

# PLANT TO

## Launch of the 80 Sky Lounge

A Proven Design Just Keeps Getting Better

Already a proven hit among offshore cruisers since its introduction at the 2003 Fort Lauderdale Boat Show, the Hatteras 80 Motor Yacht just got even better with the launch of hulls No. 8 and 9. These yachts are the first in a series of several 80s to be equipped as the enclosed bridge Sky Lounge edition.

The 80's sleek new enclosed bridge design provides the panoramic view of a sky lounge and adds more than 250 square feet to the yacht's already spacious interior. In addition to the expansive bridge, the new arrangement enlarges the salon and dinette area and features a country kitchen below. A circular stairwell provides access from the galley to the helm.

"We couldn't be more enthusiastic about this new enclosed bridge arrangement," says Jan Boone, vice president of sales. "Our customers were very specific with what they wanted in an enclosed bridge motoryacht, and we listened carefully. The result is an innovative layout that is head and shoulders above anything in the marketplace today."

Standard features in the enclosed bridge include single-lever electronic controls and Hatteras' touch-screen computerized monitoring system. Two elevated helm chairs provide 360-degree visibility through frameless windows. Aft of the helm, L-shaped lounges with storage to port and starboard provide room for the entire family to enjoy a day on

the water. Storage lockers are located on both sides of the compartment, and a padded chart flat lies to port. The wet bar features an icemaker, refrigerator, and bottle and glass storage to limit trips to the galley, while everyone aboard will enjoy the 32-inch pop-up plasma TV and CD/DVD player.

The port aft window is electrically actuated to open up the area to the aft bridge deck, providing fresh air and a heightened sense of spaciousness. Outside, a built-in fiberglass lounge seat with storage provides a beautiful view aft, while a solid-surface table with twin Gaggenau grills opens up the entertaining options. The 104-square-foot deck offers plenty of room for the standard 1,500-pound



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hydraulic davit and your choice of tender.

On the main deck, the 80 Sky Lounge features a spacious country kitchen with 153 square feet of food preparation area. A large dinette capable of seating eight occupies the area where a pilothouse would reside in the open bridge variation. Access to the side decks is still in place with port and starboard pantograph doors.

With the galley relocated forward, the 80 Sky Lounge salon is enlarged to 377 square feet of living space. The standard aft corner bar and 42-inch plasma TV are relocated forward, and additional buffet and china storage expands the already spacious dining area. The enclosed bridge salon also features an additional sofa, coffee table and end table.

While the first 80 Sky Lounge was a beautifully customized model that went straight to its home port in Venezuela, hull No. 9 will be on display at the Fort Lauderdale Boat Show.



**ELEGANT TOUCH** The first 80 Sky Lounge features a classy salon design with custom bar arrangement and bold furnishings. The enlarged compartment allows for an additional sofa, end table and china storage.



**COUNTRY KITCHEN** By relocating the pilothouse, the forward area of the main deck can be used for a country kitchen (above). A large dinette with center leaf provides seating for an entire family.

**NICE VIEW** Large frameless windows with padded mullions provide an expansive view from the 80's enclosed bridge. The large, contoured helm (left) offers plenty of space for flat-screen displays and electronic instruments.

“ Hatteras’ newly designed tapered rudder bearings use the physical weight of the rudder to continually tighten itself into the socket, keeping the entire assembly snug in place. The result: longer life for all your running gear. ”

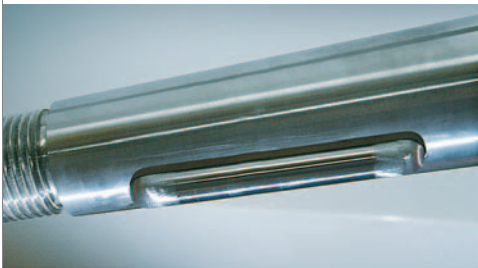
FALL 2004

## LEADING EDGE

# Innovations in Running Gear

By Bruce Angel, Vice President of Product Development

The product development team at Hatteras continues to push the design envelope. From basic hull shape to state-of-the-art computer solutions to the fundamental principles used in running gear design, every facet of production boatbuilding is continually being refined by Hatteras engineers and craftsmen. Hatteras recently unveiled several new patent-pending innovations that soon will be mimicked throughout the industry:



**SHAFT KEY** Hatteras has developed a unique cylindrical key and keyway that helps eliminate stress risers, leading to longer life for shafts. Top: Specially designed grooves extend the life of cutlass bearings.

**Cylindrical shaft key.** Virtually every pleasure boat manufacturer uses rectangular grooves and “keys” to affix coupling and propeller in place on its tapered shafts. In most designs, that rectangular groove ends at the very termination of the shaft taper. This placement often leads to “stress risers” — hairline cracks that begin in the keyway and rise up through the shaft itself, leading to premature fatigue failures. Hatteras has introduced a new cylindrical keyway and key that eliminate these stress risers, leading to a sig-

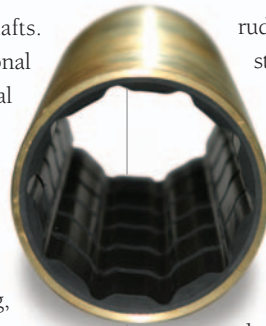


nificantly longer life for your shafts.

