

BOAT TEST NO. 301

Is your 43' motor yacht cramping your style? The new Hatteras 48 has something for everyone.

BY DEX HART



HATTERAS 48 MY



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There's plenty of high-grade teak cabinetry in the big (11' x 11') saloon. Galley and dinette (below) benefit from overhead windshield's light.



PHOTOGRAPHS BY FRANK ZAGARINO

LOA	48'8" (14.9 m)
Beam	15'0" (4.6 m)
Draft	3'11" (1.2 m)
Freeboard fwd	7'2" (2.2 m)
Freeboard aft	4'1" (1.2 m)
Bridge clearance	14'2" (4.3 m)
Cabin headroom	6'7" (2.0 m)
Displacement	45,000 lbs. (20,412 kg.) wet (with 6V-92TA engines), cruising gear aboard.

*Waterline to top of bridge rails.

Saloon

Carpeting; drapes; enclosed stowage on after bulkhead; stereo speakers; engine access hatches; dual-voltage lights; windshield privacy cover.

Galley

Special stowage locker with "damp-chaser;" single s.s. sink; ref./freezer; 3-burner electric range w/oven and rotisserie; exhaust blower; dual-voltage lights.

SPECIFICATIONS

Make way. Here comes a new Hatteras—this one a 48-foot motor yacht. Hatteras probably knows its market better than any other boatbuilder. New models are the result of careful analysis of the market—all potential buyers of top quality powerboats, but especially current Hatteras owners, who may have the desire to move up in size. Or in whom such desire can be induced. The new 48 ought to induce a whole bunch of desire. Maybe even lust.

In planing hull models, Hatteras usually has a three-level grouping of convertible (for the hard-core fisherman), cockpit motor yacht (fishing capability, but not hard-core), and motor yacht (the classic dressy yacht, and don't you dare bring one of those smelly things aboard). There are also the Long Range Cruiser (LRC) models (42, 48, and 58) which, as displacement-only models, are a clearly distinct subgroup. This month's test boat is a motor yacht, and a 48-foot version will serve quite nicely as a move-up target for the many owners of smaller models, especially 43 Double Cabin owners.

The high-style afterdeck hardtop and radar arch is an option, but one that almost every buyer will order, in my opinion. Both the arch and the hardtop just make good sense. The arch ensures freedom from worry about doing a slow bake—like a potato in a microwave oven. And the hardtop creates a giant usable "room" on the afterdeck. It has to be Entertainment Central. Optional glass-panelled doors seal the forward portion of this space (and another glass door-plus-hatch seal off the bridge area); add an optional enclosure and the area (about 13' wide by 15½' long) becomes usable in almost any weather. Party time.

Although any new Hatteras is news, this one represents a first for the North Carolina boys, as it is built on a hull designed specifically for the Eighties—one designed to run well at displacement speeds while capable of a nice turn of speed when properly powered. You hear a lot lately about this approach; after all, *any* diesel hull is moderately fuel efficient when operated at displacement speeds. But the seriousness of Hatteras' commitment becomes obvious not only because of their superb reputation, but because the base 48 Motor Yacht is powered by 265 hp naturally aspirated 6-71's and is not *capable* of planing (a 12-knot cruise is mentioned).

The other power option (the one we test-

ed) is twin 6V-92TA engines. Turbocharged and after-cooled, 435 hp each. The base price of the test boat is \$292,500 which is \$33,000 over the displacement-only version.

Performance

The 6V-92's make the 48 definitely a planing boat, topping out at almost 19 knots (a bit under 22 mph). A nice cruise is 2000 rpm, almost 16 knots (just over 18 mph). Almost a half-nautical-mile per gallon at 2000; drop to 1000 rpm and you trundle along at 8.3 knots (9.6 mph) and get trawler-like economy of about 1½ nautical mpg. A bit over half the speed at one third the fuel per mile. Your choice.

More important on turbocharged engines than on naturally aspirated ones, you will need to avoid long periods of continuous low rpm operation. Talk to Hatteras or your Detroit Diesel Allison distributor, but you should plan to insert occasional periods of higher rpm operation if you plan to do a lot of displacement-speed running.

Fuel load ¾; water near full; eight persons aboard and full cruising gear (this was a factory demo boat with liveaboard crew, provisions, and spares). A total load that is probably higher than that of the average privately owned 48. Especially as nearly every option known to man was installed.

