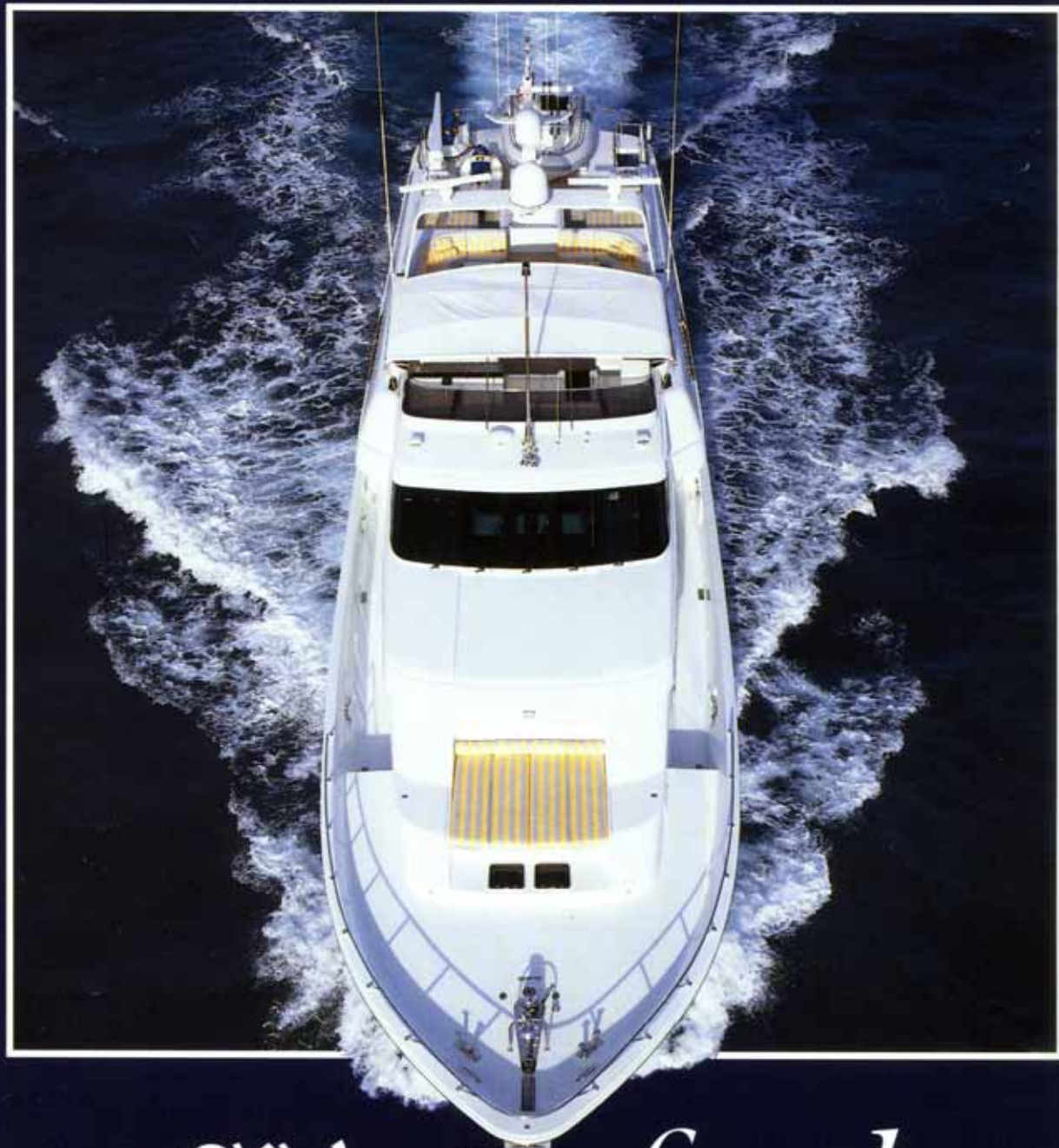


BOAT



Waterford

The 34m Hatteras Custom Yacht

INTERNATIONAL

The most recent launch in the Hatteras Custom Series, **Waterford** was constructed with style and safety equally high on the list of priorities. Roger Lean-Vercoe reports on the outstanding results achieved in just seven months
Photography by Bugsy Gedlek



SHAW MCINTOSH/ON

After several charter experiences, *Waterford's* co-owners wanted to create a yacht which was warm in feeling, inviting in looks, understated in elegance and flexible in configuration and one which would accommodate both of their busy schedules and entertainment styles. One of the Virginia business partners grew up on the Chesapeake Bay in Virginia while the other lived on the Great Lakes, maintaining a connection with the water since he was given his first boat at the age of 10 – a 5m (16ft) clinker-built dinghy. He later served as a marine deputy sheriff and then as a US Naval officer helping to commission, and later serving on, a 95,000 tonne aircraft carrier.

