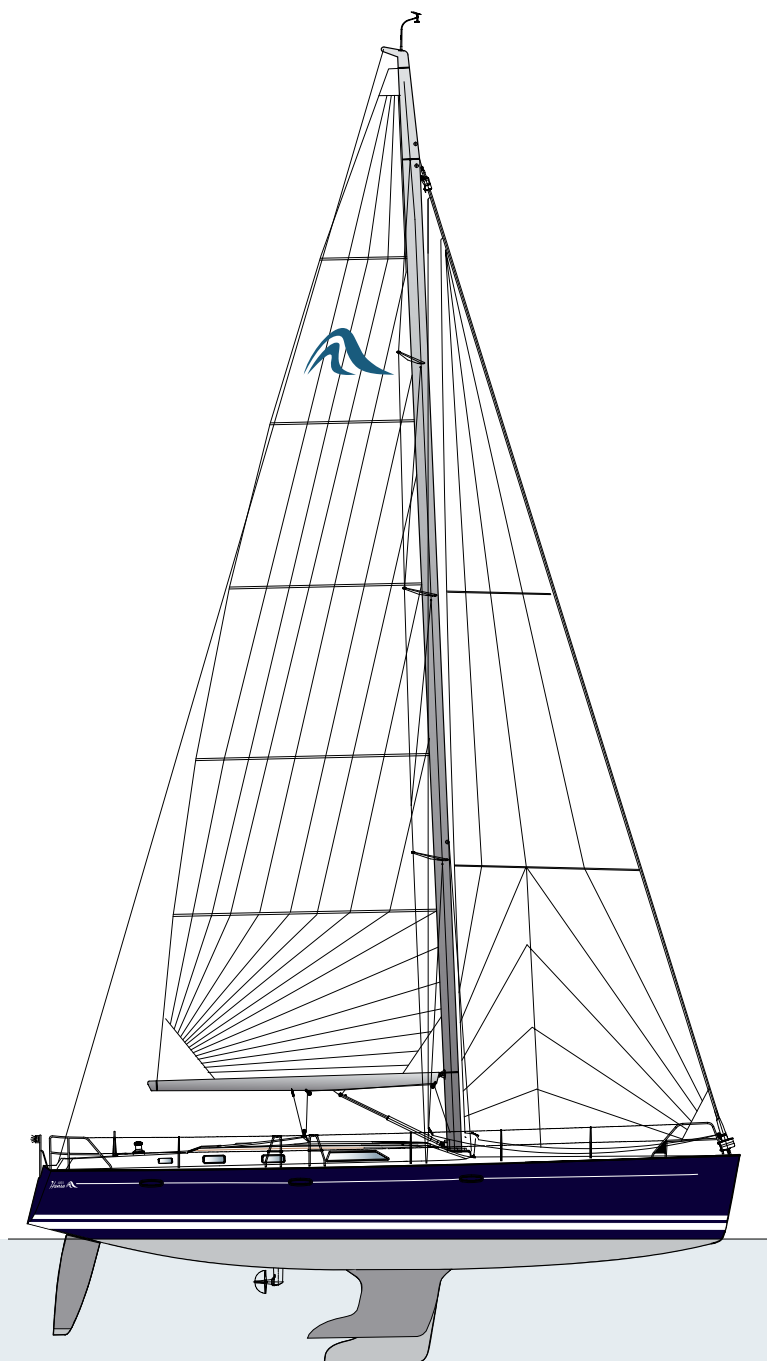




# Six good arguments

- 1 The anchor can be lowered out on a pivot arm – keeping the deck uncluttered while sailing.
- 2 Trimming for maximum speed is easy with racing quality deck gear.
- 3 We love simple uncluttered decks – who needs stumbling stones. That's why even the cleats are retractable.
- 4 Sailing fast doesn't mean you can't have an easy life on board as well. This folding cockpit table is both stylish and works well.
- 5 The fold out swimming platform with its teak planking is safe and comfortable to use.
- 6 The powerful midships sections give the 461 more speed and more space than any other yacht.

