

BOATING

SEPTEMBER



HATTERAS 61

Cockpit Motor Yacht

*Sensuous living aside, she's still
a Hatteras where it counts: at sea.*

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Coming over the bridge from Moorehead City into Beaufort, I could see breaking waves at the bar. Spumes of white flecked the inlet between Shackleford and Bogue Banks where the main ship channel is carved again and again by a hopper dredge. There will be no photography, I said to myself. Too rough. Nobody goes out in this slop. The hyperjock on the local radio station assailed my auditory senses with commercials and finally the news that many boats fishing in a marlin tournament that same weekend



Topside liveability is apparent: note traffic flow from cockpit to after deck, side decks, and bow. Not to mention her sundeck bridge.



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were staying in port. If *those* guys, the fishermen, won't go out, I reasoned, there's no way a big motor yacht . . .

Wait a minute.

This is the very reason the late Willis Slane got mad one similarly blustery day 20-some-odd years ago. If the local boats couldn't take it, he'd by God build one that could. And he did, and christened it Hatteras after the fearsome cape that jams its elbow into the Atlantic's midriff just north of here.

So we did go out after all, in two of Mr. Slane's progeny; a 50-foot Convertible (as a chase boat) and a spanking new 61-foot Cockpit Motor Yacht—the elegant kind of yacht on which you expect to find the ghosts of Scott and Zelda prowling and murmuring approval. But, there she was ahead of us, shouldering her way through the swell like a Tar Heel running back. ERA for this lady! And when we came into the bight of Cape Lookout where the water was calm, she lifted up and streaked along the sandy shore absolutely in her element.

56 Revisted

What AMF Hatteras Yachts has done with this hull is take their relatively new 56 Motor Yacht, introduced a little over a year ago, and add a five-foot cockpit. The results are wonderful. I had occasion to cruise out of Norwalk, Connecticut, on one of the first 56s and was deeply impressed by



her accommodation. By adding the cockpit, her lines have been stretched out to a more graceful mien and the sheer expanse of glistening Imron on her transom broken up nicely.

Aesthetics aside, the cockpit also increases her utility. It would be possible, of course to add fighting chairs and use her as a sportfisherman. But even in day-to-day cruising and living aboard, the cockpit makes for much easier access from a tender (see accompanying photographs) and adds more entertainment space. Or whatever. Now, there is an unhindered flow of traffic from stem to stern. Her designer, Jack Hargrave, gave her a beam of 18' 2" and used it wisely



in creating her protected side decks. Again, a glance at the opening photograph demonstrates graphically what I mean.

Liveability

The boat was meant to be lived on. Mary Reed's stunning interiors aside, it's the *spaciousness* that impresses you on a walk-through.

Start with the flying bridge: it is really a floating sundeck or a mobile terrace for moonlit cruises. Access is via a ladder from the covered afterdeck. (The bridge is an option,

by the way, but it is difficult to envision anyone not choosing to add it to the list.)

Her broad bow also is a lounging pad with a seat built-in to the forward end of the coach roof. Access is via wide side decks guarded by a teak-capped rail and protected in part from the elements by an overhang of the flying bridge.

The deckhouse is in the grand Hatteras Yachts tradition: wide and deep tinted windows let in lots of light. The standard helm station is amidships forward in the deckhouse, separated from the entertaining/living area by a divider/

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counter with a built-in helm seat and stowage under. The after bulkhead has sliding glass doors that lead to the after-deck, which is shielded on both sides by glass windows. Wing doors open onto both sidedecks.

Below decks is a tri-level affair. A short, curved stairway leads down from the deckhouse into the U-shaped galley with a comfortable dinette opposite. This is the section right under the coach roof and windows have been provided port and starboard for light and fresh air.

The galley is the kind I wish I had in my New York apartment. It is a kitchen with all the amenities: a refrigerator/freezer, four-burner range with eye-level oven, built-in food blender, a garbage disposal, and a dishwasher. Plus loads of cabinet space for stowage.

The dinette seats four comfortably and has much stowage beneath and beside it.

Two steps down from this is the forward guest stateroom which has over/under berths to starboard, built-in dresser, and private head with shower to port.

Walking aft from the galley/dinette, you step down three steps into a companionway. First on your left is a washer/dryer (optional); next is a linen

locker, and just beyond that is a guest head with shower. A door on the opposite bulkhead leads into the second guest stateroom with twin berths and a nightstand between.

Master Suite

The master suite runs athwartships at the end. The standard arrangement is a queen berth offset slightly from the centerline to port. Twins may be ordered. On the starboard side are a vanity and a dresser, and the good-sized head with bathtub/shower. Another dresser is on the port bulkhead, as is a large wardrobe with bi-fold doors.

The after staterooms have opening portlights. The forward one has a hatch to the foredeck. Each has its own hanging locker.

It is difficult to quantify the amount of thought that goes into every Hatteras yacht. Appreciation is instantaneous on stepping aboard: you know that this is the product of excellent engineering expressed through the hands of able craftsmen.

The fabrics, burnished woods, and polished metals are tactile signals. What may not be so apparent are the ergonomic aspects. The boats, this one in particular, are designed in terms of living systems, and the elements tied to-

gether in a homogeneous bundle: *Habitat Hatteras*.

Power

Power for the 61 is a pair of DDA 12V-71TIs; the 56' version utilizes twin DDA 8V-92TIs. Cruise, at 2100 rpm is 18-19 knots, according to the factory. Top speed: 20-21 knots at 2300 rpm.

Fuel capacity is 1150 gallons on the 61; 1020 on the 56. Both models hold 350 gallons of fresh water.

Standard gear on the 61 (and the 56) includes a 20-kw gen set, 12-point monitoring system for high bilge water, engine and marine gear functions, fire in the engine room and living areas, and heating/air conditioning.

She is, of course built to Hatteras' usual standards of strength and quality. My trips on the two models convinced me of that. But, beyond the confidence that comes with boarding one of these boats, they also engender the wanderlust that lurks within us all. These are boats to set you free. You see her from a distance, the foam brushing past her bows, and instantly you conjure distant and exotic ports of call, or fish to be caught, or just quiet evenings in a harbor. Whatever your fancy.

Willis Slane must be smiling. ⚓

