Hanse 495

€195,000 Tax Paid

Lefkas, Greece

Williams & Smithells Ltd
International Yacht Brokers
+44 (0)1329 596022
info@williamsandsmithells.com



Boat Details

Manufacturer:	**Hanse**	Model:	**495**
Hull Material:	**Monohull**	Year:	**2011**
Length:	**49.5 feet**	LWL:	**44.4 feet**
Beam:	**15.6 feet**	Draft:	**7.8 feet**
Engine Manufacturer:	**Volvo Penta**	Engine Fuel:	**Diesel**
Price:	**€195,000**	Location:	**Lefkas, Greece**

Boat Description

Hanse 495, designed by Judel/Vrolijk & Co and built in 2011, is a highly capable and well-equipped cruising yacht combining modern performance, spacious accommodation and excellent levels of self-sufficiency. Currently lying at Cleopatra Marina, Greece, she has been extensively cruised in the Mediterranean since 2022.

Measuring 15.4m (50’5”) overall with a 4.75m beam and 2.38m draft, features a dark blue gelcoat hull, fin keel with bulb, twin wheel steering and a spacious aft cockpit. Accommodation is arranged over three cabins with six berths, including a generous master cabin with walk-around bed, separate shower and heads.

Power comes from a 75hp Volvo Penta D2-75F diesel with saildrive and upgraded three-blade folding propeller. The engine was serviced in March 2025 and the saildrive seal was replaced in May 2023. Cruising independence is enhanced by a Schenker 30-litre/hour watermaker, Watt & Sea hydro-generator, 770W solar array and upgraded battery and charging systems.

The sloop rig carries a 2020 Hyde heavy-duty cruising mainsail and 105% genoa, an original Hanse self-tacking jib and a 2018 Code 0. The yacht is equipped with B&G navigation equipment including a Zeus 3 12” plotter, 4G radar, RS100 VHF, AIS B, autopilot and forward-looking sonar.

The interior features high-quality mahogany-style joinery, leather upholstery, Eberspächer heating and a well-equipped galley with three-burner cooker, oven, microwave and Vitifrigo refrigeration.

Recent upgrades include a new Bimini (2024), sprayhood (2025), permanent folding stainless-steel swim ladder (2024), cockpit cushions (2024) and new domestic batteries (2025).

A well-presented and comprehensively equipped Hanse 495, she is ready for extended cruising and new adventures in the Mediterranean.

Construction

Built by Hanse Yachts, Germany 2011
Designer: Judel / Vrolijk & Co
Aft cockpit cruiser

Hull Material: Insulated GRP (vinyl-ester sandwich construction)
Hull Colour: Dark blue gelcoat hull with white accent stripes
Deck Material: GRP/FRP (sandwich construction)
Superstructure Material: GRP/FRP
Cast iron keel
Fin keel with a bulb
Spade rudder
Twin wheel steering
Last Structural Survey: 25-Apr-2022

Swim Ladder: Aftermarket stainless-steel swim ladder fitted, providing direct water access without the need to lower the transom. A below-transom grab rail is also fitted to provide a secure handhold for swimmers alongside.

LOA: 15.4m / 50’5
Beam: 4.75m / 15’6
LWL: 13.54m / 44’4
Draft: 2.38m / 7’8
Displacement: 14 tonnes
Ballast: 4,000 kg

Machinery

Volvo Penta D2-75 75hp (original)
Serviced 19-Mar-2025 by Volvo Penta main dealer
Engine Hours: 12th August 2026 1,894 hours
Gearbox: MS150S-B
Upgraded 3 blade folding prop
Saildrive
Saildrive Seal/Rubber: 26-May-2023 by Lefkas Marine Services

Wind Generator: No wind generator, but there is a Hydro-generator
Hydro-generator Model: POD600
Water Maker: Schenker smart digital 30 12v (2018)
Water Maker Output: 30 litres/hour
Bow Thruster

Electrics

Domestic Batteries: 3 × Upgraded Sunlight 12-230S AMG, 230 Amp/H each; purchased & fitted 22-Aug-2025
Engine Starter Battery: 1 × Vitron AMG 12v 90 Amp/H; purchased & fitted 30-Jun-2023
Bow Thruster Batteries: 2 × TIANNAENG TN12-100, deep cycle AMG, 100 Amp/H each; purchased & fitted 25-Aug-2023
Additional Batteries: Stern Thruster VITRON AMG;

Available On-board Voltages:
240V AC by inverter & shore power; 12V DC from house battery; 5V DC via USB sockets; 24V bow & stern thrusters
Charging Methods: 240V via shore power; engine alternator (115 Amps)
Hydro-generator: Watt & Sea Hydro-generator, new 2022
Inverter: Upgraded Mastervolt Mass Combi Pro 12/3000–150
Inverter Wattage: 3000 W
Battery Chargers: 3 chargers:
a) Upgraded Mastervolt Mass Combi Pro used to charge house & engine starter battery;
b) Stern Thruster Battery Charger – Vitron Energy Orion Switch mode Isolated DC/DC converter;
c) Bow Thruster Battery Charger – Vitron Energy Orion Smart Isolated DC/DC charger with Bluetooth connectivity

