

The Hatteras 65 Sail Yacht

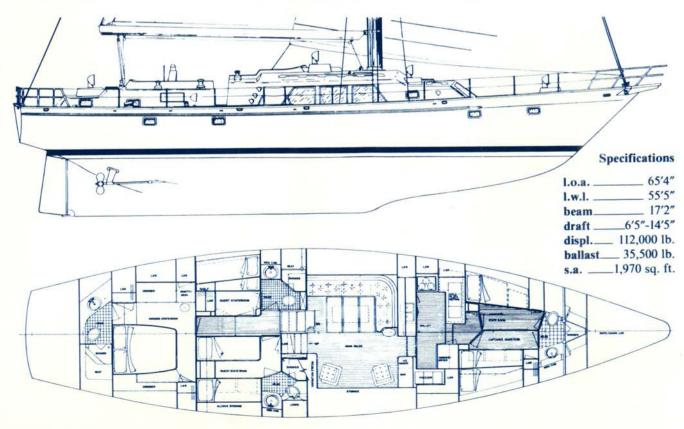
Two Yachting editors book passage on the first luxury sailboat from the well-known power yacht builder. By Jack Smith and Jack Somer

It is interesting to note that the thought to build the Hatteras 65 Sail Yacht was sparked by owners of Hatteras power vachts. About three years ago, the owner of a Long-Range Cruiser suggested that it would be nice to have similar comfort and capability under sail. Another owner who cruised extensively in his Convertible spoke of a world cruise in stages and asked if Hatteras had ever considered building a large sailboat. Others, when asked, echoed the desirability of range and comfort in a dependable sailing vessel. All voiced appreciation for the Hatteras approach, and the belief that there was nothing comparable on the sailboat side.



Close to nine knots in Buzzards Bay.

After some research on long-range sailing yachts, Hatteras became convinced that they had something to offer, but they were equally convinced that a sailboat design should come from without. They had no intention of building a powerboat that could be steadied or moved by sail. Instead, the thinking had focused on a heavy-displacement boat that would sail well, power to hull speed, take the weather, and be as reliable as a high-quality motor yacht. Thus they turned to Ted Hood, who had demonstrated ability in the design of such sailing yachts, and gave him free rein in the aesthetics as well as the hull form. Their primary role, apart from construction,





View forward in saloon. Mast is foam-padded.





Galley. Freezer, bar and counter are to starboard.



Lockers over a queen-size bed in master stateroom.

was conceived to be the introduction of systems that would add to the convenience and comfort.

In the research, Hatteras had learned that owners of large sailboats aren't much different from owners of large powerboats in the evaluation of what constitutes comfort. Persons with 25 to 30 years' experience in boats—those in the forefront of a market for a 65-footer—feel that it extends beyond soft settees, large berths, or a spacious galley; it includes the peace of mind that goes with durable systems in a sound hull—something Hatteras powerboat owners have come to expect. It follows that it exists for the new keel/centerboard 65.

For a cruise in the 65 from Marblehead, Mass., to Newport, R.I., three of us from Yachting—Mary Jane Cox, Associate Editor Jack Somer and I—joined Ken Kranz, Hatteras director of market, planning and development, and Charlie Beggs, the company's area representative, and

proceeded to Boston YC. The yacht's skipper, George Voit, his wife Lyn, and her daughter Kitty greeted us as we climbed from the launch to the center cockpit, where we all had ample room around the drop-leaf table between the pedestal station aft and the console station forward. Engine controls and instruments for motoring are forward and the pedestal carries necessary sailing instruments.

Below, it's typical Hatteras luxury, but Ken noted that very little had been done to alter Ted's original design. One head with shower was added to make it four (!) and some berths were widened and lengthened a little.

The engineroom and the systems, as in every Hatteras, are models of quality, order, and accessibility, made exceptionally clear by an excellent owner's manual. Each GM 4-71N diesel (115 s.hp. at 1,800 r.p.m.) carries a 12- and a 24-v. d.c. alternator, and the a.c. and d.c. systems are completely redundant except for the air condi-

tioning and the water heater, which operate off 120- or 240-v. a.c. dockside or generated power. This first 65 carried two 20-kw. Kohler generators, but one, which is standard, will do. Standard Douglas deep-cycle industrial batteries (used in mine railway cars) can last up to 10 years with care. Huge Ratelco regulators keep the battery starting and service banks charged. There's an Adler-Barbour d.c. compressor for the refrigerator and one for the freezer, and an a.c. compressor that will handle both. Engine functions and a fire extinguishing system are monitored and alarmed. Staterooms and other areas have individual air conditioning and stereo controls. When the air conditioning is turned on at the panel, each of the compressors starts in sequence so as not to create an overload surge. The three-burner stove with oven and broiler has a CNG fuel system, since natural gas is lighter than air and particularly safe. The physical and psy-



Spacious deck has five hatches, five vents, stowage.



Seven enjoy two-station cockpit and have room for more.



Ken checks radar opposite forward motoring station.

chological comfort list goes on and on, and George told us that the mass it represents moved at better than ten knots under power and was normally cruised at eight.

—J. Smith

Ted Hood designed the heavy-displacement yacht with a modest sail area/displacement ratio, but with the lines of an ample sloop, not those of a motorsailer. He gave her a small bowsprit to keep the anchor off the foredeck; a deep forefoot to enlarge the forward accommodations; and a very long keel to minimize the draft while maintaining comforting stability. For ease of handling under sail, she has Hood's Sea Furl and Stoway furling gear, a panoply of Lewmar motordriven winches (44s, 55s and 65s), and an electrically-operated centerboard. Her twin diesels turn Paul Luke threebladed reversible-pitch propellers that hydraulically lock in the feathered position for sailing.

To maintain the Hatteras tradition of engineering and functionalism, Ted proposed the spacious engineroom that would accommodate the massive machinery, a design concept he had recently applied to other yachts. This required raising the saloon sole and the deckhouse. No matter. The layout is attractive and comfortable, and the engineroom will enrapture anyone.

As to the 65's sailing characteristics, she is what one expects from the Hood design board, and from a heavily-laden sloop. (The prototype we sailed was deliberately loaded with every possible option for Hatteras engineers to test space and function, so she probably displaced a bit more than her advertised 112,000 pounds.) On the wind in light stuff the 65 is, as expected from so massive a yacht, a bit sluggish; but she was never intended to glide around an Olympic course. Yet, crack her off a bit, and let her accelerate at her own pace, and even in light air she reaches well.

Once the breeze pipes up, as it did for us on Buzzards Bay, she's a powerhouse with easy motion. Under main and 150 percent genoa, she close-reached at nearly nine knots in a 12-knot southerly; and when we bore away and set an MP-S, she held good speed until the southerly quit. For one sailor accustomed to driving IOR boats with less freeboard, it was difficult to gauge her speed, but her calibrated instruments convinced me that she will shame no sailor on a passage, for all her weighty comforts.

After testing the prototype, Hatteras engineers have made some minor changes, including relocation of the winch control buttons, which were too easily activated by accident. I would have liked duplicate engine controls at the steering pedestal, but they are not to be offered. —J. Somer

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