

BOATING

NOVEMBER



**HATTERAS
32's**

HATTERAS 32's

Here's Your Shot At Upward Mobility

BY ROY ATTAWAY; Illustration by Terry Ryan

For openers, the Hatteras hierarchy wants it known that 1) this is not a re-hash of the Old Original 31—even though it, too, was a Jim Wynne hull, and 2) it is not a poke in the eye with a sharp stick at anybody else's product. It is part of a simple, straightforward marketing strategy: to provide a first-class, Hatteras-quality, entry-level boat for the man who wants to move up to the heady aerie of the Hatteras Owner.

I have just crawled through Hull No. 1 as she sat in disarray on the assembly line at High Point. By the time you read this, Technical Editor Doug Schryver will have put her through her paces in the water and I will have crawled through her again. Neither of us expects anything quirky. We look forward to the test with the same fond anticipation we hold for new books by John McPhee or a bottle of vintage Bordeaux. Read all about it in a future issue.

The boat will be offered in two configurations, utilizing the same hull and interior layout. The difference will be in the superstructure: a very traditional-appearing flying bridge model and a somewhat racier, open sport-fisherman. (It should be added quickly that both boats are, in fact, intended for sportfishing.)

Phil Fowler, Hatteras' director of sales, elucidates further the marketing concept:

"We expect the flying bridge model to sell well everywhere, although it might not be as strong in, say, South Florida as in the Great Lakes. There are a lot of regional preferences to consider.

"For example, the flying bridge with the gas engines should do well in the Long Island Sound area.

"The Sportfishing model is a product of dealer demand in the New Jersey, South Florida, Gulf Coast area. Of course, we expect to sell both models in all areas, but we have tried to offer options that will allow a buyer to tailor a boat to his preferences."

As noted, the 32 will be offered with both gas and diesel options. At present, the Caterpillar 3208 is the diesel choice and the 340 MerCruiser is preferred for gas power.

"Again," Fowler adds, "what we're talking about here is a real introductory product: Hatteras quality, Hatteras features—but priced competitively as a good entry-level boat into the Hatteras market."

In effect, Hatteras will now be selling to a new constituency.

"It's no secret," he continues, "that we've had problems keying to this market in the past. This time, I think we've hit it right on the head.

"It's easy to make another motor yacht or another convertible and draw from the pool of present customers. Now we have the task of educating our sales staff and the public: you are now selling to people who probably have never owned a Hatteras before."

For only the second time in its 20-year history, Hatteras turned from Jack Hargrave, the architect of their classic convertibles and motor yachts, to Jim Wynne, one of the refiners of the modern deep-V hull. Hargrave, they hasten to add, will continue as their chief designer. They asked Wynne to do this hull because of his particular skill in designing the more agile, head-sea boats.

The total boat is an amalgam: hull by Wynne; interior, superstructures, and over-riding considerations by the Hatteras design team.

"There were 4,000 man-years of experience pumped into this design," Fowler says. "It took months of constant interaction between Chuck (Kauth; executive V.P.) and the guys—and countless sketches.

"Chuck insisted on a certain amount of headroom, a certain roominess all over. That's in keeping with our general philosophy. We like our boats to be big enough to be comfortable. Hanging lockers have to be a certain size. The berths are a solid 6'4" . . . the dinette size. . . the galley. . . the cockpit. . . they all have to be big enough to be truly workable."

So when all the parameters were defined, Hatteras delivered them into the capable hands of Jim Wynne.