Human nature dictates that when the decision to purchase is made, and once you know what you want, you want it as soon as possible. Sadly, with custom yachts, this often entails a wait of 18 months or more but Felix Sabates, a Florida dealer, is well aware of human nature and he specialises in the construction of speculative yachts. At that time, Hatteras Custom Yachts were about three months away from the completion of his *Victory Lane*, the name that Sabates gives to all of his unsold yachts, and at 33.5m (110ft) in overall length she fitted the required size and price bracket. While her GRP hull was complete, her interior was still in the early stages of construction so it was quite possible to redevelop the interior design to her new owners' taste without incurring massive additional costs. As a result, a sales agreement was soon reached and, after seven hectic months of detailed finishing work, *Waterford* was delivered to her delighted owners.

Since 1989, Hatteras has built 16 custom yachts between 30m and 39.6m (98ft –

Above: *Waterford* displays her broad decks, equipped with an 18ft Novurania tender

Inset: the pilot house has been designed with the emphasis on ease of movement

Main picture: the smoothly-architectured lines of *Waterford's* superstructure incorporate a raised pilot house, and sidedecks running to a pair of midships entrances



Waterford



130ft) in its expandable mould, and although *Waterford* is among the smallest of these, she is possibly the most sophisticated. Following the 'raised pilot house' layout, highly popular in the USA, she has two enclosed decks: a lower deck with the guest accommodation positioned between the aft engine-room and the crew quarters in the bow, and a main deck divided amidships by the slightly raised pilothouse. This carries the main saloon in its aft section and an open-plan galley/informal dining area forward.

A prime feature of this layout is the huge sun deck positioned directly above the main saloon between the flying bridge and the tender's stowage position on the overhang above the stern deck. This deck, a complete outdoor living space, is fitted with a spa pool flanked by sun-loungers

abaft the radar arch, while forward is a seating and dining area served by a barbecue and bar. Notably, instead of the almost universal white finish – blinding in sub-tropical sunshine – this area has been sensibly carpeted in grey with cushions covered in a matching grey and yellow stripe, both of which are made from quick-drying synthetic materials.

Below the tender stowage, the shaded aft section of the main deck is unusually planked in diagonally-laid teak to assist water run-off and add aesthetic effect, and it carries a dining table between twin stairs that provide a gentle descent to the bathing platform. Like the majority of raised pilot house designs, *Waterford's* side decks only run from the foredeck to a pair of midships entrances in order to create the largest main saloon possible, an

advantage which must be balanced against the occasional need for a crew member to run through the saloon carrying a man-sized fender. But when one sees the decorative scheme devised by Thomas C. Achille, *Waterford's* Los Angeles-based interior designer, most guests will surely be prepared to turn a blind eye to such a minor inconvenience.

Ironically, Achille was commissioned for the task not because of his experience with yachts, but for his lack of it! Previously engaged by *Waterford's* owners to design their Virginia farmhouse and a mountain retreat, his mission now was to create a fresh, stylish and truly distinctive interior without reference to the work of any specialist yacht designer. Although constrained by time and restricted by a pre-determined division of the hull, he

Achille, bringing with him the experience of house design, has provided the main saloon with a delightful mix of antique and modern furniture



Left: twin sofas and easy chairs are positioned below the striking deckhead panel in the main saloon
Above: situated to the front of the deckhouse, the dinette/galley, complete with overhead television, provides a light and informal dining area for six people
Below: illuminated by daylight, the main dining area is simply furnished. Twin figures either side of the circular table and an Italianate screen reflect a European influence



