

# HATTERAS

## 32

Hatteras has distilled all its might and talent in this solid, swift little hunter.

BY DOUG SCHRYVER; Photographs by Frank Zagarino



**P**lease understand something right off: This is the first Hatteras I've ever looked at that qualified on my "maybe-buy" list. All others have occupied that pie-in-the-sky category wherein reside my other fantasies—like a stable of vintage British motorcars, or a two-room co-op in Manhattan.

I'd read the advanced PR, and looked at the price list on the new 32 Sportfisherman with some interest when the news first broke last summer. In working with editor Attaway on his November story featuring







the Convertible model, my interest was piqued further. When I finally stepped aboard Hull No. 1 recently, all the anticipation seemed justified.

Hatteras has managed to put together a boat that their engineers and designers can be mightily proud of, at a cost that could attract (or seduce) a sizeable number of boatmen who've perhaps never fancied they'd write a check to this maker of expensive, quality boats. This is a pocket Hatteras yacht with all the *cachet* of her big sisters, and at a price comparable to others of her type and size.

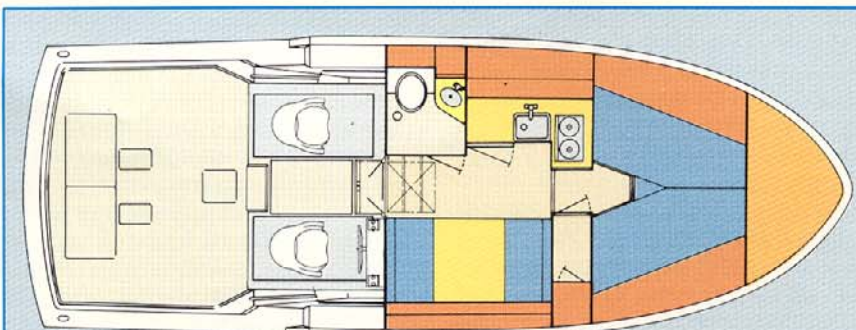
## To Sea Out of the Box

Let's put this Boat Test in perspective.

On all programs, I arrive with test gear in hand, ready to go. Then, one of two things happens: I am either asked to wait around for a day or two until the interior is finished, or I hop aboard, hook up the meters and away we go. The former is frustrating, the latter a delight. Years ago, it was tough impressing on builders the need to have a properly set-up boat awaiting my arrival. Today, things are better. Most builders not only have their boat ready and in tune, but they also have an engineer on hand to assist.

On the Hatteras 32 test, I wondered how things would go, since the boat was fresh out of the box and brushed off hastily for her first showing at the Norwalk Boat Show. But I was not betrayed. In best Hatteras fashion, three people were already aboard on the drizzly morning of test day, only 12 hours after the Show's closing. Props had already been changed once, a result of experience gained on the maiden voyage up the Ditch from North Carolina. Rack settings on the big Cat 3208Ts had already been tweaked to the "book-value" load/no-load positions. In short, we had what we thought was an optimum boat to test.

We were only partly right. Initial speed runs brought some disappointment. Where the Hatteras engineers expected 30-plus mph, the boat would manage only 29.6. Was it the air temperature? Humidity? Or maybe some error in calculating the prop dimensions? Since we couldn't do anything about the



LOA	32'8" (10 m)	Freeboard aft	2'6" (0.8 m)
Beam	12'0" (3.7 m)	Cabin headroom	6'4" (1.9 m)
Draft	2'0" (0.6 m)	Bridge clearance*	9'0" (2.8 m)
Displacement (approx.)	19,000 lbs. (loaded)	Fuel (gal.)	265
Freeboard fwd.	4'10" (1.5 m)	Water (gal.)	50

\*waterline to top of windscreen

**Standard equipment (partial list):** full instrumentation at control station, including alarms on water temp., oil pressure, drive-oil pressure (diesel only), exhaust temperature; automatic Halon extinguishing system with discharge alarm; helm and companion seating; head with shower; electric toilet; hot/cold pressure water sys-

tem; dual-voltage Norcold refrigerator; two-burner range; transformer-equipped shore power system; all wiring U.L. approved; bottom paint; fwc on any engine option; 1 1/2" s.s. propeller shafts; batteries w/paralleling system; s.s. rails w/pulpit; all deck hardware is s.s., oversized; four on-deck rod holders hydraulic steering.