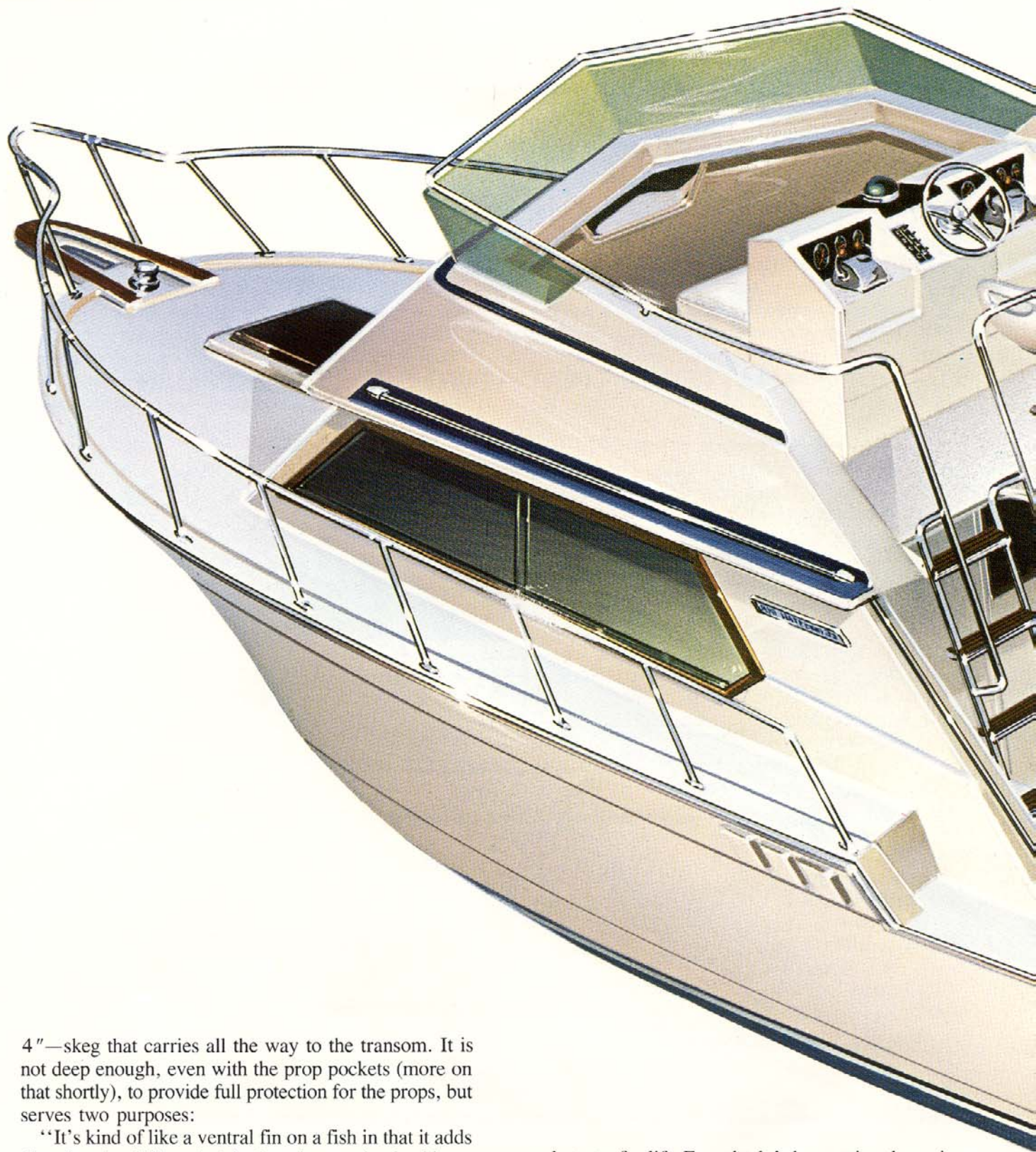
That hull that Wynne gave them back was not totally new, was not a revolution. Rather, it was a logical evolutionary step, yet another refinement of a design first introduced on his own now-famous *Wynnward*.

"The hull was originally designed as a fast, commercial fishing boat," Wynne explains. "The concept has pretty well proven itself by now. We used it on a boat we did for Albin over in Sweden and continued to refine it in the Phoenix 38 (September, 1982).

"Actually, there are several substantial changes from the Phoenix, but the basic philosophy is similar: the bottom sections from amidships aft are more or less constant deadrise—we vary the deadrise depending on the performance expectations. If it's a lower-speed boat, we reduce it; a higher-speed boat, we increase it—up to about 18 degrees or so, like this boat.

"Then, we give the forward sections lots of convexity and a very fine, very sharp entry. Thereby, you get the entry of an honest-to-God old-fashioned deep-V forward, with the better stability of moderate deadrise aft. It combines the best of both worlds."

Wynne also designed into the under-body a modest—



4"—skeg that carries all the way to the transom. It is not deep enough, even with the prop pockets (more on that shortly), to provide full protection for the props, but serves two purposes:

"It's kind of like a ventral fin on a fish in that it adds directional stability. And it also gives a nice backbone to the boat. You give up a tiny bit of performance, but not much."

With the gas engines, Wynne notes, the top end should hit around the 40 mph mark. "It ought to be a damned good performing boat."

