

The Hatteras 60 Convertible



Three staterooms, each with head and shower, an engineroom with minimum 6'4" headroom, and an optional enclosed flying bridge are some of the features in this luxury sport fisherman/cruiser

By JACK SMITH

SPORTFISHING enthusiasts are the buyers who focus on the Hatteras 60 Convertible, yet one who saw nothing but her interior—three-quarters of the overall length—would be hard pressed to think of her as a fishing machine. Within, she's truly a luxury cruiser, expertly finished, tastefully decorated and exceptionally comfortable. But that's what makes the so-called convertible attractive to builders and buyers alike—adaptability to either pursuit—and the potential for full enjoyment of fishing or cruising is especially great in a hull with 60' of length, 18' of beam and 4'11" draft.

Overall dimensions are one thing, but the bottom design is another factor in the spaciousness of the interior. As opposed to a deep-V type, which sacrifices a measure of usable volume below the waterline for extra rough-water ability, the Hatteras 60 Convertible has a bottom of less pronounced V that allows below-decks accommodations and engineroom equipment to be spread a little farther outboard, and even six inches of extra sole width in a stateroom can mean a lot. Actually, the bottom is not a simple V. It has a double-chine configuration that dampens rolling at trolling speeds and makes for reduced wetted surface when the yacht lifts to plane. In addition, a full keel aids directional stability and, by extending about 11" below the tips of the propeller blades, offers some protection in the event of grounding.

Like practically all the Hatteras yachts, the 60 Convertible is a Jack Hargrave design. To spend some time aboard, I flew to Florida and joined *Hatterascal* at the St. Petersburg Boat Show, one of her stops on a tour of numerous boat shows and dealers. With Phil Fowler, the director of sales for Hatteras, Frank Rohan, the skipper of the new yacht, and Pete Holton, the mate, I had arranged to go

Below, left: Peter Holton, 6'2" mate, stands between GM 12V-71TI diesels, where headroom is 6'6". Below, right: With optional enclosure and air conditioning, flying bridge offers extra sleeping accommodation.



along to her next stop, Ft. Myers, about 110 miles to the south.

Frank was living in the owner's stateroom to port, Pete was forward and Phil wasn't staying aboard, so I moved into the guest stateroom to starboard when I arrived on the last day of the show. The privacy was complete, particularly since each of us had his own head with shower—and that, Phil told me, was one of three primary objectives in the design of the boat: three double staterooms with three heads. The other two were an engineroom with full headroom and a flying bridge that could be fully enclosed and air-conditioned. All three had been wishes expressed by various Hatteras owners during discussions of desirable features in a boat. In connection with the staterooms, I also like the fact that there is a hatch in the overhead of each, that drawer and locker stowage is ample, and that the sole area in each allows two occupants to function with the door closed.

As is evident in the photographs, the styling and the workmanship are of characteristically high caliber. Hatteras makes effective use of ribbon-stripe Mozambique teak paneling in conjunction with fine joiner work, and the plastics—high-pressure laminate for the counters, vinyl for the headliners, and vinyl for the soles and bulkheads in the heads and the sole in the galley—are applied and trimmed with expertise. On the exterior, the gel-coated hull is painted with polyurethane for increased durability, and finely-ground walnut shells in the deck paint provide a nonskid surface.

Not immediately evident is the work that makes the yacht function, though at St. Petersburg more than one primly-dressed visitor who at first hung back was encouraged by her escort to pass through the cockpit companionway to the engineroom because "You've got to see this!" In truth, one can descend the four steps and walk down the aisle between the engines without getting dirty, and then—overhead, on the bulkheads and around the sides—the quality of the wiring and equipment installations is obvious.

Aft in the engineroom, *Hatterascal* has two 15-kw. Onan diesel generators, one of them standard. The yacht has two electrical systems: a 32-v. d.c. system that operates off two banks of four 8-v. batteries located between the engines and powers all the equipment necessary for basic operation of the yacht and a 120/240-v. a.c. system that operates off generator and/or shore current and powers all accessories and equipment not essential to basic operation. The engines draw their air through intakes located beneath the cockpit coamings and ventilation is aided by 32-v. d.c. blowers and 120-v. a.c. fans.

The standard engines are GM 12V-71TI diesels that turn four-bladed 32"x32" propellers through 3:1 reduction. They draw on 1,600 gallons of fuel, 1,100 centered at the forward end of the cockpit and 500 forward of the engineroom in fiberglass tanks. All the tanks are plumbed to a fuel manifold system on the forward bulkhead so that fuel for either or both engines and the generators can be supplied from and returned to any tank. The yacht carries 450 gallons of fresh water located amidships on the centerline and a



View forward in deckhouse, and below that, looking aft from the dinette.

fresh-water hose for engine use is installed. Dockside water, connected through a pressure-reducing valve, bypasses the on-board pumps and tank by means of a check valve.

