



**Hans[®]
Christian**

43 Traditional



Here on these pages you have the Hans Christian 43-3 Traditional, our newest version of our most tested design; and of all our fleet, the pristine example of quality and elegance.

This little ship, for such she is, represents a long and slow quest for perfection in a cruising design; utilizing the skills of the same master boatbuilders and craftsmen, working

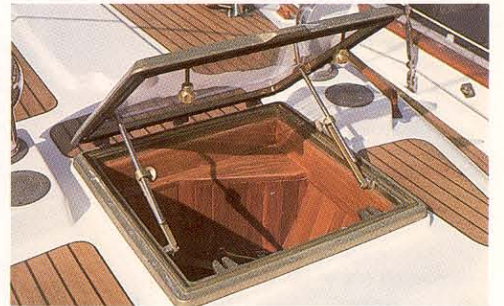
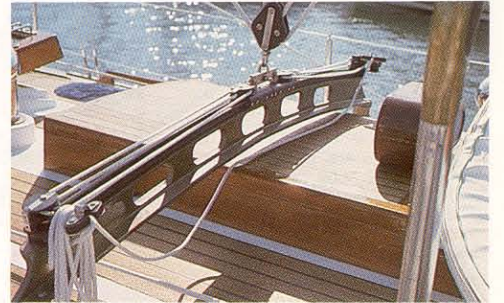
on the same design in the same yard, over an eight year period of development, under the guidance of American and German engineers and supervisors.

To perfect one standard 43 requires over eleven thousand manhours resulting in the curious state where the ship's quality transcends the average buyers perception in terms of her joinerwork, bronzes, teak,

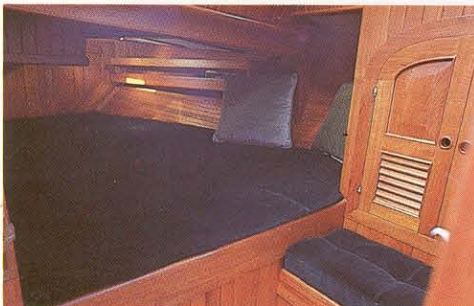
stainless steel, copper, marble, stained glass, and overall harmony of detailing and construction...and she steadily improves.

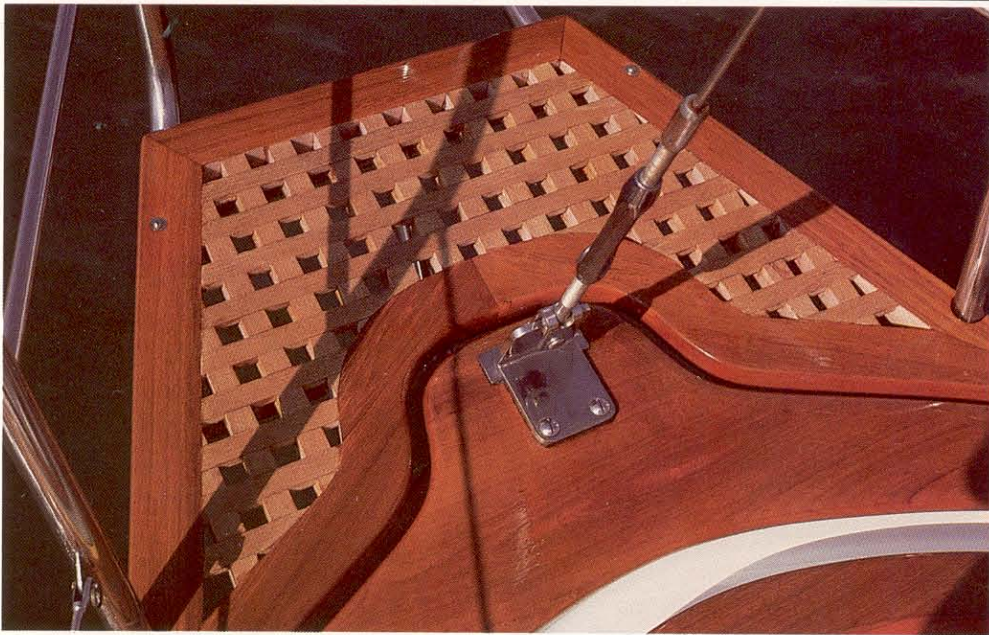


In the dead of winter, in the Gulf of Alaska, in a major storm hove-to off the 'Gate, or joyously soaring downwind in the sun and trades, she is an ultimate product optimized by the experience of our cruising fleet, to reach a final state of reliability sought over a decade; an elusive goal for perfection that continues.