Other notable features of her hull are the wide chine, the propeller pockets, a slight hook built into the transom, and a spray knocker forward.

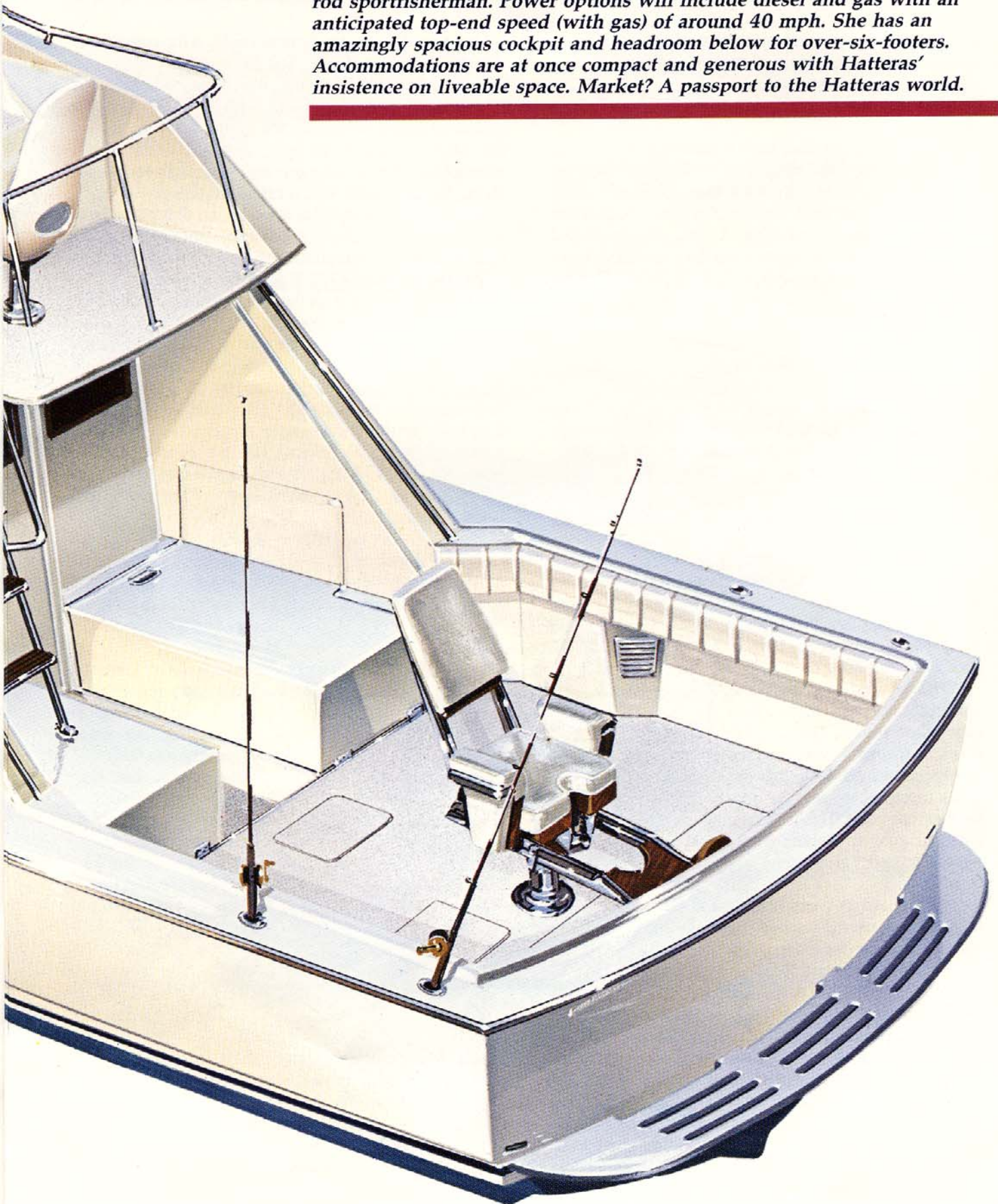
"That's really all that forward strake is," Wynne says, "a spray knocker. I've always questioned whether you

need strakes for lift. Everybody's been using them since Day One, but we've run some boats without strakes and they seem to run just as well—even full deep-V's."

"The chine is fairly wide and has a big radius where the bottom meets it. We've used this for years. It adds a little to the stability and gives you good spray control. It also gives you more horizontal planing surface."

