

ON THE DRAWING BOARD

Hatteras 60 Convertible

Hatteras' new 60-footer reminds me of a girl I once knew in my younger days — fast and sexy. I'm thrilled that I stand a much greater chance of taking the Hatteras 60 out than I ever had with that young lady.

This 60 represents a significant departure from "business as usual" for Hatteras. First, Hatteras utilizes a method of lamination called resin infusion in

the 60: a means of obtaining more exacting control of the resin-to-glass ratio, as well as eliminating any voids or air bubbles that occasionally occur in standard hand-laid lamination. Combined with the infusion method, Hatteras uses advanced Divinycell coring in the hull (though with a solid fiberglass bottom) and weight-saving materials as well, ultimately resulting in a lighter, yet stronger hull.

As is the trend (thankfully) with virtually all larger offshore sport-fishing vessels today, the Hatteras 60 features a mezzanine deck in the cockpit so guests get front-row seats of the epic fishing battles.

Other design changes

include a more dramatic tumblehome aft on the transom, providing a look more common in custom yachts. Those who prefer an enclosed bridge can look forward to that in the near future.

Another truly significant change comes with the location of the plant where Hatteras builds the 60 — Swansboro, North Carolina. This marks the first new design to come out of the expansion of Hatteras' building facilities.

According to Hatteras Marketing Director David Ritchie, Hatteras designers focused on performance and fishability as the 60's top priorities right from the start.

Hatteras built its reputation on hulls that ride smoothly in rough seas. In recent years, the company strived to increase overall speed without sacrificing that smooth ride. With standard Caterpillar C30s rated at 1,550 hp each, Hatteras projects a cruising speed of 31 knots and top speed of 36 knots. However, hard-core anglers who opt for the 60GT Tournament Edition will cruise at 35-plus knots at 2,000 rpm and top out over 40 with a pair of 1,800-hp diesels (either MTU 12V-2000CRs or CAT C32As). No matter what engine package you choose, you'll get seven-

BOAT OF INTEREST

F&S 62

All boatbuilders dream of their boats winning prestigious tournaments or high-dollar, big-fish events — there's no better way to get free editorial coverage. Absolutely best of all is the word of mouth that spreads from both the crews and owners who attend these competitions.

But while advertising dollars and tournament wins do get your name out there, top-ranked captains raving about your newest beauty really sparks interest in the boat.

Three of Jim Floyd's big, sleek, fast boats really came through for him in recent weeks. My interest was first piqued when an old friend, highly regarded ace big-game fishing captain Bobby Grant, told me on the dock in St. Thomas about his new command, *Lethal Weapon*. This came a day after another F&S sister ship, *Bandolera*, won the prestigious Boy Scout blue marlin release tournament.

"These boats have a great bottom design," says Grant. "Nobody can outrun us when it kicks up and gets nasty. You know what the run out to the North Drop here in St. Thomas can be like when it's blowing 20 out of the northeast!"

Since I was already scheduled to do an article on Floyd's newest rig, the 62-foot F&S named *True Grit*, I

decided to meet Floyd and stopped in at his boatbuilding shop in Delaware on my way to the Mid-Atlantic \$500,000. While in the boat shop, I learned that *True Grit* had just won a tub full of moola at the Ocean City White Marlin Open with the biggest white marlin of the event. Floyd's boats were really on a roll!

Floyd showed me the new boat under construction and its unique variable deadrise hull form. The hull is stepped, not athwartships as in some race boats, but longitudinally, with each fore and aft section having less deadrise than the one immediately inboard.

He attributes his boat's soft head-sea ride to this design, which he expands in direct proportion to the overall length of the vessel. The submerged chines also give great roll resistance when drifting or slow trolling.

True Grit looked great sitting at the floating dock in Cape May and performed just as well at sea on a choppy day. I deliberately lay in a beam sea to see how the stepped design rolled ... not much. She maneuvered well using the engine controls with rudders centered and steered well in either direction with only one engine in gear.

The engine room provides a clean and roomy space and appeared even bigger due to polished, stainless-steel panels recessed in the overhead above the engines. You'll also find good access to the tops of the



blade Nibral propellers.