Built since 1974 the 43's log tens of thousands of miles a year with an underbody as contemporary as tomorrow and topsides of total grace and tradition designed for functional cruising.





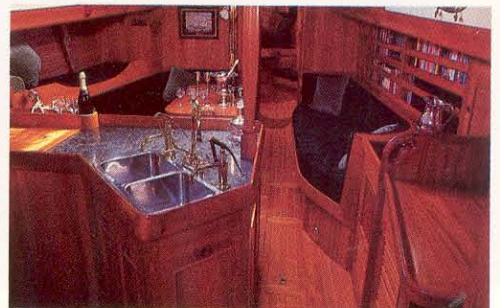
Her ease at sea, her balance, her warmth and pride of ownership are far more important than a racing record, but bear with us, the lady is fast.

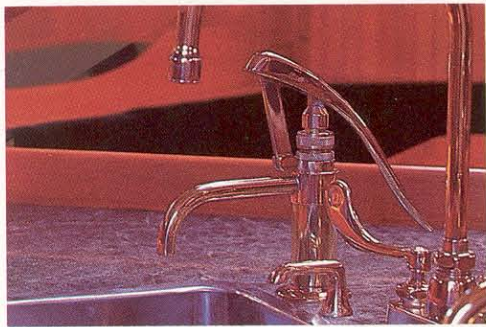
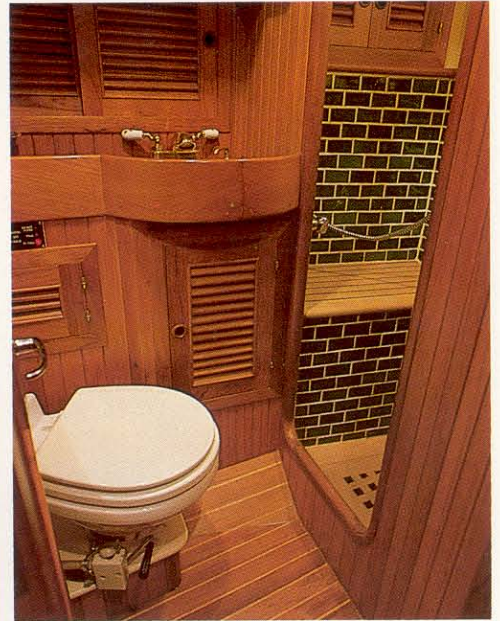
Performance? (in a design built for voyaging)?

First in class, Ensenada Race, 1979.
First overall (corrected), Cabo San Lucas Race, 1980.

First in class, Tri-Island Race Series, Southern California, 1980.

First overall (second boat for boat in fleet), San Francisco to Catalina Race (Metropolitan Yacht Club) in a fleet of I.O.R. machines.



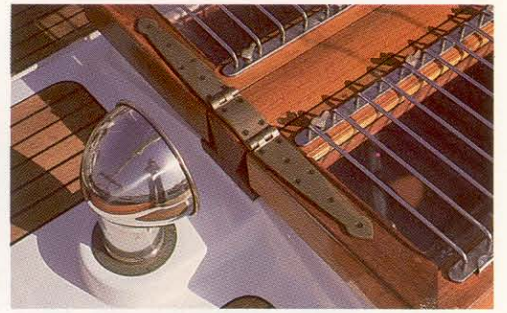
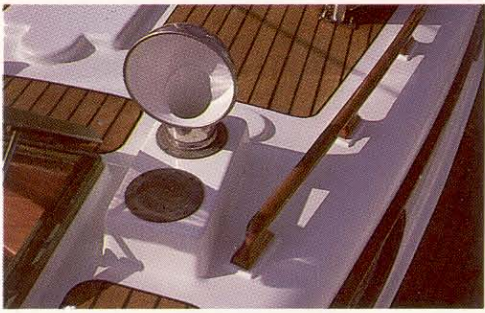