Sound levels were modest, 74 dB-A scale at the helm at 2000 rpm (this was a single station boat—lower station optional); quieter at lower speeds. At the same 2000 rpm cruise, 72 dB in the saloon, 74 in the forward cabin, a still-quiete-acceptable 78 on the afterdeck. Excellent overall.

Running in a very stiff chop on Biscayne Bay, the hull was slightly wet, but reportedly the 48 is dry in open ocean conditions. The hull form lacks the usual extreme bow flare because of the design bias toward combined displacement/planing use. The hull is described as "trawler entry, motor yacht chine aft." Certainly not a problem, and if the results represent a compromise to get the dual personality performance, it's a good trade-off.

Running angle peaked (6 degrees) at 1750 rpm and flattened off slightly at 2000 and higher. The boat felt solid on plane; handling characteristics were fine as far as could be determined on the windy bay. Steering is Hynautic hydraulic, and is fast ratio. This explained the unusually large 22" diameter helm wheel, mounted closer to the horizontal than the vertical. The force required is not excessive, but the diameter is needed for the quick action. A different feel from most boats, but I believe owners will like it.

PROPULSION AND PERFORMANCE

Standard Power: Twin 265-hp fwc Detroit Diesel Allison 6-71N two-cycle diesels, with 426 cu. in. displacement, 4.25" bore x 5.00" stroke.

Optional Power: Twin 435-hp fwc Detroit Diesel Allison 6V-92TA turbocharged, aftercooled, two-cycle diesels, with 552 cu. in. displacement, 4.84" bore x 5.00" stroke.

Test Boat Power Plant: Twin 435-hp Detroit Diesel Allison 6V-92TAs.

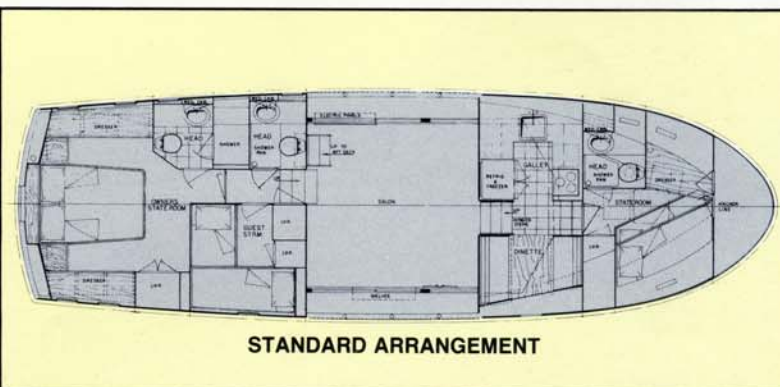
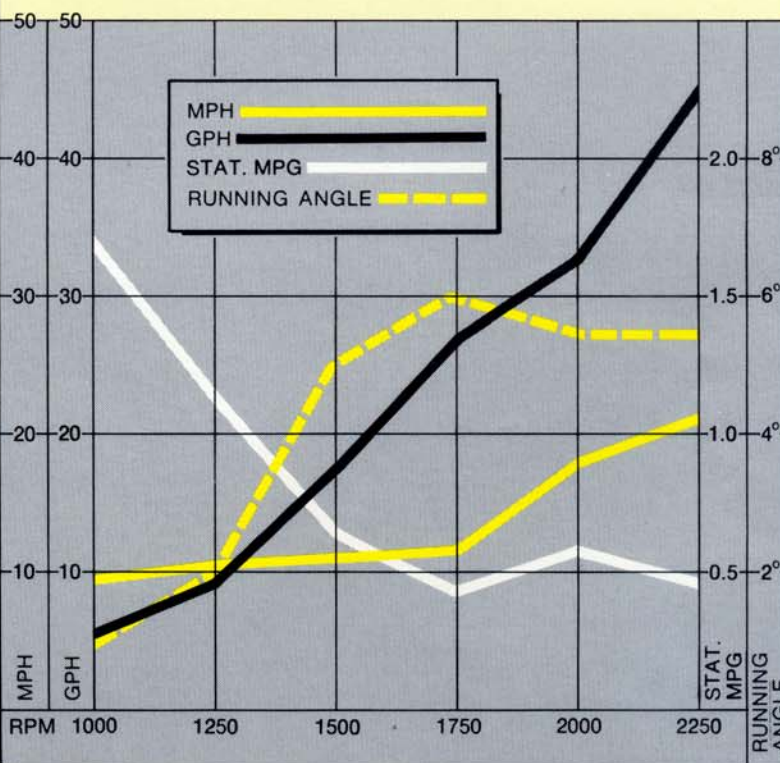
rpm	knots	mph	% of speed	gph	% of fuel use	n. mpg	mpg	*range n.mi.	running angle	dBA
1000	8.3	9.6	44	5.6	13	1.49	1.71	790	1.0	65
1250	9.1	10.5	49	9.2	21	0.99	1.14	526	2.0	67
1500	9.5	10.9	50	17.2	39	0.55	0.63	292	5.0	68
1750	10.2	11.7	54	26.8	60	0.38	0.44	201	6.0	70
2000	15.8	18.2	84	32.1	72	0.49	0.57	261	5.5	74
2250	18.8	21.6	100	44.4	100	0.42	0.49	224	5.5	77

