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RANGE and COMFORT

By JACK SMITH



YACHTING Eyes the Hatteras 42 Long Range Cruiser, a full-displacement type that will cover 1,000 miles at nine knots

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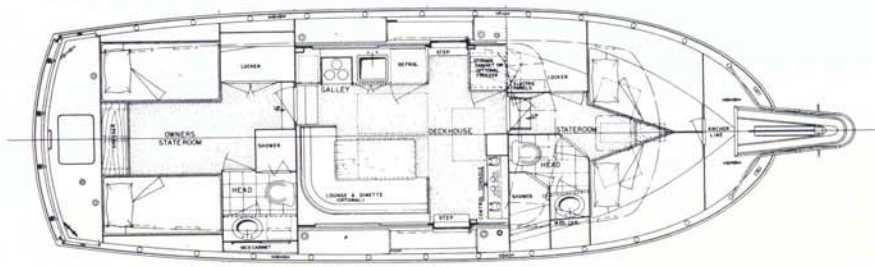
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SINCE THE LAYOUT of these pages had to precede the writing of the article, and at that time I was thinking only of the Hatteras 58', 48' and 42' long-range displacement yachts that had come along since 1975, the first title that came to mind was "The Handsomest Hatteras." But then, with a title standing alone as it does, I quickly envisioned readers lining up all the Hatteras yachts that had been launched since 1960 and I wasn't about to get us involved in that big a contest, so I switched to something more prosaic but not at all subjective and certainly beyond dispute. Still, considering her lower profile and graceful, unbroken sheer line, I have to nominate the Hatteras 42 Long Range Cruiser as the handsomest of the three displacement yachts.

Her looks, her purpose and the fact that she was the latest in the Hatteras line made the 42 a likely candidate for this feature when I first saw her last fall at the International In-Water Boat Show in Norwalk, Conn. But there was to be no opportunity to fit in anything approaching a long-range cruise. The only time we could plan to get together was a month later, two days prior to the U.S. Powerboat Show at Annapolis, when the boat would be at the yard of the area dealer, Wilkins Yacht Sales on the South River in nearby Edgewater.

Eddie Condon, professional skipper for Hatteras, met my wife Doris and me on the appointed morning in the Wilkins yard and we joined his son Kevin aboard hull No. 1, appropriately named *Long Ranger*. A three-hour river run in





Above: L-shaped lounge/dinette in saloon is an option. Locker in owner's stateroom is a walk-in. Aft of lazarette hatch is small, molded deck box that houses water, shore current and telephone inputs



Photos by Jack Smith

Top left photo: Looking aft in saloon, which has large side windows and a fixed window aft and is over ten feet wide. Top right: Looking forward, custom electronics installations are overhead, radar fits in tilt-out cabinet to port of helm and an optional freezer goes in space below chart drawers to port of passageway. Note transverse and longitudinal grab rails installed overhead

Above left: Eight-drawer dresser with tilted mirror above is centered between wide side berths in owner's stateroom. Curtained window above the mirror can serve as an escape port. Right: Open door to head in master stateroom hides full-length mirror installed on the teak-paneled exterior of the stall shower

an offshore boat Jack Hargrave had designed to cruise 1,000 miles may seem a little incongruous, but I hadn't expected much more and Ed informed me that was all the time that could be afforded away from the pier. With the word out, customers were coming to the yard to see the boat and some last-minute details still had to be taken care of before the start of the show.

Since the sun was already high, we decided to take the boat out immediately and get some photographs of her underway. So, while Ed arranged for the Hatteras 53 Convertible, *Hatterascal*, to follow us out and pick me off for a short photo session, we had a look around with Kevin.

The layout is straightforward and practical, with an amidships saloon and a double stateroom fore and aft. Notable, of course, is the quality of the Hatteras workmanship, both in the fiberglass molding and in the joiner work, which is oil-finished, ribbon-striped Mozambique teak ply in the paneling and solid teak in trim. Aboard *Long Ranger*, it is nicely complemented by brownish-orange curtains and upholstery introduced by the company's interior decorator, Mary Reed.