We gave her designer specific goals:

1. Give her moderate displacement, with heavy scantlings (where they are needed) in hardware, layup, and detailing...elements that translate into cost in materials and labor at the yard.
2. Give her the easiest possible motion at sea... (a factor of prime importance in terms of comfort at sea offshore and a determining factor in reducing with sections reminiscent of the early Carter Offshore designs, plus reasonable displacement, and load carrying ability for stores and spare equipment.

3. Give us interior detailing that maximizes function at sea in terms of storage, convenience, utility, light, ventilation to satisfy the new breed of knowledgeable buyer who is aware of what function can be offshore, and an often knowledgeable wife who demands amenities that work.
4. Give her three staterooms, two with big double berths, and a main salon designed for easy comfort, space, and entertaining with a navigation station which is "state of the art" in planning and flexibility.
5. And finally, give her beauty and purity of line reminiscent of the past, but totally compatible with function and performance for the two are not at odds but compliment themselves as she steadily appreciates in value, enhanced by her beauty and craftsmanship.

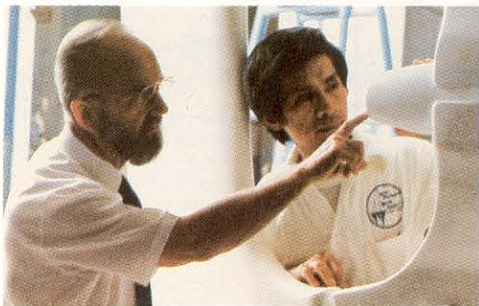




When there is a very close harmony between the buyer, the dealer, the importer, the designer and the yard, a state of surprising custom detailing

can evolve that virtually makes the yacht a custom design... a status long discussed within the Hans Christian family and only recently achieved, at costs very little above the cost of a standard boat, thus affording the buyer a personalized product, working very closely with naval architect Scott Sprague out in the Pacific Northwest, (and usually concluded with a final followup visit to the yard just before the ship is varnished and hand rubbed to her final finish).

The quality of the ship speaks for itself on these pages, but do be aware that her cost is competitive with yachts of her size. Her price per displacement pound is one of the best in the industry.



An Invitation!

Do join with our Hans Christian family for an afternoon of inspection and sailing on our designs... available at most ports of entry in the United States, Europe, Southampton, and Australia. We'd like to share with you your plans for voyaging and family cruising now or in the future. You'll find our dealers are sailors familiar with the designs, proud of our quality, and warmly hospitable.

Fair winds and good sailing!

*John B. Edwards
President
Hans Christian Yachts, Inc*

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Note: Please consult with your Hans Christian dealer on standard equipment. Some equipment on both drawings and photographs may be optional at extra cost.

Graphics by Leslie



Hans Christian 43 Traditional

Ketch or Cutter

SPECIFICATIONS AND STANDARD EQUIPMENT

Builder: Hans Christian Yachts, Inc.

PRINCIPAL DIMENSIONS

Length Overall	42' 7 1/2"
Length on Deck	42' 7 1/2"
Length Waterline	36' 10"
Beam	13' 10"
Draft	6' 0"
Displacement	31,500 lbs.
Ballast	12,300 lbs.
Freeboard: FWD, Amidships, Aft	6' 6", 3' 8", 4' 11"
Waterline Beam	11' 2"
Bridge Clearance: Std. Ketch	56' 3"
Std. Cutter	58' 6"

