



Performance Test™

HATTERAS SUPER SIXTY

BY DEX HART AND BUNKY HEARST

The cockpit on this gold-plated wonder machine is laid out to handle anything short of a humpback whale, but there's no cramping on living space to do it. When you have 60 feet—and an 18-foot beam—the watchwords are “no compromise.”



Performance Test

Standing on the Merrill Stevens fuel dock at Miami's Dinner Key I eyeballed the boat standing off a hundred yards, waiting for the dockmaster to clear a path to the pumps. Obviously a Hatteras, the *Hatterascal* with High Point as the homeport, but too small to be the 60 I was meeting. The lines were typical 35-to-45-foot sportfish. Then I looked harder. Either it was the 60 or the crew were all three-foot tall.

The nicely done, typical sportfisherman lines had fooled me. As Captain Frank Rowen neatly docked, with a scant three feet to spare on each end, I realized it was indeed 60 feet. Almost 61, in fact, and with an 18-foot beam—a real chunk. After a walk-through, I realized even the term "convertible" was a fooler. I view the term to be a boat compromised between a pure fishing boat and a cruising yacht. The 60 is big enough that "compromise" is not the word. The non-fishing partner is unlikely to feel cramped, with much of his or her saloon/galley/stateroom space given over to the fishes. Likewise, there's no compromise in the fishing department, especially with the optional cockpit bait freezer, double sink and tackle drawers. That's what being rich means: fewer compromises.

This is a brand new model for Hatteras. The test boat was hull No. 1, but you'd never have known it. And *that's* what's called workmanship. The boat was heavily optioned as the price list indicates. Partly this is to allow prospective buyers to see most of the items they'd like to consider. Reportedly orders

for the 60 already account for production into 1980. I was with the 60 for several days, in Miami and at Ocean Reef Club, Key Largo. It was an attention-getter all the way.

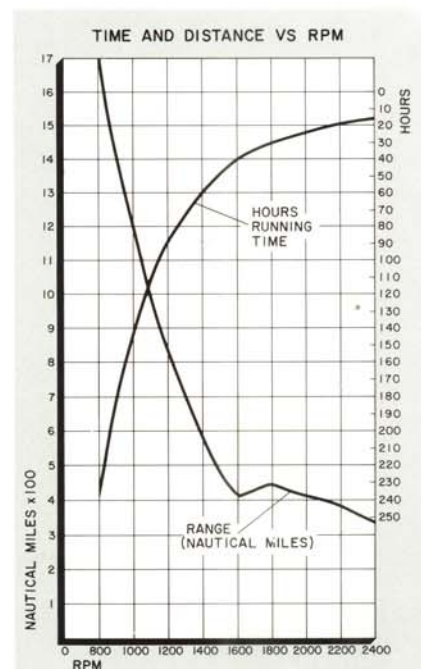
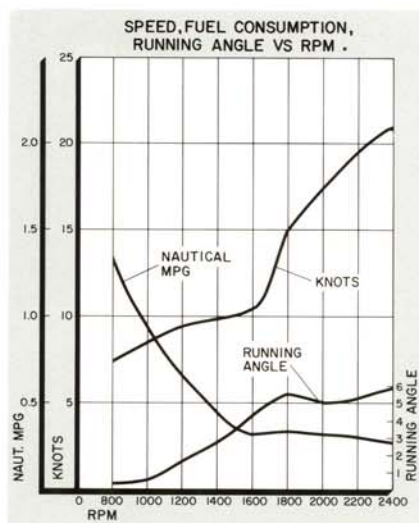
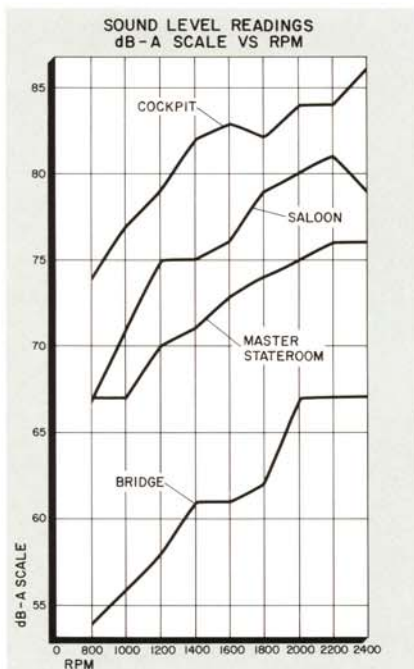
The cockpit is about 10'x11' and was padded and carpeted. The transom door is standard. Lazarette hatches are scuppered. Transom scuppers total about 14 square inches. The central fixture is the Rybovich throne (cleverly disguised as a "fighting chair"). Based on the price, I assumed the metal work was solid gold, and was chromed only to be less ostentatious. That's probably just envy talking. Also super quality are the Rybovich triple-spreader outriggers (the same guy priced them too—see the Price List). There was a no-instrument cockpit control station (optional), but the aft bridge station (standard, full instruments, swivel seat) has the best cockpit view and you can still see forward, even with the optional, air-conditioned full enclosure. The upper aft station is abaft the enclosure; it and a fantastic best-seat-in-the-house love seat are in the open, but under the housetop overhang. There's a strong stainless rail for safety, of course.