## PROPULSION AND PERFORMANCE: HATTERAS 32 SF

**Standard power:** twin 340-hp Mercruiser gasoline V-8s, with 454 cu. in. displacement, 4.25" bore x 4.00" stroke.

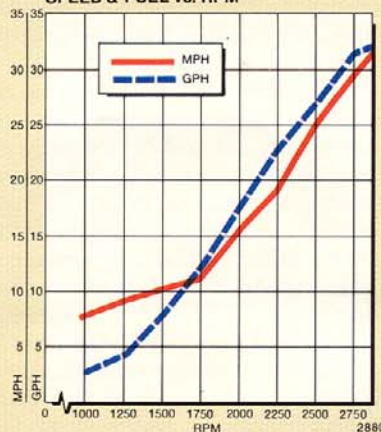
**Optional power:** twin 300-hp Caterpillar 3208T V-8 diesels, with 636 cu. in. displacement, 4.50" bore x 5.00" stroke; twin 300-hp DDA 6V-53T diesels, with 318 cu. in. displacement, 3.88" bore x 4.50" stroke.

**Test boat power:** twin Caterpillar 3208T diesels, through 2 : 1 reduction, swinging 19" x 23" cupped, three-bladed propellers.

	rpm	knots	mph	% of top speed	gph	% of fuel use	naut. mpg	mpg	n. mi. range	angle	noise
	1000	7.1	8.2	26	3.2	10	2.2	2.5	525	1.0	73
	1250	8.3	9.6	30	4.8	15	1.7	2.0	406	2.0	78
	1500	9.1	10.5	33	8.4	26	1.1	1.3	262	4.5	81
	1750	10.0	11.5	36	12.4	39	0.8	0.9	191	5.5	83
	2000	13.6	15.7	50	17.6	55	0.8	0.9	191	8.0	86
	2250	16.7	19.2	61	22.8	71	0.7	0.8	167	9.0	88
	2500	22.0	25.3	80	27.0	84	0.8	0.9	191	9.0	90
	2750	25.7	29.6	93	31.6	99	0.8	0.9	191	7.0	92
	2880	27.5	31.7	100	32.0	100	0.9	1.0	215	5.5	93

Advertised fuel capacity 265 gal. Range based on 90% of that figure. Performance measured with 3/4 fuel load, full water, four persons aboard. Note: sound levels were taken at helm. Future boats will have extensive engine-room acoustical insulation, and should be measurably quieter.

SPEED & FUEL vs. RPM



SPEED vs. FUEL





weather, we hoisted at the lift well, changed props back from 19" x 25" (no cup) to 19" x 23" (cupped), and splashed her for another go at speed trials. This time, she got up and moved well, bringing home a solid 32 mph.

Of course, rack settings on the diesels remained the same as they'd been with the previous set of props, but rpm at load still fell below the upper limit (2900 rpm) provided by Hatteras' Caterpillar supplier—2880 rpm, wide open. We figured we had a winner.

Since that day, however, Hatteras has done even more tinkering—using the same props, and rack settings slightly higher than those we'd used, but within a set of reworked Caterpillar distributor specifications. The result: **35 mph at top end (2900 rpm)**. When a second boat (slightly lighter, and sans tower) was tested, the wide-open speed came in at **36.5 mph (2900 rpm)**.

I feel these numbers should be about right. Hatteras does, after all, use the same type of test equipment we do. But because it is our policy to flow fuel and take speeds during our testing, and to run those numbers (and *only* those) in our test data section, we have not modified our out-of-the-box figures. When you read them, as with all numbers we produce, keep in mind that other hulls in other waters with other powerplants might show slight variations in performance. Such is the way of experimental endeavor.

### No Smoke, No Mirrors

Hatteras has always produced an honest boat. Few frills for the sake of frills. The 32 is no exception, and of the Sportfisherman model this is especially true. Expect the forthcoming Convertible version (the boat we featured in our November '82 issue) to be slightly more open belowdecks—with its big windows providing better brightness and visibility.

The cockpit (11' x 11') is all business. On our test boat, a large Pompanette chair dominated the after surface, yet did not block movement. Getting to the huge lazarette hatch meant simply swinging the chair to one side. A generous optional fish well can be installed within that hatch compartment—

but on our boat, the two lightweight covers exposed the rudder gear and steering hydraulics. Other small hatches access fuel tank fittings and other machinery components. For rod stowage, there are four gunwale holders, plus a variety of options for launcher or hardtop-mount positioning. Cockpit surface is an extremely effective non-slip texture.

Our test boats: decks forward were wide, and they too were textured, except for the area of the coachroof, which was smooth gel coat. Okay for dockside maneuvering, but too slippery for offshore mobility. Hatteras has noted the problem, too, and future boats will have fully textured cabin tops.