There is considerable volume in the 42'6"x14'6"x3'7" hull, which has 7'2" freeboard forward and 4'6" aft, and this allows the saloon to be three steps below the main deck level, helping to create the low-profile effect as well as keeping the center of gravity down. In spite of the dropped sole in the saloon, the visibility across the bow from the starboard control station is good, the fore and aft staterooms are still three and four steps below the saloon level, respectively, and the headroom through most of the boat is 6'6". One has the feeling of being in a substantial vessel even though the length is relatively modest.

Sliding side doors in the saloon provide rapid access to the decks. They open from side-deck wells one step below the level of the main deck and it's two steps down from the door sill to the sole. Entry of water should be no problem, however; the door sills are raised, the doors slide in lower outside tracks, and the wells have large scuppers aft. The wells, incidentally, have recessed lamps in the forward ends to facilitate boarding at night.

There is ample provision around and above the lower control station for accessory gear and *Long Ranger* has a good complement. Standard items include an automatic and manual fire extinguishing system with the manual release just aft of the starboard door and a Yacht Safety Center to monitor drive, water and exhaust temperatures, oil pressure, engine room fire, bilge water, a.c. power and auxiliary power. Optional equipment includes a Decca 110 radar, a Wood Freeman autopilot, Modar VHF and SSB radios, a Raytheon depth sounder and loud hailer, and a Kenyon speedometer. To port of the forward companionway are two large chart drawers, and below them is a large cabinet in which the company installs an optional freezer that opens to the companionway.

The in-line galley to port in the saloon includes a 120-v. refrigerator/freezer, a Princess three-burner stove with oven and a stainless steel sink in a black composition counter. There is locker and drawer stowage below and additional lockers are on the after bulkheads. One of the nice little extras is that all locker doors in the boat have spring-loaded hinges that close them automatically. An L-shaped dinette/lounge arrangement aft and to starboard is standard in the saloon, but I would prefer the optional convertible settee, hi-lo table and two armchairs that are in *Long Ranger*.

The master stateroom aft is much more spacious than our cropped photographs would make it appear. The sole area is broad, the walk-in locker to port is quite large, the berths are extra-wide and the head with its Galley Maid electric toilet and stall shower is excellent. Recessed book shelves with retaining rails are installed below opening ports in the sides and a large opening window above the dresser centered on the after bulkhead qualifies as a good escape port. Kevin noted that the berths were built over port and starboard water tanks with a total capacity of 234 gallons.

The forward stateroom, which Kevin had been occupying for six weeks, is also roomy and has good stowage. There are four drawers beneath each berth and four in the V between, the lower one of which in *Long Ranger* is replaced by an outlet for the optional reverse-cycle air conditioning. Two hatches in the sole open to additional stowage and the locker to port is also a walk-in type with a full-length mirror on the door. There is so much room in the bow that the chain locker is divided into two compartments, one for the anchor rode and one for stowage. As for the head, Kevin thought it was almost better than the one aft, and it would be difficult to make a choice.

We cast off as soon as Ed returned and I took the opportunity for a turn around the decks before joining the others on the flying bridge. Though the pulpit and windlass forward are options, a high, teak-capped stainless steel life rail is standard and offers good security all around. Foot room in the bow area is great because the beam is carried well forward, and access down the side decks is good. There's also ample room for movement and line handling on the short afterdeck. Conveniently centered aft below the rail is a small fiberglass box that is part of the deck mold; it houses the inputs for shore current, dockside water and a telephone. Just forward of it, I opened the lazarette hatch and found a spacious stowage compartment in which the water heater and the water pump (mounted on port and starboard shelves) are almost lost.