"The pockets are something else we've evolved, primarily to reduce the shaft angle and allow us to use a larger diameter prop and still have the engines fairly well aft."

Based on an evolutionary Jim Wynne hull design, the 32 will come in two configurations: the flying bridge model shown, and an out-and-out hot-rod sportfisherman. Power options will include diesel and gas with an anticipated top-end speed (with gas) of around 40 mph. She has an amazingly spacious cockpit and headroom below for over-six-footers. Accommodations are at once compact and generous with Hatteras' insistence on liveable space. Market? A passport to the Hatteras world.



HATTERAS 32's

"They allow optimum placement of the engines, in other words, for the shape of the hull and free up more room for the accommodations."

About that little hook curving down, Wynne is not so sure:

"I think we've got more hook in there than we wanted. That was one of those things that's sort of like wearing a belt and suspenders at the same time. Originally, they were talking about moderate diesel power—back when fuel economy was the big thing. As time progressed and the engine options got bigger—and the gas engines were added to the list—I wanted to cull the hook. But we decided to leave it for the time being. We can always fill the mold and take it out."

Light Is Right

Renowned for years for solid, sturdy (read: relatively heavy) hulls, Hatteras has only recently begun building cored hulls. You saw the first of them in the new High Performance Convertibles (March, 1982). The reasoning is unassailable: Hatteras' first considerations is seaworthiness. That's how they built their reputation—boats that could take it. That's why Willis Slane founded the company.

So the 32 is the next progeny to utilize balsa core (Baltek's 3/4" Contourkore)—from the waterline up in the hull; below that is single-skin fiberglass.

There is one other innovation in this boat: it is the first Hatteras ever to be gel-coated.

"The decision to go with gel coat instead of our customary gel coat *plus* Imron paint," Phil Fowler explains, "was a marketing consideration: gel coating is certainly acceptable—and is much thriftier than paint. This is in keeping with our goal of keeping costs down without sacrificing quality."

Additionally, they are using pre-impregnated, oven-cured fiberglass in the construction of the engine hatches—for strength and for weight savings.

What Jim Wynne and the Hatteras design team have wrought is a compact, extraordinarily well-thought-out package for fisherman or weekend cruiser.

Three steps down from the cockpit you are standing with plenty of headroom. Immediately to port is the head, replete with marine toilet, basin, and shower. Small, but serviceable. Just forward of that is the galley which comes with a reefer, two-burner electric stove and stainless steel sink as standard. There is room for an optional microwave oven. The dish lockers behind the sink/stove area are covered by molded smoked plexiglass.

Opposite this, on the starboard side, is the convertible dinette, a storage alcove, and the electric panels.

Forward are the V-berths, which may be converted to one large queen berth with a filler. There is only a partial bulkhead separating the berths from the rest of the cabin, making for an open, airy—albeit *familiar*—atmosphere. If you crave privacy, you might opt for the flying bridge model which offers draperies.

Aircraft-style area lights are over the dinette and galley, and two port lights in the dinette—one each in galley and head—aid ventilation and dispel claustrophobia. There is an opening hatch over the V-berths.

Also shedding light on the interior is a teak-trimmed plexiglass door to the cockpit.

It is difficult to convey the quality and thoroughness of attention to detail. You owe yourself a walk-through (or a stand-around-in) at the next boat show. So much Hatteras quality is evident. So many things are standard: the same electrical system as on bigger boats (magnetic, not thermal, circuit breakers); Halon fire protection system in the engine room ("We bit the bullet on that one,"

Fowler admits); engine room monitors; and more.

Even the engine spaces, which seemed cramped at first glance, were carefully engineered—along with cockpit lockers—to provide service access to every part of both engines.