Battery Charger Amperage: a) 150 Amp; b) 30 Amp; c) 30 Amp
Solar Panels: 2 large rigid panels mounted on davits behind the bimini; 2 flexible panels on cabin roof (need replacement)
Solar Panel Total Wattage: 770 W
Shore Power: Yes; shore power cable with plugs for 16 Amp and 32 Amp sockets. Also polarity checker and polarity reverser
Additional Electrics History: Mastervolt; new in 2020. Vitron Smart Charger; new in 2023

Tankage

Fuel: 2 × 150 litres each = 300 litres; Plastic
Water: 2 x 650 litres in total; Plastic
Holding: 2 x approximately 30 litres each; Plastic
Tank Level Measurement: Available on all tanks

Accommodation

Berths for 6 in 3 double cabins
2 Heads – 1 electric, 1 manual
2 Showers
Master Cabin: Walk-around bed. Head on the port side and separate shower on the starboard side.

Leather upholstery, colour described as ‘Mud’ by Hanse; new 2017
High quality marine ply – mahogany style, satin varnish.
Optional classic style striped sole – new in 2018
Average Headroom: 2m

Domestic

Cabin Heating: Eberspracher air heating with 5 outlets (2 × 4kW)
Calorifier: Sigmar Marine, stainless steel 316, 22 litres, 800 Watt electric heater and Eberspracher diesel hot water heater

Cooker: PENO (upgrade option, 3 burners)
Cooker Model: ENO Grand Large or ENO Bretagne
Grill: Probably – never used
Hobs: 3 burners
Microwave: Yes
Sink: Double sinks, sharing a central tap
Sink Material: Stainless steel
Fridge: Vitifrigo (2 drawer)
Freezer: Vitifrigo (1 drawer)
Cutlery & Crockery: Some crockery – limited
Cooking Utensils: Some – limited
Pots & Pans
Television/DVD: Concealed TV mounted behind saloon seating adjacent to the galley, remotely deployed
Additional Domestic Information: Corian worktop

Deck

Anchor 1: 25kg Lewmar Delta, galvanised; 60m stainless steel chain
Lewmar V3 Electric/Manual Electric windlass
Anchor Windlass Control: Digital readout on the anchor windlass control
Anchor 2: 15kg Danfor Anchor, galvanised; stainless steel chain
Anchor 3: Dinghy anchor
Warps: Approximately 10 mooring; various ages and lengths
Fenders: 6 Majoni size 5; 2 round fenders; 1 smaller roving fender; 1 fender for the tender
Swimming Ladder: Original ladder stored in rear locker and can be fitted in swim platform when lowered. Bespoke permanent folding stainless-steel ladder with teak treads to port side of stern/transom; fitted 2024.
Swimming Platform
Boarding Ladder: Boarding ladder for side access
Spray Hood: Yes, new September 2025
Bimini: Yes, new 2024
Pasarelle
Deck Shower

Navigation Lights: Yes; port, starboard, anchor, rear, steaming and deck flood light (all believed to be LED).
Dinghy Navigation Lights: On board

Additional Deck Equipment:
Standard teak on cockpit benches. Optional teak on cockpit sole, side decks, fore decks and coach roof. Engine controls at helm station, starboard. 6 retractable mooring cleats. Self-draining chain locker. Fixed anchor arm with anchor roller. Antique foot step with integrated pad eye. Foldable teak cockpit table with integrated stainless steel chart plotter housing. Hot & cold shower on aft deck. Forward sail locker with deck wash pump. Storage for gas bottles, self-draining. Self-tacking jib track fully integrated into foredeck. 10 deck jammers. Stainless steel push-pit with Ensign flag socket. Split stainless steel pulpit and stainless-steel stanchions with rail gates on both sides. Teak rubbing strip with stainless steel rail (was optional). Dinghy davits with solar panels mounted above. Adjustable back stay tensioner. 2 wheel covers – light grey. 4 winch covers – light grey. Fold down steps on the mast. Cockpit cushions replaced in 2024 (dark grey); style differs significantly from original Hanse cushions, which are stored on the boat; new covers may be preferred.

Navigation

Plotter: B&G Zeus 3, 12-inch plotter mounted behind the cockpit table; 2020
Echosounder: Forward looking sonar – displayed on B&G
Radar: B&G 4G radar, 2019
VHF: B&G RS100 with H6 remote, 2021
Onboard Wireless Network
AIS: Receiver/transmitter, AIS B
Autopilot
Compass
Speed Log
Wind Indicator

GPS
Additional Navigation: 4 Simrad IS20, 1 display for autopilot and control for Fusion sound system, all at helm. Teltonika router RUXT11 4G Wi-Fi router. QUSPOT antenna for the RUTX11.

