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Hatteras 80'

L'euro permet désormais
aux yachts américains
un retour en Europe



RÉSUMÉ
SALON
LONDRES
DÜSSELDORF

TENDANCES
Lorsque les plus
grands chantiers
sortent de
sentiers battus

Hatteras 80

M 08460 - 95 - F: 7,70 € - RD



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US \$ 7,95
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Une publication



Et aussi :

Lazzara 80' - Lürssen Capri 59 m - Palmer & Johnson Open 120'
Absolute 45' - Baglietto 42 m - Cheoy Lee 68' - Chantier Atlantique



A white yacht is shown from a side profile, moving through the ocean. The water is dark blue with a large splash of white water in the foreground. The sky is a mix of blue and orange, suggesting sunset or sunrise. The yacht has a dark hull and a white upper section with a cabin and railings.

CONQUERING ELEMENTS

HATTERAS 80'

STORY **JAMIE WELCH** PHOTOS **HATTERAS**

IN 1903 THE OHIO INVENTORS ORVILLE AND WILBUR WRIGHT CHOSE A WINDY BEACH JUST NORTH OF CAPE HATTERAS, NORTH CAROLINA, FOR MANKIND'S FIRST POWERED FLIGHT. OFFSHORE THOSE FIERCE NOR'EASTERS BLOW OVER THE WATERS OF DIAMOND SHOALS—WHERE THE FRIGID LABRADOR CURRENT MEETS THE WARM GULF STREAM—TO CREATE SOME OF THE MOST TREACHEROUS WATERS IN THE ATLANTIC, AND ONE OF THE RICHEST FISHING GROUNDS IN THE WORLD.



Antiques
blend well
with modern
cabinetry in
the saloon

In those waters in 1959 a yachtsman named Willis Slane envisioned a rugged sportfishing boat that could endure the Diamond Shoals and the test of time. Slane founded Hatteras Yachts in 1960, and hired a naval architect from Palm Beach, Florida, named Jack B. Hargrave to design the world's first fiberglass motor yacht—the Hatteras 41 Double Cabin—and the rest, as the cliché goes, is history.

Hargrave went on to design more than 75 powerboats for Hatteras, who built more than 6,000 yachts. He passed away in 1996 but is still considered the “dean” of modern motoryacht designers and his boats are known for their stability, understated design, durability and smooth ride. The current yard covers 95 acres in the coastal town of New Bern, North Carolina and the fleet includes a

range of 50' to 90' sportfishing convertibles and cruising yachts from 63' to 100'.

The new Hatteras 80'—which features an Evan Marshall superstructure design, and roomy interior—helped Hatteras set new sales records last year. So far 19 have been sold and ten have been built. European exterior touches include overlapping side windows, sporty superstructure and a sweeping radar arch with spoiler-style radar mast. Below the waterline, the 80' has a similar hull design to the 54' sportfish and 63' motor yacht. It's a convex hull with subtle chines with a draft of just 5'6" thanks to deep propeller pockets. Every Hatteras has a solid fiberglass bottom and stringers and above the waterline the hull sides are Divinice cored. All yachts come with a five-year hull warranty.

African mahogany, granite
counters and stylish Amtico
flooring in the galley area



Main deck dining
adjacent to galley; and
(left) on the aft deck



TECHNICAL SPECIFICATIONS

LOA:	79'10"
Beam:	21'3"
Draft:	5'4"
Displacement:	189,000 lbs.
Freshwater:	326 gallons
Fuel:	2158 gallons
Engines:	2x CAT C30
Top Speed:	25 knots
Cruising Speed:	22 knots



Despite a boatful of customers and journalists the 80' performed well during our trial in choppy sea conditions, cutting through the white caps with ease. One experienced Hatteras owner said, "It's the best ride of any Hatteras to date." The hull design, custom seven-blade props and 1550-hp Caterpillar C30s with deep gear reduction delivered a 25-knot top speed and a cruising speed of 22 knots.

