

71

HATTERAS INTERNATIONAL SERIES

Euro SD



Hatteras

EXPERIENCE THE EXCELLENCE



Main picture: the second of the new Euro series of Hatteras luxury motor yachts has been carefully designed to provide everything an owner could wish for both in terms of construction and performance. Fitted with two Detroit D.DEC 12V units, which are completely computer-controlled, the Lady Hatteras can reach 25 knots in 16 seconds – a remarkable achievement for a boat of this size and weight

Inset: the aft saloon deck has steps leading down onto the bathing/boat platform where a section of the stainless steel safety rail can be removed for easier access when docking

HATTERAS 71

EURO SD



Lady Hatteras swung high in the air over the concrete dock, suspended from a sling that seemed the thickness of washing line. This was the second of the new Euro series of Hatteras luxury motor yachts that has been designed specifically for the European market. As yet undriven, even by the UK Hatteras agent, we were lucky enough to

*Tailored specifically to the European market, **Lady Hatteras** is a well-constructed yacht with an exhilarating performance offering speeds of up to 27 knots. **Mik Chinery** tested this Hatteras 71 Euro SD while delivering it from Belgium to Southampton and found it to be an all-round success. Photography by Christel Clear*

be the first ones to get our hands on this gleaming-white millionaire's dream. The new Hatteras 71 Euro SD was in Antwerp, Belgium, at the Hapag Lloyd terminal where Danny Smolders, the operations manager, was organizing everything with a mobile telephone clamped to one ear and a hand-held radio on the other. The ship on which *Lady Hatteras* had perched all the way across the Atlantic from Norfolk, Virginia, was docking in the UK, but the 71 Euro SD was being lifted off in Belgium. This was a Hapag decision apparently based on its lack of confidence in UK dock facilities. However, we were not complaining as it gave us the perfect opportunity to deliver the boat from Belgium to Southampton in a 'straight-from-the-factory' condition.

Main picture and inset right: the deck-level saloon has a light maple wood finish and is well lit by natural daylight flooding through the picture windows and the glass doors which lead out onto the aft saloon deck



Hatteras Yachts regards itself as originators of large GRP motor yachts. It has been building GRP boats since 1959, with the range extending to 40m (130ft).

This 71 Euro SD is fitted with the top engine option; two Detroit D.DEC V12 units giving 1,075hp each. The D.DEC option is a complete computer-controlled engine with LCD dashboard displays and total fly-by-wire control. For the pessimists who still distrust anything with a chip inside, Detroit Diesel has been operating this system in the USA truck industry for five years and more than two million units are in reliable use – so it can be considered to be seaworthy. Further into the power department are two Onan 20kW

generators and a 220-volt air compressor, plus two 50-amp shore power leads with power rewind. Also fitted is a 5kW battery/mains inverter for running TV and refrigerators without the need for mains power.

It was with gentle precision that *Lady Hatteras* was lowered into the water and the crane driver even brought her nearer so we could climb on over the bow. Following a thorough engine-room check prior to lift-off, the diesels burst into life with a reassuring rumble when the ignition keys were turned. We had permission to use the sea lock immediately, so a first lesson in close-quarters manoeuvring was about to begin. With the D.DEC engines



Left: the owner's cabin is stylishly decorated and has a walk-in dressing room wardrobe and en-suite bathroom



you have a slow idle control which reduces engine speed to 500 rpm. Coupled with the 3.5:1 gearbox reduction and large 44-inch diameter slow revving props, the 71 proved to be a boat-handler's dream. One can, of course, order a bow thruster as an option, but *Lady Hatteras* did not have one fitted and it certainly did not seem to need it. Gently sliding into the vast lock with quiet confidence, it came to rest alongside with no more than a gentle 'kiss' on the fenders.

From here on, the trip downstream on the Schelde river was boring; miles of sandbanks and mud flats are not picturesque. However, this gave us time to play with the electronics including a Furuno 72-mile radar, two North Star plotter GPS sets, a Robertson Autopilot, wind speed indicator, echo sounder and log. All the units are coupled together on NMEA Interface, giving a complete

information picture for the captain. While exploring the rest of the boat, we checked our way through the list of home comforts. In true American fashion there is no stinting on the refrigerator front. A vast refrigerator/freezer in the galley can store enough food and wine to satisfy most people, and it will serve your ice direct into a glass, either cubed or crushed to order. A multi-purpose convection microwave together with a four-plate ceramic hob, large dishwasher and double sink will, likewise, please any gourmet galley slave.

The accommodation is sumptuous with maple wood finish throughout. From the spacious deck level, saloon stairs descend aft to the owner's suite and engine-room entrance. The owner's cabin is across the full beam of the boat, complete with an en-suite bathroom with sit-down bath/shower, and a walk-in dressing room wardrobe. Along the hall

from the owner's cabin is the heavy soundproofed engine-room door behind which the two gleaming white V12 Detroit sit comfortably surrounded by stainless steel rails. The essential service points such as the fuel tank changeover manifold and dual Racor fuel filters are located in the centre aisle. Around the outside are the water systems – mains and 24-volt – the calorifier, battery charger, stabilizer unit and battery banks.