Climbing to the bridge takes 12 steps (the saloon is three steps up). Personally, I think 9 or 10 wider spaced treads would be better. Most buyers will want the enclosed bridge option as there is no forward-view lower station. Big articulated wipers with washers. Side and aft windows open and are screened. Good chart drawers and surfaces, swivel helm seat and 13 feet of bench seats (4-inch cushions). You could have a party just

with the bridge station alone. Electronics were extensive, all Raytheon—VHF, SSB, hailer, digital depth, radar, Loran-C, etc. The recording depth finder is in a cabinet next to the aft bridge station. The bridge, like the rest of the boat, is *royal*.

The whole thing is so impressive you tend to forget it's *portable*. You really can take it all with you, cruising at 15 to 17 knots, burning about 3 gallons of No. 2 diesel for each nautical mile. Twenty-one knots (or more) are available; slow down and you'll go 8½ knots at one-third your cruise consumption. Overall, I'd say that's quite satisfactory performance for this size, weight and power. Note that the test was with *full fuel and water*, five passengers and a boat fully outfitted and provisioned, right down to two vacuum cleaners, spare props and stub shaft, second 15-kw generator, Cuisinart food processor, and three cases of booze. A private owner would be hard-pressed to run the 60 heavier.

Max running angle was 5.9°, coming (unusually) at best-economy plane; I might have expected it 200 rpm lower, but this was what I measured. Angles are modest, no tabs were used. Under-hull Boat Levelers are standard, with cylinders in transom recesses to keep fish lines from snagging. Maximum fuel flow was measured at just over 76 gph. Overall performance was similar to another fine boat with the same power, the Pacemaker 66 (*Motor Boating & Sailing* January 1977) making allowances for the differences in length and beam (the Hatteras is almost a foot wider). Estimated displacement



ments are similar. The Pace topped out at 2,400 rpm, 21.7 knots, 79.0 gph, 0.25 nautical mpg; at 2,000 rpm—17.5 knots, 50.2 gph, 0.35 nautical mpg. I ran the Hatteras on a single engine just to get a feel for coming home on one—no big economy deal, about the same economy with one at 1,200 rpm as both at 1,000—but the two at 1,000 win for speed (see table page 133). There's a keel, by the way, which will ground well before your props touch, thereby adding considerably to your peace of mind.

The engine room is a delight. Hatch and door from the cockpit (down four steps). Full headroom on center (carpeted), stoop a bit to move outboard of main engines, but still excellent. Two 15-kw Onans in Sound Shields (one is standard). Everything labeled, bundled, tied down, strictly first class. Through a door forward to utility room (housing air-conditioning compressors—five on the

saloon sole. Price \$1,050 . . . plus \$240 for fluorescent light and Plexiglas in the doors . . . plus \$342 for the six rod holders. I'll total that for you. \$1,632 or \$272 per rod. It is gorgeous, and the price list is preliminary, but I would hope future lists would show a single price.

The dinette table is 35"x41" with two ultra-suede bench seats. Look nice but very tough to slide across on. The dinette is elevated by six inches to enhance the view. The chef also gets a big view out huge side and forward windows. Lots of counter space, microwave oven (optional), double sink, dishwasher (under range top), high-mounted conventional oven. Two-door (vertical) 18.9-cu.-ft. refrigerator/freezer. Also garbage disposal, built-in counter unit for mixer, etc. Fiddles are low (5/16-inch) on high counter spaces, absent from main counter area. Most owners will never prepare a meal at sea, but I'd prefer fiddles everywhere, and at

locker with two deck pipes and two tie points for those bitter ends. You'll note the windlass cost on the price list; that same guy is still at it.