Hardware, from the *three* large bow cleats (commendable) to the simple, strong windshield, to the stainless stanchions and rails, to the latches on doors and lockers, is all first-class. What isn't bare stainless is chromed, and all exterior fastenings are high-grade stainless and sized a step or two larger than they need to be.

Belowdecks, the theme of quality and simplicity continues. Ports, for instance, are not the oft-seen ABS plastic material, but are framed in hefty enameled marine aluminum, and hinge upward to hang from traditional chromed bronze chainhooks. The foredeck hatch, too, is enameled aluminum.

The ship's galley is to port, forward of the enclosed head. Neither facility is terribly large, but both serve the functions for which they're intended: keeping up with the needs of a four-man fishing run out to the deeps. The head (with standard shower) is about 3½' x 3½', with a liner built of one large, complex fiberglass piece. Ventilation there is via the opening port plus a forced-air fan. Nice.

The galley is basic: the usual two-burners, sink, Norcold box, plus more drawers and bins than you're likely to use in a month of weekends on the grounds. Of course, a microwave and other such conveniences are possible, as a 120v shoreside system is standard (a 4-kw generator is optional).

I should point out here the truly effective detailing in the 32's galley. Taking a page out of the Italian design manual, Mary Reed (Hatteras' chief interior stylist) has fash-

ioned a rack of stowage above the main countertop. Curved, smoked acrylic lids hinge up out of the way for access to the individual compartments.

All the hardware is either chrome or teak, creating an effect unlike any we've seen in a boat of this size and type. Extremely attractive and practical.

Other things below are textbook Hatteras. The single large hanging locker is big enough to carry jackets and Breton Reds for four, and its interior is finished in clean white enamel. Radio/tape system is housed in a cabinet above the four-place dinette, to starboard, as is the ship's electrical panel (magnetic breakers on a.c. and d.c., with polarity lights and voltmeter on the 120v side only).

The V-berth is basic, using the design we've all become accustomed to. Two large people will play footsie at the small end—if they choose to sleep aboard. Tournament competitors will sleep at the Ramada.

The real beauty of this boat's interior, in my opinion, lies in the overall finish and simple-but-effective detailing. A subdued teak accent carries throughout, but never overwhelms the clean whites, creams, and blues of the fabrics and veneers. The headliner is vinyl with a linen cloth imprint. The stitching here—running along the straight, clean seams—is just about perfect. Somebody in the High Point factory knows his upholstery work.

Where carpeting is something most boats have to keep you from opening up the bilge hatches, the Hatteras has finished cut-outs through its sole carpet to give access to the forward bilge pump, house water pump, and wiring. In fact, any important intra-liner space that might require access in the course of normal maintenance is provided with a lid or removable panel. Nice for trouble-shooting, whether you're involved, or letting the yard handle it.

Hatteras has a reputation to live up to in the interior department. In this latest try—especially considering the scale and price limitations they've set—they have succeeded admirably.



### At the Helm

Note that this is a Jim Wynne hull. Yes, Wynne has had help from the Hatteras boys in the styling department, but essential dynamic form was derived by The Man. Now, Wynne has thrown more powerboat drawings in the waste basket than many designers have made in a lifetime of trying. He *knows* what a planing boat should look like—both to the fishies and to us surface dwellers. And he knows how a boat's supposed to behave in her element, offshore.

On test day, while I moved around taking readings and playing with the radar, *never* did I stumble or slam into a seat because the boat took a fancy roll or came off a wave indelicately. Excellent stability, soft entry motion, agil inward bank on hard turns. And *dry*. Very dry. With the tower hardtop, and optional side canvas enclosure, even the rain stayed out of our snug pilot's station. And the classic Wynne treatment of the forward sections kept spray moving outboard and away from the windshield.

At the helm station, with its complete instrumentation and typical (but scaled-down) Hatteras alarm package, visibility was excellent to all points, except at the awkward plane/no-plane point. Then it was necessary to stand to see over the bow. At the tower position, however, I felt like Ben Hur. Literally, since there were no instruments (not even an emergency engine kill switch) to tell me how my horses were doing. Because engine noise—especially the delicate insynch hum—is so difficult to focus on from those heights, I'd at least like a synchronizer tach to work with. Maybe I'm just crazy; I truly *love* to run from the tower in fine, warm

weather. Besides, Hatteras' excellent swing-up chair in the tower pod absolutely *invites* that activity.