	STD. KETCH		STD. CUTTER	
Sail Area: Main	341 ft ²	8.25 oz.	409 ft ²	
Mizzen	149 ft ²	8.25 oz.		
Staysail	171 ft ²	8.25 oz.	226 ft ²	
Jib	277 ft ²	7.25 oz.	276 ft ²	
Lapper	606 ft ²	7.25 oz.	675 ft ²	
100% TRI.	546 ft ²	7.25 oz.	652 ft ²	
I	50' 6" to Step		53' to Step	
J	21' 10"		24' 10"	
C: Main	14' 8"	17'		
Tankage: Fuel Oil—120 US Gal.				
Water—208				
Holding—25				
Rigging: Headstay—3/8" OD 1x19 S/S (17,000# Test)				
Backstay				
4 Lowers				
Inner Forestay				
Uppers, Intermediates, Mizzen Intermediate & Lower—5/16" OD 1x19 S/S (12,000# Test)				
Mizzen Upper & Jumper—1/4" OD 1x19 S/S (8,000# Test)				
Sheets, Halyards—1/2" Yachtbraid (7,500# Test)				

DESIGN DATA

Lbs/in. immersion (Nom.)	1,530 lbs.
Hull speed (theoretical)	8.13 kts.
Speed/Length Ration (Hull Sp.)	1.34
Prismatic coefficient	.52
Long. center buoyancy	5.5 sta.
CLP (nom.)	.206
Displacement/length	209.3
Beam/length	.303
Sail area/displacement Ketch	16.37
Cutter	16.79
Ballast/displacement	39
Propulsion: 130-160 cu.in. Diesel	
HP-40-55 Continuous	
Propeller: 22x14	
Displ./HP—812-545 (cont.)	
Dellenbaugh Angle: 16° Est. (100% Tri.)	

HULL & DECK

Heavy molded reinforced fiberglass hull built for a lifetime of rough use with molded boot-top. Molded fiberglass deck with sandwich core insulated construction for rigidity and insulation. Heavy bulkheads with teak strake overlays bonded to hull with spacers between hull and bulkhead. Teak inserts on trunk top for non-skid surfaces. All trim, hand rails, and interior detailing utilizes Burmese selected teak with five coats of hand rubbed varnish. All scantlings and layup are in excess of Lloyds of London specifications in terms of glass per square inch with plugs regularly tested in U.S. labs. Layup consists of up to 24 layers of 24 oz. woven roving and 1.5 oz. mat.

Note: % by weight of GLASS PER SQUARE INCH is one of the best criteria to determine both cost and strength of a glass hull. Thickness is misleading and while there are probably few if any hulls thicker than the Hans Christians the first index is more important. Thickness can be built up with heavy mats quickly and cheaply without proportionate strength in terms of use of roving. Hull is a single unit.

INTERIORS

Traditional Offshore: Functional snug layout with a minimum of open space for voyaging and rough water use. Features optional "Pilot Schooner" deep pilot berth, with "North Sea" drop design. A no-compromise voyaging version of the Hans Christian 43.

Traditional Mark II: Retains the outstanding traditional galley but provides the live-aboarder with a private stateroom and queen sized berth amidships. Increases the number of drawers and hanging space for the owner who really uses his boat. Galley and all areas aft of galley essentially the same as the Traditional 43.

Both layouts use rich selected and hand rubbed teak interiors with many options available in marble, tile, and exotic woods, burnished copper fireplaces, liquor cabinets, and custom detailing working with the designer. Includes hand-rubbed teak newell posts to complete a stately old-world main salon. Electronic and navigation station is standard.

Fabrics include pleated and buttoned velvet and other options. Massive bronze opening ports, heavy opening skylight over main salon for a light interior built of teak. Select strong functional materials suitable for hard commercial service or lush rich fabrics reminiscent of sailing ships of a century ago. Cabin sole is inlaid strip-teak.

GALLEY

Spacious and efficient located next to dinette and main salon. Large well insulated top-loading refrigeration (optional). Storage of ice is outstanding (standard). Extra deep stainless steel sinks with full pressure hot and cold water is standard. Snug locked in galley for safety and functional use at sea (see plan) with sinks on center line of vessel. Food utensil and condiment lockers, drawers for silverware and galley tools. Three burner galley range with oven is optional. 8 cubic foot icebox standard with high density 4" polyurethane foam insulation. Seawater foot operated pumps and many other options available.