**Cross-cut bearings.** Traditional cutlass bearings use longitudinal grooves to disperse a lubricating water film throughout the bearing. But as boat owners install larger-horsepower engines and heavier shafts and propellers, this water can be forced out of the bearing, allowing surfaces to come into contact with one another. The high-frequency noise and vibration at low rpm destroys the bearing over time. Hatteras has designed a new cross-cut bearing that uses crisscrossing grooves to disperse the water, much like the tread of a tire does for a car. These grooves ensure a consistent film of lubricating water, giving longer life to your bearings and less noise while trolling or cruising.

**Tapered rudder bearings.** Because of the high horsepower and speeds seen today, the most stressful area of the boat is the rudder shelf, due to the high discharge velocity of water as it comes off the propellers. This high stress equals premature wear on all steering components. This wear can be minimized by reducing the amount of movement, which is exactly what Hatteras’ newly designed tapered rudder bearings accomplish. The taper of these rudder bearings uses the physical weight of the rudder to continually tighten itself into the socket, keeping the entire assembly snug in place. The result: longer life for all your running gear.

**Stainless-steel rudders:** With the introduction of the 54 Convertible, Hatteras began using stainless-steel



rudders in lieu of traditional bronze stock. Constructed with a mixed-alloy stainless steel, the new rudders are far stronger and lighter (70 pounds saved per rudder on the 54) than comparable bronze rudders.

Of course, Hatteras has always been an innovator in the design of underwater propulsion technology. If you look at the pervasive trend toward large-diameter shafts, deep reduction gears and multi-blade propellers, you’ll quickly realize that the recreational yacht-building industry is just now following the lead established by Hatteras decades ago.



**HIGH GLOSS** Stainless-steel rudders are now used on most Hatteras products. The rudders are lighter and stronger than comparable bronze.

“ We’re finding more and more demand for spacious yachts with plush interiors and excess storage. With this new launch well, we can be much more efficient as we move through the production cycle of our larger products. — Jay Fuller ”

## THE HATTERAS ADVANTAGE

# Safety by Design

By Harry Davis, Electrical Engineer

Lurking behind the beautiful cabinets, headliners and wall coverings is one of Hatteras’ most important competitive advantages: its dedication to electrical safety. Few builders in the industry dedicate such time, energy and expense to the protection of its customers, even though few will ever realize this benefit because it lies hidden in the skeletal structure of the yacht.

What follows are five key components of Hatteras’ efforts to ensure electrical safety on board.

**1. On the list.** Virtually every electrical component that goes aboard a Hatteras is listed and approved by the Underwriters Laboratory. From the switch to the breaker to the device itself, including all the fire-retardant wiring that links the chain, it’s all been inspected by a third-party service and certified as safe.

**2. Meeting the standard.** While many builders cite ABYC standards, few meet those standards throughout their electrical systems. Hatteras meets them all, thanks to an in-house design of electrical panel boards that feature closed backs and U.L. listed components.

**3. No smoking.** Hatteras installs smoke detectors in every main living area on each of its yachts as standard equipment. While that may sound like common sense, few other builders offer smoke detectors as standard.

**4. Finding faults.** Hatteras installs a Ground Fault Interrupter on all lighting and receptacle circuits throughout the boat. Most published standards call for GFIs in bathroom and galley receptacles only, but Hatteras uses them in throughout the vessel. Studies have shown that 6 or 7 milliamps can kill a human being under the right conditions (standing wet and barefoot with your finger on an electrical switch qualifies). The GFI senses when a small current develops between the ground and the conductor and trips at approximately 5 milliamps.

**5. Polarized.** Many builders run shore power directly into the onboard system with no transformer. This can lead to differences in electrical potential between the boat and the dock, which is a leading cause of shock hazards. Hatteras includes polarization transformers as standard equipment on all boats to ensure the boat is polarized with the same potential as the shore-side power.



## AROUND THE YARD

# Hatteras Commissions New Launch Well

By Andy Misky, Facilities Engineer

In late June, Hatteras held ribbon-cutting ceremonies for its latest significant facility upgrade, a launch well that will facilitate the loading and unloading of extra-wide boats currently finding favor in today’s marketplace. With a width of 26 feet, 10 inches, the launch well will easily handle the 21-plus-foot beams of the Hatteras 80 Motor Yacht and 68 Convertible, as well as future product offerings.

“We’re finding more and more demand for spacious yachts with plush interiors and excess storage throughout,” says Jay Fuller, vice president of manufacturing. “Responding to that demand requires more beam, which simply wasn’t a concern when Hatteras constructed its New Bern launch and make-ready facility in 1967. With this new launch well, we can be much more efficient as we move through the production cycle of our larger products.”

As part of the ceremony, Hatteras splashed hull No. 1 of the highly anticipated 68 Convertible. Featuring a beam of 21 feet, six inches, the 68 Convertible was announced in October 2003 and proved an instant success. The model is currently sold out through the end of 2006.

## Prop Shop Opens Doors

A ribbon-cutting ceremony dedicating Hatteras’ new Prop Shop was held on July 15. The new shop is located adjacent to the Launch and Make Ready facility and contains a state-of-the-art prop scan system manufactured by MRI. This system will allow Hatteras to build digital profiles of each propeller installed, which will in turn allow for additional fine-tuning to specific hulls for maximized efficiency. Any blade alteration necessary will be made with a new hydraulic blade-adjustment device, rather than the “blacksmith” method of using heat and hammers. Customers will receive a copy of the prop profile to use as reference should prop damage occur after taking delivery.