*Based on 531 gal. available from 590-gal. tankage.

Performance measured with eight people aboard, ¾ fuel load, full cruising gear. Sound levels measured on bridge.

PERFORMANCE CURVES

HATTERAS 48 MOTOR YACHT
TWIN 435hp DETROIT DIESEL ALLISON 6V-92TAs
THROUGH 2:1 REDUCTION
26"x 22" 4-BLADED PROPELLERS



STANDARD ARRANGEMENT

Equipment

A lot of very good stuff is standard. Samples: generator (15 kw) in sound enclosure, reverse cycle air conditioning (4-compressor system), bilge blowers (2), hour meters (including generator), dual air horns, anchor and line, transformer-isolated shore power (50 and 30 amp entry), AM/FM-tape stereo system, exhaust blowers in galley and all three heads. The stereo system is 8-track, where I much prefer cassette, but I suspect Hatteras could be talked into installing the system of choice if you asked.

As mentioned, there were a lot of options on the test boat. Like the big Sony color TV with the neat disappearing doors. And the Betamax video cassette recorder. (Make your own on-the-water movies, of whatever audience rating you can handle, and critique your efforts from the big L-shaped lounge. Pretty nice.) The option total, including radar, SSB, and so forth reached about \$84,000, for a total boat price, as equipped, of just over \$376,000 including wet delivery at New Bern, N.C.

No surprise really—we all know you don't get Hatteras quality off a plain pipe rack. There simply is no way to get this kind of quality without paying this kind of price. Most of us are forced to compromise to be able to get on the water at all. A fortunate small percentage will not have to compromise.

The Inside Story

There's not a ladder on the boat (unless you order the swim platform and transom ladder). Stairs are the way. From the aft deck you walk up stairs to the bridge, down stairs to the saloon. Down stairs to the forward galley and stateroom or down stairs to the after staterooms. Very civilized. Stairs or no, grabrails come easily to hand. The saloon itself is large, about 11' by 11', and bright. Front windshield covers are standard. The saloon feels even larger as the windshield is 6½ feet further forward because of the "galley down" layout. The apparent size is 11' by 17'.

As you head aft, the stereo deck is built into the companionway just ahead of the optional washer/dryer. Very neat. Guest stateroom to starboard, guest head to port. The stateroom has a transverse lower (34" x 73"), fore-and-aft upper (30" x 78"). Adequate, and with five-inch mattresses.

Further aft, the master stateroom is full width, with two portlights on each side plus a large transom port (also an escape hatch, but ventilating and screened for maximum usefulness). The queen-size bed is tapered at the foot for easy move-around, as the space here is narrowed by a huge wardrobe to star-

board, and the master head to port, and many-drawered long dressers along each side. The bed is about 79" long, 60" wide at the head, 50" wide at the foot. The master head has a full shower stall with seat. The woodwork here (as throughout the boat, for that matter) is beautiful. It's the best of the North Carolina furniture industry, only built in. Only complaint here: the stateroom wardrobe doors are not louvered.

Down the four steps forward from the saloon is the galley to port, nice di-

ers are obviously satisfied with this arrangement, this is my single biggest complaint about most modern, high-dollar yachts. I know conventional refrigeration is more satisfactory than dual-voltage units. And perhaps more reliable. But how reliable is a single generator? Based on my personal experience, something less than might be hoped. I would really like to see the quality yacht builders engineer a high-class mechanical refrigeration system with alternate power sources and holding plates (and you won't find any better engineering talent than at Hatteras). Don't any Hatteras owners ever want to anchor out? *Without* running the generator?