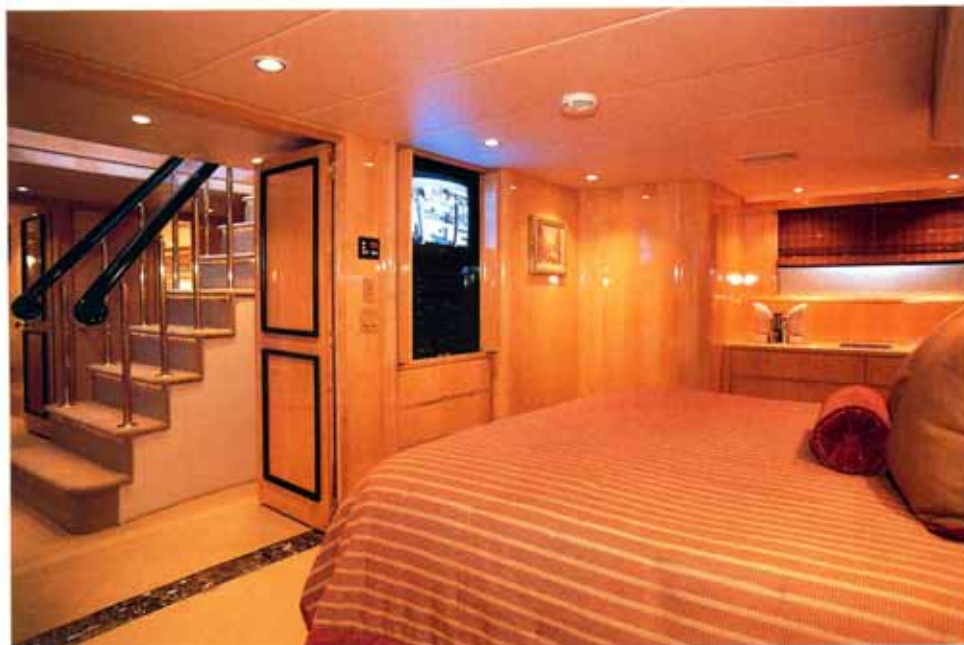
was totally successful in his task.

The basis of his decoration leans towards the Biedermeier style, popular in Germanic Europe in the early part of the 19th-century, which was famous for its use of classically-inspired, light-coloured maplewood furniture and panelling highlighted with small ebony detailing. The saloon has the immediate impact of a warm, inviting and homely space where crisp architectural lines are carefully blended with the autumnal tones of the soft furnishings.

Not so long ago, built-in furniture was de rigueur in a yacht, but today's fashion is moving towards skillfully arranged individual items. Achille, bringing with him the experience of house design, is an exponent of this trend and has provided the main saloon with a delightful mix of antique and modern furniture. The focal point of his design is a collection of sofas and easy chairs that form a close-knit central seating area positioned beneath a deckhead panel inlaid with a marquetry compass rose. These are not only well-spaced for relaxed conversation, but their situation also leaves ample room for fore-and-aft movement on either side without causing undue interruption to guests – a particularly important feature in a yacht without side decks.

One disadvantage of this arrangement is that a location for a television is not immediately obvious. Some guests may welcome the lack of a screen, but television is a modern necessity and a

Waterford's co-owners wanted to create a yacht which was warm in feeling, inviting in look, understated in elegance and flexible in configuration



solution was needed. The answer was to install not one, but two substantial 114cm (45in) television sets concealed within the twin cabinets in the aft corners of the saloon, meaning one or other of these is easily visible from any seat.

The original design for this area contained a rather prominent bar, but this was removed and replaced by a discreet drinks cabinet topped with black granite and flanked by an impressive pair of straight-grain maple columns, a feature which also serves to divide the room's sitting area from its formal dining table beyond. This latter area, furnished with an oval, eight-seater satinwood table and upholstered bucket chairs, continues the classical style with a delightful modern copy of an antique Italianate screen that fills the bulkhead adjacent to the stairs leading to the lower deck guest accommodation.

Fringed with black handrails on brass balusters, the stairs descend in one straight flight, carrying welcome daylight directly into the mirrored lobby which lies at the heart of the four staterooms. The master is aft; a splendid full-beam cabin that is entered through a wide, double door across a distinctive threshold of imperator bronze marble. Spacious, sophisticated and well-lit, it is provided with a palatial king-sized bed and a cedar-lined, walk-in wardrobe. On either side of the bed, double doors open aft into a full-beam 'his and hers' bathroom whose position against the engine-room bulkhead provides the

Above: an elegant staircase leads from the main deck foyer to the sunlit lobby which opens into the master stateroom

Right: this full-beam cabin features a king-sized bed and walk-in closet. The cabin's generous dimensions are enhanced by the floor-to-ceiling and deckhead mirrors

Below: cedarwood cupboards are topped with dark, imperator marble in the master bathroom. A spa bath and shower is enclosed by sliding, clear-glass doors





final touch to an already impressive noise insulation scheme. To port and starboard, magnificent washstands, topped with rich brown imperator marble, are divided by the centrally-positioned shower and spa-bath enclosures. To maintain the unity of the space, shower and bath are currently divided by sliding, glass doors, but their gold-anodised aluminium framing is considered to be somewhat overbearing and will probably be redesigned. To further enhance the feeling of space the walls and deckhead are highly mirrored, but the usual sense of visual confusion has been almost entirely eliminated by providing the mirrors facing the washbasins with ornate frames, creating an interesting and highly effective design technique.