Hatteras estimates that with standard power and a 1,800-gallon fuel capacity, the 60 will offer a range of approximately 500 nautical miles at 1,950 rpm. A touch slower, and you've got a wonderful ride to Bermuda.

Cockpit

The huge cockpit benefits from the boat's substantial 19-foot beam. The 60C mezzanine boasts a single, large deep freeze on the upper port mezzanine. The lower port mezzanine will house a single icebox perfectly sized to hold the standard-size bait trays that most professional crews use today. Hatteras hopes this eliminates at



least one free-standing cooler in the cockpit. The starboard mezzanine contains tackle drawers and a very large ice bin that can be used to feed the bait storage tray, fish boxes and more. Access to the engine room is on centerline, and a chilled drink box and

wet boxes for chamois are located in the steps. Two massive fish boxes come standard — situated fore and aft in the cockpit sole.

Flybridge

A Palm Beach pod-style helm accentuates the electronics console that rises on rams. Between the console and forward guest seating, Hatteras supplies an insulated drink cooler as well as an optional freezer. As usual, you'll find considerable rod storage under the forward and starboard lounge seats. Hatteras supplies both Murray Products Sea 19 teak helm chairs as standard equipment, as well as an electronics suite including Northstar 6000i GPS/plotter, Icom VHF, Simrad AP26 autopilot, and Simrad IS15 depth and temperature indicator. Owners can opt to upgrade electronics on their own if they wish.

Interior

The 60 Convertible's salon boasts an L-shaped sofa hiding additional rod storage, cherry wood veneers in either a high-gloss or satin finish and your choice of any of 15 standard décor schemes.

The galley features two refrigerator/freezer drawers, with a third unit available as an option. Facing the galley to starboard, an L-shaped dinette seats four adults comfortably.

Belowdecks, the 60 offers three staterooms and two private heads. The forward cabin features over/under bunks on the diagonals to maximize sleeping capacity during offshore tournaments. However, those who prefer comfort over utility can opt for a more traditional three-stateroom, three-head arrangement, or even a four-stateroom layout.

Design and Construction

The 60 Convertible features a variable-deadrise hull form that flows from a convex bow shape to relatively flat sections aft, culminating in a deadrise of a mere 8 degrees at the transom. Double chines extending down the length of the hull work in conjunction with an exaggerated bow flare to knock spray down and away for a dry ride, while running

strakes provide increased stability and improved tracking. Large seven-bladed propellers tucked into deep prop tunnels offer up increased efficiency, minimized vibration and a draft less than 5 feet. That means you can visit just about anywhere you want throughout the Bahamas — and beyond.

— Dean Travis Clark

engines, ensuring easy preventative maintenance.

Filter and fluid changes were easy to handle, and the watermaker and air-conditioning units were also readily accessible. Twin gensets and batteries were seated on a raised shelf forward of a ring frame that separated the pump room from the main engine room. Although it was very tidy, servicing of some of the pumps under the genset shelf could be a bit of a chore.

The galley offered multiple Sub-Zero reefers, but the owners chose not to have any freezers except the large ones in the cockpit. An island countertop separating the salon from the galley showcased a very attractive wavelike curve.

True Grit combines both form and function into a well-built, fast and agile sport-fishing boat that is tough and pleasing to the eye. As an added bonus, she has already earned back a good chunk of her purchase price. If you want a truly unique, custom-built boat that top professional captains will salivate over, contact F&S Boatworks.

— Peter B. Wright

SPECIFICATIONS

LOA	62'
BEAM	17'10"
DRAFT	4'2"
WEIGHT	66,000 pounds
FUEL	1,780 gallons
WATER	230 gallons
POWER	T 1,650-hp Cat C32s
BASE PRICE	Price on request

F&S Boatworks
Bear, Delaware
302-838-5500
www.fandsboatworks.com



LOA	59'10"
BEAM	19'
DRAFT	4'9"
WEIGHT	85,000 pounds
FUEL	1,800 gallons
WATER	225 gallons
POWER	T 1,550-hp Cat C30s
BASE PRICE	On request

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