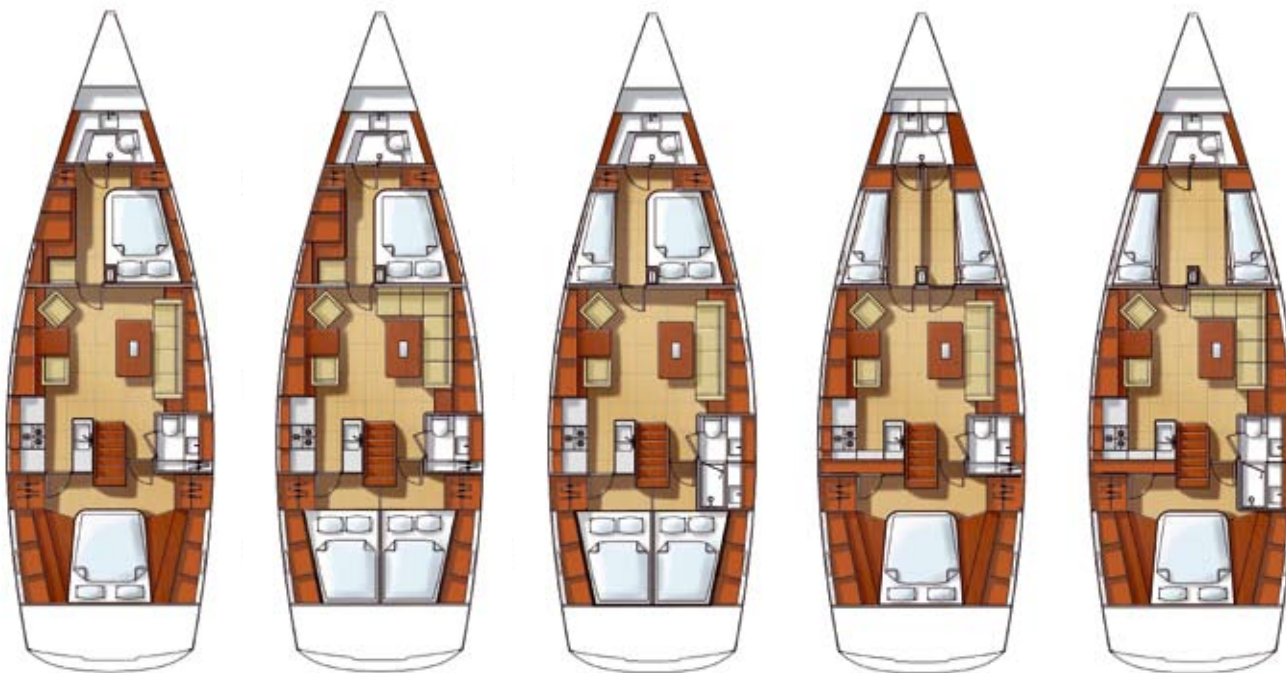




## Data

LOA	14.20 m   46'6"	Fresh water	approx. 400 l
LWL	12.60 m   41'3"	Fuel tank	approx. 250 l
Hull length	14.20 m   46'6"	CE Certificate	A (Ocean)
Beam	4.47 m   14'7"	Mast length above WL	approx. 24,43 m   approx. 80'2"
Draft	2.60 m   8'5"	Total sail area	approx. 124 m <sup>2</sup>   approx. 1,334 sq. ft.
	2.30 m   7'6" (option)	Main sail	approx. 67,50 m <sup>2</sup>   approx. 727 sq. ft.
	1.95 m   6'4" (option)	Self-tacking jib	approx. 48,30 m <sup>2</sup>   approx. 520 sq. ft.
		Genoa 105%	approx. 56,50 m <sup>2</sup>   approx. 608 sq. ft. (option)
Displacement	approx. 11,9 t   approx. 26,235 lb.	Gennaker	approx. 170,00 m <sup>2</sup>   approx. 1,830 sq. ft. (option)
Ballast	approx. 3.440 kg   approx. 7,584 lb.	Design	judel/vrolijk & co
Engine	39.6 kW / 54 HP	Interior	HanseYachts Designteam

## Individual Cabin Concept



All measurements are approximate. Specification and material can be changed without notice. Errors excepted.





## Material of the future

**Only lightweight designs can be fast.** It is good to know, that we at Hanse are familiar with racing yachts. We have many years and thousands of miles of experience. That is why we use epoxy, the material of the future, for the hull of our Hanse 461. It reduces the weight in comparison to conventional composites by approximately ten percent. The extensive structural design increases the comfort. The weight we save in design allows the addition of generators, refrigerators, heating, and other cruising equipment without a penalty in performance and comfort.

Epoxy has yet another advantage. You can forget the dangers of osmosis and no special primers are needed to protect the bottom. And apart from the benefit to the environment, you benefit directly from not having to live with the evaporations of the usual composite materials.



461





This brochure is not contractual. The yachts depicted partly comprise special equipment not included in the standard scope of supply. Illustrations may not correspond with current versions. Subject to alterations in design and equipment without notice and errors excepted.

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**Hanse**