A step on each side of the after cabin provides access to its roof and a hand rail lends security. *Long Ranger* carries an outboard-powered eight-foot inflatable Avon dinghy in chocks to port and there would be room for an even larger boat. She also has a hinged radar mast

and boom, which are options. To starboard, a three-step ladder leads to the flying bridge, which is fully instrumented and well enclosed. Three can sit to port aft of a central, pedestal-type helmsman's seat. Joining the others there as we cruised down the river, I got some additional details from Ed:

The engines are GM 4-53-N diesels with 2.9:1 reduction gears and they turn 26"x23" three-bladed propellers on 1½" shafts. Burning 5½ g.p.h., she does nine knots at 2,000 r.p.m. Pushing her to the top 2,500 r.p.m. doesn't gain much, says Ed, except, perhaps, a little extra power for going through inlets. He figures she might be doing 9¼ knots at the top. She carries 244 gallons of fuel in an integral centerline tank forward, 143 gallons in a centerline tank aft and 179 gallons in each of two port and starboard tanks forward of the engines—a total of 745 gallons that give her a cruising range of 1,000 miles. Hynautic hydraulic steering is used, and from hard over port to hard over starboard takes three turns of the destroyer-type wheel. Ed pointed out an emergency tiller that is stowed in the large locker space forward on the bridge. By removing a plate, it can be passed through a hole in the afterdeck to fit over a hex nut to port in the lazarette. Ed had used it and found it easy to steer the boat that way.

Kevin took the wheel while Ed and I went below, where he lifted hinged treads on the steps inside the side doors to point out that they were stowage compartments and that a small hatch in the bottom of each could be lifted out to expose the fuel gauges. He noted, too, that the boat was equipped with optional Matlack stabilizers, which he has used on boats up to 58 feet and recommends highly. Operated by air rather than oil, they're simple, clean and efficient. If a line should break, there would be no oil in the bilge and it would just mean replacement of a hose.

The ship's electrical panels are to port in the forward companionway, nicely housed in plexiglass-covered cases. Transformer-connected a.c. shore lines are used to allow for variations in shore current and she has magnetic circuit breakers. A 7.5-kw. sound-insulated Onan generator is standard, as is a 40-amp. automatic charger for her four 205-amp./hr. batteries. She has a battery paralleling system with remote switches and all machinery and equipment is electrically bonded.

Ed produced the owner's manual that goes with a Hatteras, a detailed volume that really spells out the installation and operation of standard and optional equipment in a particular model, making use of a number of well-executed perspective drawings. In it, I could see that the hull had four automatic bilge pumps, two in amidships compartments, one forward and one aft. She also has a hand bilge pump forward and provision for an optional emergency pump that is belt-driven off the starboard engine. She has a sea chest forward for the lavatory, shower and bilge pump discharge, and a pair of holding tanks forward of the engines have a total capacity of 56 gallons. Little is left to the imagination in the drawings and it's the next best thing to having been there while the equipment was installed.

Our ride down the river was uneventful, though enjoyable, but it was easy to imagine that the nine-knot pace with a thousand-mile range would add up to good over-the-bottom distance when compared to many faster boats that have to turn in every few hours—sometimes for a considerable distance—to take on fuel during a coastal cruise. The range—and the ample water capacity—lends an independence from shore that has its advantages even if an owner isn't going to make long ocean crossings. It was obvious, too, that the *Long Ranger* would make a very comfortable retirement boat for a couple who enjoy occasional guests—or a good cruiser for a family that wants to venture across open waters in comfort and safety. The displacement is about 40,000 pounds, and the hull has rounded bilges forward that harden to a shallow V aft for stability, not lift, and with the full, well-flared bow, long keel and 3'7" draft, we could believe Ed and Kevin—who are prone to tell it straight, anyway—when they said they found her easy-riding in eight- to ten-foot seas off the northeast coast.

The care that goes into a Hatteras is perhaps most evident when one looks into the engineroom, as I did when we returned to the pier. Access is through a door behind the steps in the forward companionway, and, though there is only sitting headroom within, the wiring, piping and equipment installations are superior and access to everything is well-conceived. It's the sort of workmanship that costs extra money, but the person who settles for less often pays more in the end.

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