The Hatteras is quiet. The highest reading I measured was 86 dB in the cockpit going flat out. You can still talk with that, if with some difficulty. Cruising cockpit 82 to 84, trolling cockpit middle 70s, easy conversation. The huge mufflers and the use of sound-control materials have paid off. The saloon doesn't go over 80 dB at cruise and the bridge is extremely quiet. Very nice job, especially considering the thundering monsters that furnish the push. Generator only, 55 dB saloon, 44 dB master stateroom; turn on the air, high fan, and get 60 and 55 respectively, still quite acceptable for nighttime.

The foredeck is huge, with dual 15-inch cleats (same aft, mounted below-coaming). The test boat had the Hatteras

Specifications	
Length overall.....	60.9 ft.
Beam.....	18.0 ft.
Draft.....	4.8 ft
Freeboard forward.....	7.8 ft
Freeboard aft.....	3.8 ft
Displacement (mfr's estimate).....	73,000 lb.
Fuel capacity, advertised.....	1,600 gal.
Fuel capacity, measured initial fill.....	1,557 gal.
Fuel capacity, usable (estimated @ 80%).....	1,280 gal.
Water capacity, advertised.....	450 gal.
Water capacity, measured initial fill.....	490 gal.
Power (each): Detroit Diesel 12V-71TI (turbo).....	650-hp @ 2,300 rpm
Bore/stroke.....	4.25/5.0
Displacement.....	852 cu. in.
Marine gear: Twin Disc MG 514.....	3.0:1
Propeller.....	32x32, 4-blade

test boat—washer/dryer, spare parts storage, 12-cu.-ft. freezer). The companionway between galley and staterooms swings up for direct access to the utility room. A pull-across chain keeps the unaware from taking the big step forward (that's a six-step companionway).

The saloon is about 12'x13', delineated forward by a portside partition from the forward galley. The galley was the best view forward; to starboard, the view over the dinette adds to the spacious feeling of the saloon. Big, screened, ventilating windows, all tempered (forward-facing windows are fixed). Along the saloon partition is a wet bar, Scotsman icemaker (about which the crew raved), and a home-type stereo receiver and adjoining cassette deck (Dolby and all). Furniture is not included on the price list, but the big L-shaped couch, two chairs, lamp table, and huge square coffee table on the test boat looked great. Beige against dark brown carpet. A beautiful rod locker was next to the aft door, extending below the

Standard Equipment Items of Special Interest (partial list)	
• Air conditioning, Cruisair, reverse cycle	
• Generator, 15-kw Onan w/sound shield	
• Dual bridge control stations	
• Hydraulic steering, Hynautic	
• Hydraulic controls, Hynautic	
• Fire extinguishing system, CO ₂	
• Utility room forward of engine room	
• Ground fault interruption (GFI) on 120-v receptacles	
• Automatic battery charger (32-v)	
• Fresh-air vent fans (in addition to bilge blowers)	
• Icemaker, Scotsman	
• Range exhaust fan	
• Garbage disposer	
• Stereo AM-FM radio and cassette deck	
• Porthole and exhaust fan in each head	
• Isolation transformers for shore power	
• Trim tabs (Boat Leveler)	
• Transom door	

least one inch or more. Same comment applies to saloon wet bar counter. An overhead grab rail through the saloon would also be useful—such as Hatteras installs on their Long Range series.

There are three staterooms and three heads forward. All heads have showers. Guest cabin to starboard with 80-inch-long 7-inch-thick upper and lower. Guest head also accessible from passageway. Master to port with an almost-queen-size bed (full queen-size width of 60 inches at headboard, tapers to 51 at the foot to fit space). Also 7 inches thick. The forecabin (crew) has upper/lower 80 inchers, but mattresses measure 5½ inches thick. Another class distinction there. Every head has a porthole and an exhaust fan. Mirrors are framed in teak—no plastic chips. Heads are electric Galley Maid combined with a 190-gallon holding tank (level warning light in each head). Heads worked well. Washbowls are ceramic in a laminate counter. Huge, divided chain