Moving forward from the galley into the lower wheelhouse, stairs lead down forward to the other two guest cabins and crew accommodation. The mid guest cabin has an en-suite bathroom, king-size double bed and large wardrobe. Bunk beds are installed in the crew cabin and their en-suite shower room almost matches the size of the cabin. The forward guest cabin in the bow has its own entrance to the starboard side bathroom, which

doubles as the day head via another door at the foot of the stairs.

In the forward hallway, a hatch lifts on gas struts to give access to the forward generator/engine-room where the twin Onan generators, the air compressor and all of the aircon compressors are situated. Air-conditioning is supplied throughout the boat and each cabin has its own digital control panel. Returning to the lower helm position, more stairs lead up to the flybridge. In this elevated position, there are long bench seats with storage underneath, and for the captain and crew two pedestal seats are mounted in front of the dashboard. Wind and spray protection is provided by the high sloping windscreen which keeps the water off if it can reach this high up. Either side of the flybridge deck, a wide skirt allows plenty of room for mounting life rafts, windsurfers and other toys, while the boat deck and electric crane are on the aft end of the flybridge deck.

Walking forward along the deck from the saloon door, there are side doors leading to wide walkways protected by GRP side screens and a roof, which is the flybridge skirt. The foredeck has a large rope locker in the forward canopy and the business end has a Lofrans Titan heavy duty anchor winch with self-stowing Danforth anchor under the anchor platform. A lower bathing/boat platform at the stern has stairs leading up to the aft saloon deck. A stainless steel safety rail is installed here with a centre section which lifts out for access when docking, or to board the tender when anchored. Rudder stocks, steering gear and autopilot hydraulics can be accessed via the waterproof hatch in this after deck.

Once abeam of Breskens and clear of the river, we had the ideal opportunity to open the throttles and see what *Lady*

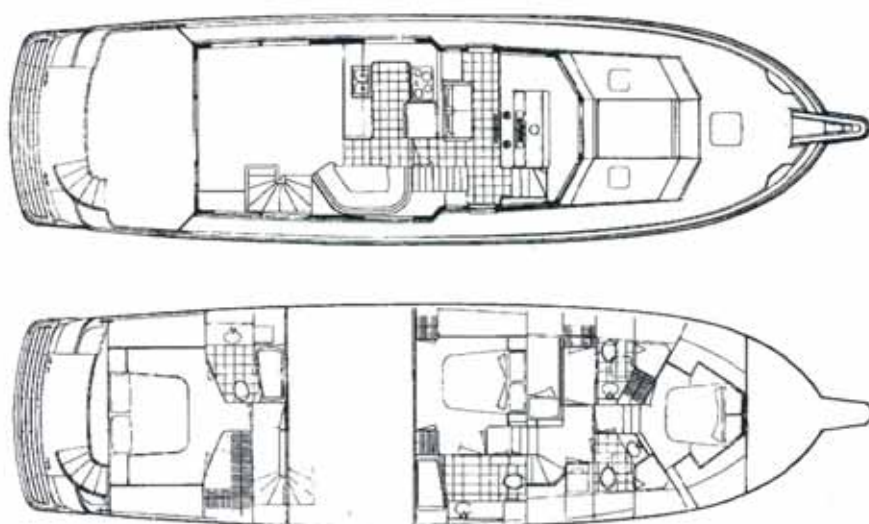


Above: side deck doors forward of the saloon lead to wide walkways sheltered by the flybridge skirt

Hatteras could really do. The weather could have been better. A short stiff sea and wind against the tide blowing about force five. The engines were settled at 1,900rpm, but with one press of the synchronizer button they immediately blended together with no more than 4rpm difference in speed. The GPS gave a ground speed of 20 knots and there was hardly a tremor. Stabilizers are fitted and were turned on, but after looking at the gauges it was apparent that they were not working very hard. It appeared that the hull was looking after itself and charging along without any fuss. To prove the point, a glass of wine was balanced on the dashboard where it sat comfortably without any fear of spilling. Mention need not be made of the inevitable ferry-dodging while passing Dover, and on we continued down the Channel to Southampton.

By the time we reached the Owers Light off Selsey Bill it was difficult to resist the temptation of more throttle and we recorded a top speed of 27 knots on the GPS. Then we turned around and ran the other way to take the tide into account. Our average was 26.5 knots at 2,390rpm. The engines are rated at 2,400rpm so this was spot on. We then carried out an acceleration trial and from a standstill to full throttle the D.DEC Detroit's pushed *Lady Hatteras* to 25 knots in 16 seconds. This acceleration from a 71ft boat weighing close to 50 tonnes is quite exceptional.

To sum up is an easy task. The overall quality of construction is evident in almost every area: the performance is exhilarating, the noise levels are low and the general live-aboard comfort is well thought out at every turn. It is refreshing that a prestigious manufacturer such as Hatteras has studied the European scene and produced a luxury motor yacht specifically to cater for the tastes and desires of this market. □



HATTERAS 71 EURO SD

LOA	21.64m (71ft)
Beam	5.54m (18ft 2in)
Draught	1.65m (5ft 5in)
Displacement	47 tonnes
Fuel	5,228 litres
Water	1,741 litres
Engines	2 x 1,075hp DD 12V-92TA D DEC Diesels 1,075hp each
Builder	Hatteras Yachts, USA
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