Tenders

Tenders
Highfield 295 Classic Hypalon with folding transom, 2018 2.95 metres
E-propulsion Spirit 1plus electric outboard
Outboard Power: 1kW, 3 HP equivalent
Carrying Method: Davits

Safety

Life Raft: 1 × Sea-Safe (Cannister), capacity 6; last serviced 212-Jun-2023 by Ionian Marine Safety
Fire Blanket: 1
Fire Extinguishers: 4
Electric Bilge Pumps: 1 (automatic)
Manual Bilge Pumps: 1
Life Jackets: 3 and 2 safety harness lanyards
EPIRB: McMurdo Smartfind G8-EPIRB with AIS
Jack Stays: Several cockpit pad eyes to attach harness lines
Flares: Coastal Flare Pack, new June 2022
LED Flare: ODEO Mark 3 LED Flare, new June 2022
Radar Reflector
Emergency Tiller
Dan Buoy- June 2022

Additional Safety: Carbon monoxide detector. Grab rail at back of the boat, below transom. Emergency boarding ladder (retractable). Permanently fixed swim ladder on stern (port side) improves access from the water.

The condition or level of safety equipment on board is not to be negotiated on following survey. It is likely to be listed by most surveyors but is not structural or an integral working part of the vessel and is not to be used to further negotiate the price down after survey. We strongly suggest that for your own personal safety that when purchasing a yacht you provide new safety equipment rather than relying on second hand gear.

Should you become the new owner of this yacht then the responsibility to re-register or update official bodies for items such as EPIRB, VHF, MMSI or AIS becomes yours.

Comments

CRUISING HISTORY

History: Understood to have been cruised in the Baltic before previous owner purchased the boat. Since it was part exchange with Hanse twice before he bought it, this was considered credible. Marcel Flore sailed the boat from the Baltic to Sicily, using it as a liveaboard. The current owners bought the boat from him in Marina de Ragusa. They sailed from Marina di Ragusa to Greece in 2022. Since then it has been sailed mostly in Greece. To extend the sailing season, it was sailed to Turkey for approximately 4 or 5 weeks in 2023 and 2024 (late summer 2023 and early summer 2024). Exact dates can be provided if needed. The yacht was taken out of the water on Leros island for winter 2023/2024. All other winters it has been kept at Cleopatra Marina.

Hanse 495 – market position
The Hanse 495 was designed by Judel/Vrolijk & Co and built from 2011. At 15.4m / 50’6?, with a 4.75m beam,
2.38m draft and approximately 14 tonnes displacement, it sits towards the larger end of Hanse’s performance-cruiser
range of the period.

Its main selling characteristics are:
• Judel/Vrolijk performance-oriented design
• Large 50ft cruising platform without being excessively complex
• Twin-wheel steering
• Self-tacking jib option, making the boat relatively easy to handle short-handed
• Large aft cockpit and wide stern
• Good accommodation for extended cruising
• Strong potential for offshore/Mediterranean cruising
• Volvo Penta 75hp diesel
• Generous tankage and storage
• Good modernisation potential through solar, watermaker and upgraded electronics

The combination of performance, relatively easy handling and substantial accommodation makes the 495 quite
attractive to buyers looking for a 50ft cruising yacht that can be managed by a couple, rather than a much larger
yacht requiring a crew.

Title Documents

Listed below are the documents/or copies of what we have seen on listing this yacht.

Current British Registration (Full – Part 1 Registration)
Copy – Bill of Sale 2022 (to current British owners)
Copy – Dutch Kadaster Closure Certificate (2022)
Copy – HISWA Contact Signed (2022)
Copy – Dutch Kadaster Zeebrief Reg Cert (2020)
Copy – Invoice Hanse to 3rd owner (2019)
Copy – Hanse Trade in 495 # 002 (2018)
Copy – Invoice 2017 2nd Owner (with trade in / part ex)
Copy – Signed Hanse Handover Doc to 1st Owner (2011)
Copy – EU VAT Invoice 2011 – 1st supply

Evidence of TEPAI cruising tax paid 2025
Copy of Transit Log
Photo of HIN # in the hull
Photo of Ce Plate in Cockpit
Photo of Engine Plate

Disclaimer

The Company offers the details of this vessel in good faith, in this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part. This vessel is offered subject to prior sale, price change, or withdrawal without notice. Please contact us to book an appointment to inspect any yacht before you book flights or pay for travel. This is to ensure you have a confirmed booking in our diary with the right amount of time allocated to inspect the yachts you want. Our yachts are not all in one marina, yard or harbour and in season do change locations. To avoid disappointment, call or email before you make travel plans. By contacting Williams & Smithells Ltd from this yacht portal or our website direct you are agreeing to providing us with your contact details relating to your interest in purchasing a yacht. We will use these details to contact you offering suitable yachts in the future. If you no longer wish to be send yacht details or promotional information please send an email stating you wish to opt out and be removed.