Hatteras' Chief Engineer Robert Doughty, who has worked at the company for more than 30 years, refined Marshall's initial design and invited Hatteras owners to voice their own needs in an 80' yacht. After extensive research the new boat was built to ABYC recommendations, US Coast Guard rules, NEC electrical requirements and strict in-house engineering specifications. When asked to describe the important features of the 80', Doughty is brief and to the point. "It's the hull design, propulsion and running gear, state-of-the-art electrical system and computer monitoring of all ship functions," he says.

The interior design is new but all the Hatteras hallmarks—lots of interior volume, wide staircases and doorways, solid handrails and large showers—are present on the 80. Interiors Manager Stacey Swecker, a 10-year veteran with Hatteras, was responsible for the wall coverings, carpeting, marble, granite, sinks, faucets,

Stylish
upholstered
walls in the
master



Marble covers the sole of
the his-and-hers bathroom



VIP
(above) and
pilothouse
dinette (left)

door hardware and the overall décor. The first hull in the series has an eclectic design that blends traditional pieces with a contemporary look. Five original modern oil and watercolor paintings and black-and-white photographs of American entertainers such as Frank Sinatra, Dean Martin, Paul Newman and Audrey Hepburn adorn the walls.

"I love to mix old and new items, which tends to soften the interior," Swecker says. Although the first hull was built on spec, for boat shows, the rest of the yachts will be custom designed for each of the 19 buyers. Swecker said all have chosen mahogany for the interior. "Right now I'm currently working with the owners of hulls two through seven," she said. "That's my favorite part of the job—working with clients, getting to know them and designing interiors that suit their tastes."

The walls of the first hull have wood, black lacquer and fine upholstery. All mahogany doors are framed with a three-inch strip of black painted wood. Custom-made valances with silhouettes are in the entertainment as well as accommodations areas. The saloon features an antique trunk coffee table with a custom-made base and a laminated interior for storage, and lamps made from

Full bar and helm station are under the hard top; a snug pilothouse for colder climes



distressed antique mirrors. These pieces blend well with the African mahogany walls and granite counter tops. The entertainment system in the saloon includes a 42" plasma TV, DVD/CD player and surround-sound Polk speakers. The galley has a Sub-Zero refrigerator with freezer and icemaker, microwave and convection ovens and dishwasher. Hatteras gives buyers a \$10,000 allowance for china, crystal and flatware in the dining room.

The pilothouse has a black ostrich skin sectional and a sole with strips of Amtico wood. The electronics package, which is duplicated on the flybridge, includes a PC monitoring system with LCD touch screen displays providing visual and audible signals for the engines, gears, generators, high bilge water, fire warning, AC power loss, smoke detectors, tank levels and battery voltage. A history log is maintained for critical alarms and various parameters may be viewed.

Downstairs the accommodations foyer leads to four ensuite staterooms that include a full beam master suite with his-and-hers bath, queen suites in the bow and to port and a twin cabin to starboard. The twin has an option for a queen bed or upper and lower bunks. Bathrooms are granite and marble and all closets are cedar-lined. The master suite features three large oval port-holes on each hull side giving ample light to the room.

The aft crew accommodations include a VIP for the captain and a twin berth for crew. Beds and doors are mahogany, closets cedar-lined and each cabin has a full entertainment system, so the crew quarters can be used as additional guest accommodations if owners wish to run the 80' themselves.

The flybridge includes a control station with a complete electronics package, lots of seating and sunning areas and a boat deck with a hydraulic 1500-pound Marquipt davit. The sun deck is perfect for entertainment with a wet bar, double Gaggenau electric grill, CD player and Polyplanar speakers.

Bottom line: the new 80' reflects the quality and styling of past Hatteras yachts but adds a bit of well-deserved panache. The base price is \$4.2 million.

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The 80' cruises at 22 knots