Performance Table						
True Rpm	Knots	Mph	Gph	Nautical Mpg	Running Mpg	Angle
800	7.2	8.3	5.4	1.33	1.54	+0.3°
1,000	8.5	9.8	9.0	0.95	1.09	0.6
1,200	9.5	10.9	14.2	0.67	0.77	1.4
1,400	9.9	11.4	21.4	0.46	0.53	2.7
1,600	10.2	11.7	31.4	0.32	0.37	4.2
1,800	15.0	17.3	43.2	0.35	0.40	5.9
2,000	17.2	19.8	53.6	0.32	0.37	4.9
2,200	19.4	22.3	65.4	0.30	0.34	5.2
2,400	21.1	24.3	76.2	0.28	0.32	5.7

Single engine						
1,200	7.6	8.7	7.4	1.02	1.18	—

Tachometer Calibration		
True Rpm	Port Tach	Starboard Tach
800	800	750
1,000	1,000	950
1,200	1,200	1,125
1,400	1,375	1,325
1,600	1,550	1,500
1,800	1,750	1,700
2,000	1,925	1,875
2,200	2,100	2,050
2,400	2,300	2,250

fiberglass pulpit (optional) and deck boxes (optional). Three sets of spring cleats were 12-inch. Good nonslip, rails and grab handles; easy passage to foredeck. Foredeck shore power outlets behind mid-house panel. Cockpit outlets are both port and starboard. The utility room isolation transformers not only protect against polarity problems, they allow operation of some 240-v. appliances (range top, for example) when only 120-v shore power is available. Cockpit washdown is standard; bow washdown is optional.

Let's face it, the Hatteras attention to detail and quality is excellent. They didn't leave much to nitpick except maybe the fiddles (sea rails) already mentioned. The stuff doesn't come cheap, but

you're sure they've done it right. Did you know all the wire in the boat is tinned? Not just the ends, *all* of it. Another layer of protection against corrosion. And in your owners manual are listed filter element refill numbers. Burn out a bulb? It's listed by type and wattage. Also listed: pump impeller part numbers, wiper blade numbers, etc. Great document. There's an air take-off in the engine space (from the air horn compressor) so you can fill fenders or whatever. There's an engine-driven emergency bilge pump with electric clutch. Huge fuel filters before you even get to the stuff GM says you need. If you wonder where the money goes, just take a long, careful look. You can see a lot of it.

Of course there are hour meters for engines and generators (we started with about 80 hours on the propulsion engines). Fuel tanks are fiberglass. Note the initial fill measure on the spec table.

Usable Storage

	Cu. Ft.	No. of Spaces
Interior:		
Saloon	27.7	4
Galley	51.0	13
Guest cabin (stbd.)	24.8	5
Guest head	5.8	2
Master head	6.4	2
Master cabin (port)	38.2	15
Passageway	11.4	8
Crew cabin (fwd.)	33.4	9
Crew head	4.0	2
Utility room	12.0	9
Total interior	214.7	69
Exterior:		
Bridge (enclosed)	117.5	11
Cockpit	110.6	9
Foredeck boxes (option)	12.5	2
Total storage	455.3	91

That's not *usable* fuel, but it's a step up from the usual "advertised" figure. To be consistent, however, I still used 80 percent of advertised for range and running time, but obviously that will be low. It would take only a little extra trouble to do the whole job and measure usable fuel. Just start your initial fill while keeping suction on the pickup tube—when you get fuel at the pickup you'll know how much is "dead" and the balance of the fill will be usable. You do everything else so well, guys, why not finish the fuel-measuring job?

My wife spent two days with me on the 60—one watching me test, one watching Bunky Hearst fish the boat. We over-*nighted* at Ocean Reef Club, Key Largo. Big real estate/club/yachting operation.

Bunky tied into a number of fish during the outing. The mate, Dave Attig, rigged baits which swam with the best action I've ever seen. Take it away, Bunky—

Bunky: When I wasn't catching fish I was doing a lot of looking around. Watching Dave at work I came to the

conclusion that it would be almost pure joy to be a mate on this boat. The whole cockpit was geared to fishing efficiency. In addition to the big Rybovich chair (never used except by Dex Hart's wife for a small nap) and the outward opening transom door offset so it doesn't interfere with the chair stanchion (outward opening so it's self-sealing when backing down hard—other makers take notice), there are a host of conveniences for angler and mate alike.