Tucked beneath the stairs is a surprisingly spacious twin-bedded stateroom, while

forward of the lobby two identical queen-sized doubles each occupy half of the yacht's 7.31m (24ft) beam. Combined television and video units are installed in the dividing wall, and to avoid sound penetrating the adjoining cabin their speakers have been removed and positioned in the deckhead.

After experiencing the horrors of fire aboard an aircraft carrier during service in the US Navy, one of the owners insisted that the yacht's fire-fighting and other safety systems should be of the highest order. Accordingly, each of the yacht's compartments contain prominent alarms and fire protection equipment. In the staterooms, like many other areas, extinguishers have been recessed into the bulkheads so that they provide no obstacle to movement, yet still remain clearly

visible for the reassurance of guests.

Crew quarters, perhaps slightly smaller than average but decorated to the same standard as the rest of the yacht, are located, traditionally, in the bows. Here, four crew share two twin-bunked cabins while the captain occupies a pleasant stateroom forward, highly reminiscent of the master cabin of a typical 15m (50ft) motor cruiser. This is provided with a centrally-positioned, queen-sized double bed, raised on a plinth to maximise the available space in the room. The mess area, however, is just a small alcove dinette and this means that the crew will inevitably spend much of their leisure time on the deck above, where the forward element of the deck house forms an open-plan galley and informal dinette. Well equipped and elegantly decorated, it is an

area that is expected to be shared by guests and crew, a distinctly American approach to yacht layout rarely seen in European designed yachts.

The fact that the pilot house floor is raised off the main deck provides a very useful compartment beneath, with headroom of a metre or so. Often this is utilised as a general storage area which, even in the best run vessels, often deteriorates into an untidy hell-hole of assorted jumble. Not so aboard *Waterford*. Hatteras has turned this into an easily-accessible location in which to concentrate the many electrical breakers, relays and sundry equipment that are often found dotted about all over the yacht. As a result, electrical fault-finding and maintenance are much easier tasks, especially as the central portion of the compartment has been fitted with a neat



Above: watertight doors open onto the aft deck where teak flooring has been diagonally laid for aesthetic and practical value

Left: the sun deck occupies a huge area, part of which has been carpeted. The spa pool, flanked by sun loungers, is positioned for easy access to the bar and barbecue



block of filing cabinets which contain the yacht's technical manuals.

Above, the pilot house has been laid out with the same sense of logical order: a state-of-the-art communications system and a chart table flank the straightforward layout of the centrally-positioned controls and instruments. To maximise floor space around the compartment there is no helmsman's chair behind the controls, however, the raised settee which fills the aft bulkhead to port of the stairs to the flying bridge is fitted with an adjacent joystick and provides the watchkeeper with a superior combination of

comfort, convenience and an excellent view.

Waterford is a yacht where the sound insulation is reported to be so good that you have to look at the revolution counters to see if the engines are turning. Hatteras is justifiably proud of the engine-room where the twin 55kVA generators are surrounded by super-quiet sound shields and her two 24-cylinder 1,700hp Detroit Diesels, chromed for looks and railed for safety, power her 1.7m (5ft 8in)-diameter, six-bladed, adjustable pitch propellers of advanced design. This enables *Waterford* to cruise

almost without vibration at a steady 19 knots with a 23-knot sprint speed of limited duration. Her capacity of 20,900 litres of fuel, provides adequate range for her intended cruising grounds in the Caribbean and New England, where she is currently available for charter.

Although she lacks the size of an aircraft carrier, *Waterford* is without doubt the best yacht so far launched in its Custom Series. Well-constructed, comprehensively equipped and beautifully finished with safety high on the agenda, *Waterford* is living proof that Hatteras, a relative newcomer among superyacht builders, is a serious player in this quality-driven and highly competitive market. □

WATERFORD

LOA	33.52m (110ft)
Beam	7.31m (24ft)
Draught	2.28m (7ft 5in)
Displacement	300 tonnes
Speed (max/cruise)	23/19 knots
Propulsion	2 x 1,700hp 24V-71TA Detroit Diesels
Propeller	Hatteras design 6-blade
Generators	2 x 55kW Onan
Bow thruster	American Bow Thruster
Stabilisers	Naiad
Fuel	20,900 litres
Watermaker	Watermaker 2,500 gpd
Range	700nm
Construction	GRP with Divinycell core above waterline
Naval architect	Jack Hargrave
Interior designer	Thomas C. Achille
Builder/Year	Hatteras Yachts/1996
	2100 Kivett Drive
	High Point, NC 27261
	USA
	Tel: +1 910 889 6621
	Fax: +1 910 889 4257

