

HATTERAS 68' CONVERTIBLE BIG GAME CONSORTIUM

Successful yacht design looks beyond mere theoretical considerations, relying also on practical experience to shape a concept that supports all objectives. So to create their new 68' Convertible, Hatteras Yachts empanelled, in addition to their own design team, a group of professional fishing captains collectively representing many lifetimes spent prowling coastal and offshore venues in search of the big game.

The result of their combined counsel was introduced at last year's Ft. Lauderdale show in the form of a conceptual presentation, and at this year's show in the form of hull number one, already a sold yacht and the first of 30 orders on the Hatteras books.

The Hatteras team has devised in the 68' Convertible a beamy hull form distinguished by an aggressive forefoot and flared topsides forward, fading aft to slightly convex running surfaces punctuated by a double chine. This complex geometry, says Hatteras, aids both ride and directional stability. Propeller pockets reduce draft to a modest 5'3", and conceal recessed trim tabs that, owing to their proximity to the propellers, control running angles more efficiently than their transom-mounted counterparts.

Evidence of the 68's 21'6" beam, the cockpit offers 192 sq. ft. of real estate, plus 25 sq. ft. of mezzanine seating. Flush hatches in the cockpit sole lift on gas-assisted hinges to reveal two 65" fish boxes; a five cu. ft. bait freezer, chill box and storage bins provide appropriate storage. Of both pragmatic and aesthetic merit is an engine air and ventilation system that breathes through intakes hidden under cockpit coamings, reducing the intrusion of spray into mechanical spaces and eliminating hullside intakes for a noticeably cleaner appearance.

The centerline mezzanine seat hinges upward to allow access to the engine room. Here, too, does the beam pay off in the form of free access all around each engine, and a tidy arrangement of mechanical systems. While the subject boat offered twin Cat C-32 engines rated at 1650-hp each, power options range from 1550- to 2000-hp a side.

The flybridge arrangement locates the helm station well aft. Two Murray adjustable helm chairs face a console and a power actuated electronics panel featuring a proprietary monitoring unit that delivers continuous data on mechanical, electrical and safety systems. Forward of the console, a wraparound lounge terminates at a chill box on the starboard side. An eight cu. ft. top-loading freezer adjacent to the console supplements the yacht's cold storage capacity.

Interior spaces are similarly capacious. Visitors entering the saloon through a sliding glass door encounter a vast U-shaped lounge on the port side of the saloon, and two occasional chairs opposite. Forward and up one step, the port-side galley faces a dining settee, and includes under-counter refrigerator and freezer drawers, four-burner ceramic cooktop and microwave/convection oven.

Four staterooms forward and below include an amidships full-beam master, port guest with upper and lower bunks, starboard guest with twins, and a VIP suite forward, each with its own head. An optional arrangement offers twin beds in the port stateroom, in lieu of the ensuite head. Throughout the interior, cherry joinery in a choice of satin or high-gloss finishes includes such eye-pleasing details as dovetailed drawers, bow-front sinks and fluted valances above windows, refined counterpoints to the no-nonsense demeanor of the sportfishing side of this convertible equation.

LOA: 68'6"

Beam: 21'6"

Draft: 5'3"

Displacement: 126,500 lbs.

Fuel Capacity: 2100 gal.

Water Capacity: 400 gal.

Holding Tank

Capacity: 125 gallons

Engines: 2x 1650-hp

Cat C-32

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