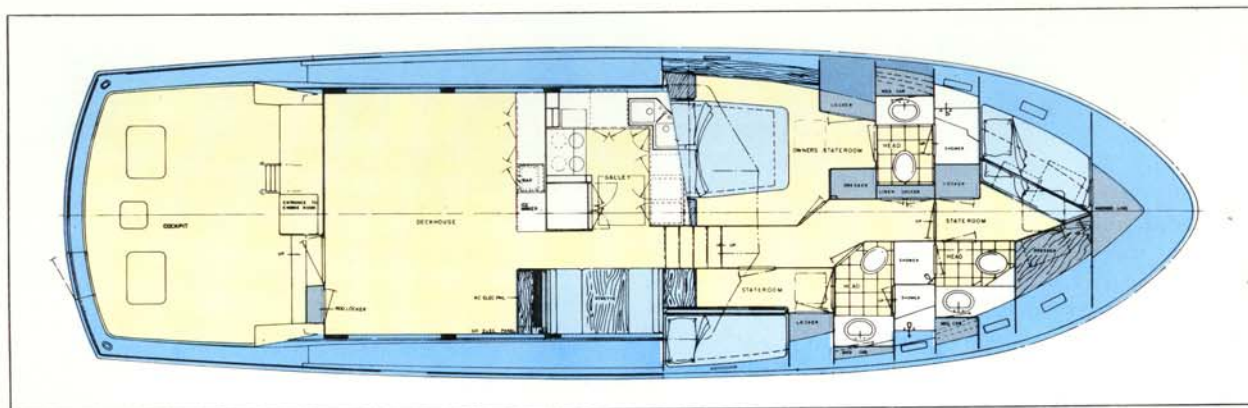
Engineroom installations include a manual and automatic fire extinguishing system with alarm, portable extinguisher, engine-driven and automatic bilge pumps, hand pump, compressed air system with an air jack for engine work, and a sump pump with a selector valve for either engine. All intakes have sea cocks and all the through-hull fittings are electrically bonded. If it's good and recommended practice, it's done.

Forward of the engineroom, a utility room houses a.c. and d.c. distribution panels, shore power transformers, air conditioning equipment, water heater, water pressure system, and an optional washer/dryer and a freezer.

The well-scuppered cockpit, with salt-water wash-down connection for shoreside fresh water and transom gate, is geared for fishing. *Hatterascal* carries an optional Rybovich fighting chair, a live bait well with a sea water circulating pump, cockpit controls to star-



Locker to port and dresser with lighted mirror to starboard flank door to head in owner's stateroom. Right: Starboard guest stateroom has a mirror and night table aft, adequate sole area for two, locker and head forward



board, and a bait freezer and preparation center with sink and lockers to port of the engineroom companionway.

Up on the flying bridge, an after control station for fishing use is located to port outside the optional enclosure and a recording depth sounder is installed in a combined counter, seat and locker unit to starboard. Inside, the main control station is flanked by base cabinets with ample stowage for a wealth of radio and navigation equipment. The d.c. electronics panel is to port, with a hinged leaf on the counter above that opens aft to extend the area for chart use; port, starboard and aft are comfortable lounge seats that could double as berths for the crew if extra guests were aboard; and to starboard, a yacht safety center monitors engine oil pressure, coolant temperature, drive oil temperature, a.c. power loss, bilge water, and the fire extinguisher warning and discharge.

The boat show broke up early in the morning and we were underway for Ft. Myers at 9:00 a.m. Out in the Gulf, the seas were running about five feet from the northwest, but they were of little concern to *Hat-*

terascal. As we turned the outer buoy, Frank eased the throttle up to 2,100 r.p.m., turned on the optional Glenginning engine synchronizer and settled back at the helm for a comfortable 20-knot cruise. At 1:15 we turned into Boca Grande Inlet and proceeded down the Intracoastal Waterway, arriving at the Ft. Myers Yacht Basin at 3:15. Ft. Myers is Frank's home and the boat was to remain there a few days while he took care of some personal affairs. Phil Fowler, who had filled me in on a number of details, headed for the airport and his office in New Bern, N.C., and I stayed for the evening with Pete, who, before dinner, gave me a second tour of the engineroom, this time taking me in through the utility room, which is accessible from the forward passageway by pulling back the hinged ladder and snapping it to the bulkhead to starboard.

For fishing and cruising, the Hatteras 60 Convertible provides the height of facility and comfort, but if a kicker is needed, it's that engineroom.

For more information, contact AMF Hatteras Yachts, 2100 Kivett Dr., Box 2960, High Point, N.C. 27261.