WATER AND FUEL TANKS

Up to 200 gallons of fluid capacity (some optional) with Trans-Ocean capabilities. Tanks have large inspection plates, heavy baffles, and interconnecting manifolds. Fill mountings are bronze and flush on deck. Fuel oil tanks are black iron sealed in mat and epoxy. Water tanks are stainless.

DIESEL POWER

The Traditional uses a slow turning quiet (sound insulating is optional) marine diesel of power in excess to drive the hull to full hull speed in head seas and wind. Morse controls in the cockpit. Engine instruments weather protected. Bonded engine beds with adjustable flexible rubber mounts. Propeller located in generous aperture to provide maximum efficiency. Propeller shaft (1.5" dia. stainless) is parallel with waterline to transmit maximum power with minimum losses and maximum cruising range under power. Maneuvering under power is outstanding with ability to back the yacht in a straight line with full control or maneuver at very slow speeds in adverse conditions of wind and sea. Massive clutched pump engine mounted for safety and deck washdown (option).

ELECTRICAL

Built-in provision and wiring for future options of Radar, Loran, Side-band, V.H.F., Auto Pilot, and standard generating equipment as well as refrigeration and freezer (in separate compartments). Design and construction features to avoid exorbitant costs of U.S. installation after delivery and commissioning. Engraved deluxe circuit breaker panel protected from weather. Three way master disconnect switch. Interior overhead mounted 12-volt dome lights throughout the yacht and engine room, head, galley, etc. Full navigation lights including spreader lights. All wiring to standard color codes and U.S. Coast Guard regulations. 117 A.C. outlets throughout the yacht.

NAVIGATION

Chart table with lockers for instrument storage of navigation instruments and bulkhead for chronometer, barometer, and other optional equipment. Adjacent bookshelf for navigation books and tables.

COCKPIT

Self bailing (the yacht has enormous reserve buoyancy aft in her sections) with space for sleeping out in tropical nights, seating for ten adults, emergency tiller, deck storage box over access to quadrant aft.

WARRANTY

Probably the strongest warranty policy of any imported yacht from the Far East (copy on request) backed by dealers throughout the United States. Trials will be run for a minimum of 12 hours working closely with the buyer. Provision can be made for the new owner to work with Hans Christian personnel on your new yacht until you feel completely confident of operation and maintenance procedures. This "training period" can extend to operation of the vessel offshore, in rough water handling and in handling the yacht under power.

MISCELLANEOUS

Optional bos'n's locker with massive teak stringers, belaying pins, sail storage, and (if you wish) head in forepeak to reserve head compartment for massive hanging locker, sail storage, etc. Foreward hanging lockers teak lined and generous in size for live-aboard use. Head to owner's specifications with waste retention system, sink, locker, large mirror and full teak paneling, foot operated fresh water pump is optional. Chain locker drained separately into bilge. Berths with individual reading lamps and full 6'8" length. Skylight with massively built teak protection against boarding seas. Main salon table mounted on massive compression post of stainless steel and can be raised to overhead to provide social area in main salon. Aft Stateroom has double berth to port and single berth to starboard with vented door (optional) to galley, dome light, reading light, etc. Mast and Boom are finest U.S. custom designed for cruising with rigging (Forespar) specially swaged utilizing Merriman or Navtec turnbuckles for maximum reliability. All through hull fittings of bronze and electrically bonded. Deck Hardware includes double bow pulpit and stern pulpit or boomkin, genoa tracks turning blocks, teak and roller bearing mainsheet and staysail blocks, double bow roller.

FOR YOUR GUIDANCE

All orders are subject to prices and specifications in effect at time of acceptance or order by your dealer. Please check with your dealer for verification and contracts on standard equipment and specifications at the time of sale as the company reserves the right to make changes and improvements without notice.