### A Hull In Scale

As I mentioned, Jim Wynne is one truly experienced yacht designer. I would add that he is especially adept in this size range. His propeller pockets seem particularly appropriate in this case. Good, flat shaft angle, efficient thrust-direction, and fine cruising and wide-open running angles. In fact, the boat is not even equipped with trim tabs. All those nimble and refined running and handling characteristics I mentioned can be attributed simply to the boat's short, shallow keel, relatively fine, convex entry, moderate deadrise aft, and the consequent slight droop to the fairbody line.

In a recent conversation however, Wynne did indicate that the boat seemed a trifle heavy—especially with the tower and the large Caterpillars. One number mentioned in Norwalk was 19,000 lbs., loaded displacement. Even with the lightweight laminates used in hatches (and with the Baltek end-grain balsa used in the deck and topsides) the all-up weight does seem too much. Of course, this is the price you pay for hefty stringers and other hull internals, for big (and reliable) Cat diesels, and for all the other goodies that flesh is heir to. I, for one, expect to see some weight loss in the future. Hatteras pledged strongly last year that they'd be marching steadily down the road of efficient displacement reduction, and there is today no reason to doubt their resolve. What goal should they set for the 32? I'd venture an all-up 15,000 lbs. (with diesels and extras) is not at all out of the question.

### Cost of Entry

The bottom line? Judge for yourself. Climb down into the engine room, scan the layout. Eyeball the huge aluminum mounts (which are direct descendants of those on much larger Hatterases), gaze on the immaculately arranged electrics (fuses and switches ganged on the forward e.r. bulkhead), take in the heavy copper fuel lines and fine brass Aeroquip fittings, and probe around at the battery-box lids (covering two Douglas G-12-29s) and the rest of the gear.

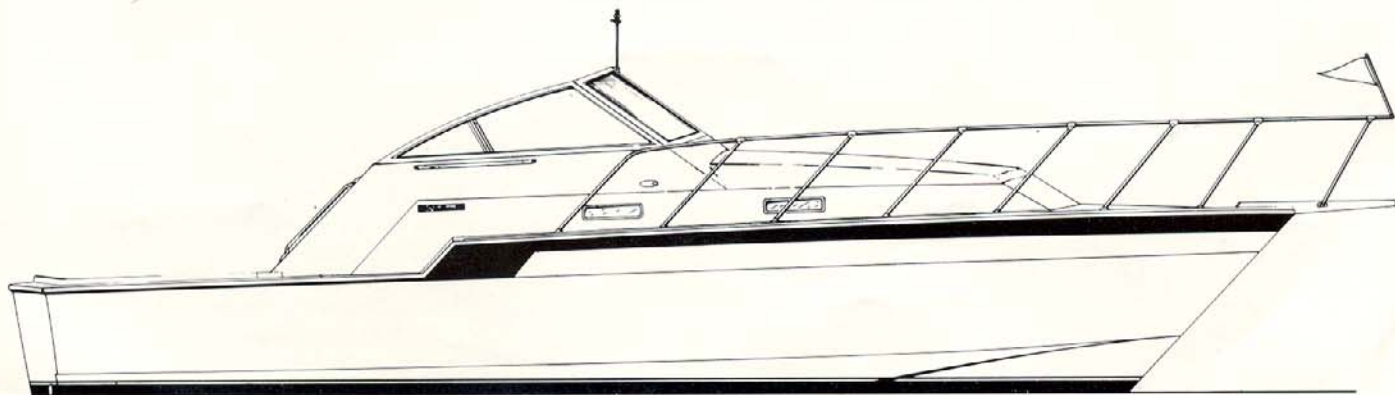
Then consider the giant T-shaped fiberglass fuel tank (265 gal.), the beefy rudder gear, the oversized (and expensive) stainless shafts, the fixed and portable Halon systems, and—finally—the Cats.

Depending on your option choices (and we must recommend at least the tower), get ready to write a *modest* check. Would you believe about \$131,000? Deck her out with a good graph recorder, loran, radios, a chair, and the rest, and you're still within a sane operating budget. Link that up with the fact that your fuel economy is still right in there at about one mpg, and you will be a believer. Hatteras has actually built an affordable boat.

Let's see, now. I could buy her this spring, run her for three years or so (cutting my teeth on the Eastern circuit), then trade up to a 46 in '87. Thing is, I might just not want to part with her. ⚓

For more information, contact AMF Hatteras Yachts, Box 2690, High Point, NC 27261.

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*Hatteras 32 interior: the detailing makes the difference. Dinette seats four, berths are for two. Ports are enameled aluminum, headliner is beautifully stitched fabric.*