Dave could do all his bait rigging at a small sink and cutting board located to port against the cabin bulkhead. Beneath the cutting board was a complete tackle cabinet, and under the sink was a bait freezer. (There is also another freezer in the "laundry room" forward of the 6'2"-high engine room.) There is also a small locker for more bits and pieces built into the inner side of the windbreak that is the aft extension of the cabin side. Only once did Dave have to leave the cockpit, and that was to enter the engine room, just a yard away, where there was still another locker where he had some spare wire stowed.

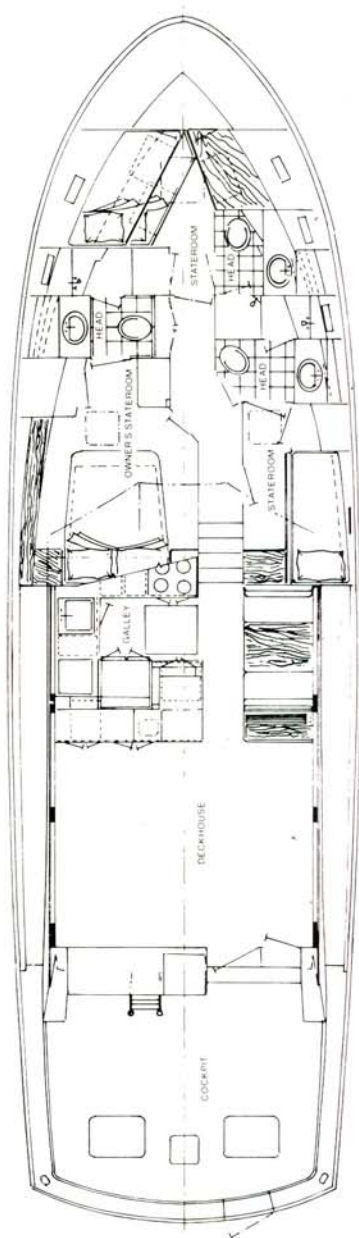
Under the deck is a huge live bait well plus two big fish boxes. But because this was Hatteras' show boat it had a carpeted deck, so we used one of those big on-deck 6-foot boxes that, due to the huge cockpit dimensions, fit easily off to one side and neatly under the transom covering board.

To starboard in the fore part of the cockpit is a control station that sees action when the captain must leave the bridge to assist in the wiring and gaffing of a big fish. It goes without saying that on this day it wasn't used. But Capt. Frank did leave his enclosed air-conditioned (no kidding!) flying bridge for every fish to helm the boat from still another station that is set on the cabin overhang (the "widow's walk") just outside the bridge enclosure where he had a completely unobstructed overview of the cockpit.

Speaking as a fisherman, this is one well-thought out boat. She has many features that are improvements of earlier designs, plus a few that are novel and will be copied. But that's Dex's department.

Dex: The boat was hardly pushed. Weather was mild. Pushing in a chop could get a little spray on the deck, if the wind was quartering. A big close freighter wake can make even a 60-footer move around some—but with majesty. What I could see was that the 60 was a luxurious, super-quality, super fishing machine. Super Sixty. If you are a hard-core fisherman with big bucks, you'll love it. I can make that comment with full confidence that you'll never come back to me and say I steered you wrong.

So it's \$500,000 as tested. If you learn



to think in decimal millions it will help (if you can afford the 60, you already do). The 60 is the most expensive boat I've tested, but it does sound more possible at "just over five tenths."

Does riding a boat like this spoil me for lesser craft? Two days after I stepped off the Hatteras, I was out in the ocean in my 24-foot outboard and enjoyed it thoroughly. (This may mean either that you don't need a ton of money to enjoy boating—or that we're expert at rationalizing and have come to terms with our personal situation.) So it's back to making the most of what I've got . . . but my boat does seem just a *little* bit smaller than before. ‡

For further information about the Hatteras 60 Convertible, please write AMF Hatteras Yachts, P.O. Box 2690, High Point, NC 27261.



Photographs by Randy Miller

The test boat had the optional enclosed flying bridge (top left) , fully air conditioned and big enough to hold a party. Helm station on the cabin overhang (top right) gives an unobstructed view of the big cockpit that earned kudos from fishing editor Hearst. Above, the 60 shows classic sportfisherman lines but has all the amenities of a yacht.

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