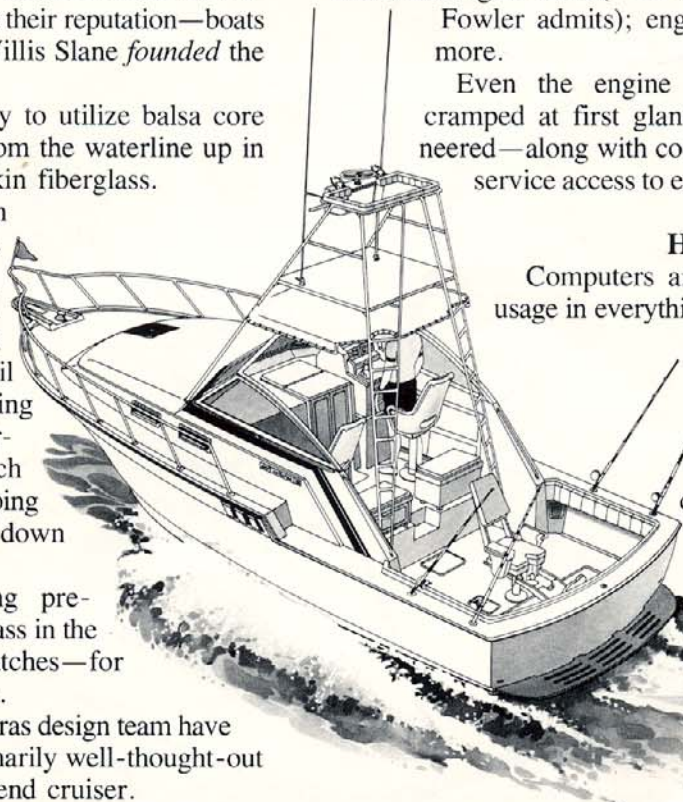
Hello, Hal

Computers are coming into common usage in everything from planning grocery budgets in the home to running the space program to designing machinery, but Hatteras probably is the first company to use a computer system in the design of a total boat: the 32.

They create a three-dimensional data base from which the computer can print out working plans for any given part. Or even the

whole. Many of the drawings for the 32 were done with the computer interactive system—primarily in the construction and tooling.

This ties in very neatly with Hatteras' on-going R&D—the constant search for new, better, lighter, stronger materials. They are experimenting with RTM, pre-



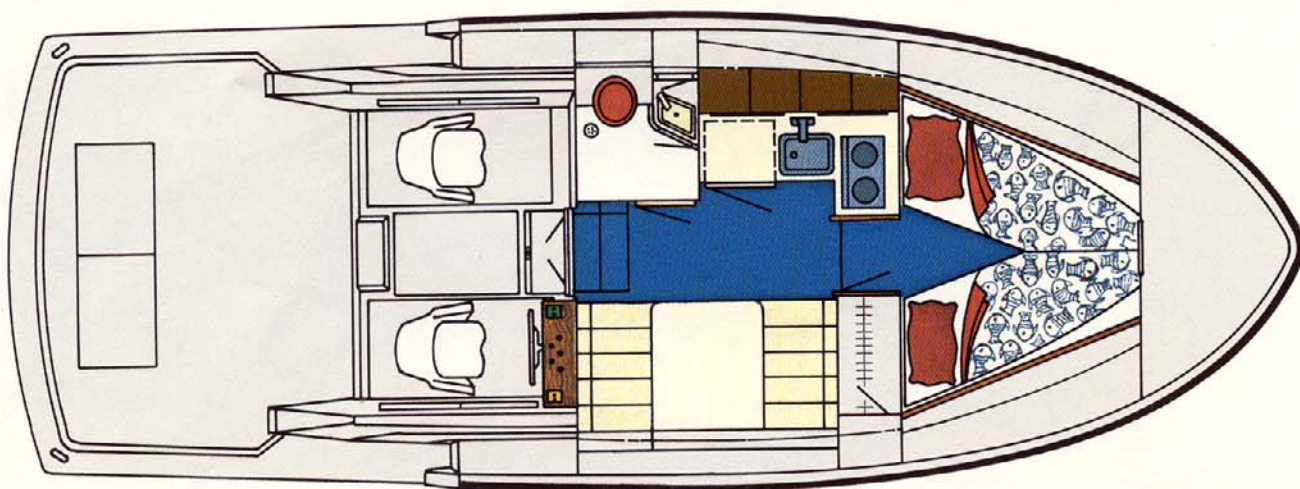
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impregnation, various core materials, different laminate schedules, *ad infinitum*. With the conservatism for which the company is famous, these innovative materials or processes are integrated into the manufacturing systems only when well-proven.

Backed by reputation, quantum thought, proven design lineage, and preceded by highest expectations, the 32 will no doubt make a spectacular debut this fall and winter. ⚓

For further information, contact: AMF Hatteras Yachts,
P.O. Box 2690, High Point, NC 27261.

HATTERAS THIRTY-TWO SPORT FISHERMAN



Accommodation is compact, serviceable: stand-up head with shower, and convertible dinette.