Further forward is another head and the forward cabin. Cabin is V-berth in shape, both berths are high-low to starboard. Quite satisfactory. Some more of that beautiful cabinetry to port, facing the bunks.

Machinery

Engine space access is normally from behind the galley stairs. Easy access, large almost stand-up space. You can do normal maintenance in comfort, and get outboard of the main engines fairly easily. The generator is aft to port, and a bit tougher for access, but saloon sole hatches should make non-routine access acceptable. The fuel tanks begin near the after end of the engine space, and have a truly lovely set of labeled fuel manifold valves for tank selection or isolation.

All through-hulls are protected by stainless ball valves—my first choice. Big strainers. Engines mount to large welded structural aluminum sections which cap the stringers. Beautifully done. An optional electrical oil change system for both engines and generator was on the test boat. Civilized.

Three vacuum accumulators for the standard Mansfield Vacu-Flush toilets are racked neatly to port along with a standard fresh-water filter system, another nice touch (the water tank is beneath the master stateroom bed).

"Outside"

The test boat had the aft deck enclosure. With indoor-outdoor carpet and wicker furniture, it's like another saloon-and-a-half, but with an even better view. An optional wet bar with icemaker adds an extra touch of civilization. For a price of course. If only civilization were not so costly. At least it explains why people are always calling me uncivilized.

On the test boat, two deck-box/seats were installed. The bow sported two more deck boxes (all optional), so there was plenty of storage space. Double

SPECIFICATIONS

Machinery

Bilge blowers; fuel filters; raw water strainers; automatic fire extinguishing system; 15 kw fwc generator; electrical bonding throughout; pressure water system, dockside hookup; s.s. shafts; bronze struts and rudders; four-bladed propellers; transformer-isolated shore power; voltmeters, ammeters, generator output and battery condition indicators; reverse-cycle air conditioning; SSB ground screen laminated in cabintop; engine alarms.

Master Cabin

Full carpeting; queen-sized berth; vanity w/mirror; full-length wardrobe mirror; stereo speakers w/volume control; dual-voltage lights; head w/shower.

Guest Cabin

Twin berths; berth lights; hanging locker w/automatic light.

Forward Cabin

Carpeting; twin berths; frosted ports; overhead opening hatch w/screen; full mirror; access to rope locker.

Heads

Electric toilets; vitreous china lavatories; medicine cabinets w/mirrors; retractable clotheslines; exhaust blowers; dual-voltage lights.

Price

Base price, with 6-71N diesels, \$259,500, FOB, New Bern, N.C. Test boat had a number of options, including twin 6V-92TA diesels, hardtop and Mediterranean mast, anchor windlass and chain, full electronic package, afterdeck enclosure, Bimini top w/enclosure, vacu-flush heads, and more—for a prepped price of \$376,346, FOB, New Bern, N.C.

nette to starboard (seats are 40 and 50 inches wide). Single sink is mildly surprising. Large household-type side-by-side refrigerator/freezer. Princess stove and oven and optional microwave. Cabinet doors have friction latches. Strong, but I see no reason quality positive latch designs should not be used.

The problem with 120v-only refrigeration is that you need to be on shore power or running a generator. Regardless of the fact that many Hatteras own-

spring cleats on each side.

The bridge also had a full enclosure attached to the bimini top. A single slide/swivel helm seat is standard, with forward-facing seat plus eight feet of L-shaped bench seat for passengers. The Hatteras standard multi-function alarm system was in evidence. Instrumentation was conventional but included transmission temperature gauges. I personally prefer the tachs to be close together rather than several feet apart as on the 48, but I suppose you get used to it. Or add a synchronizer and don't worry about it.

Details

The detailing on a Hatteras is nothing less than beautiful. The woodcraft, of course, but also lots of thoughtful design and equipment details. An owner's manual that is complete right down to light bulb numbers and pump impeller part numbers. Lights wherever needed,

whether over the aft deck bar, along the side passageways, or beside companionways. Automatic wardrobe lights. Dimmers on various interior lights, but more important, on helm instrumentation as well. Plexiglass shields over the instruments, boots on the switches, indicator lights to show bilge pump operation or which of the alarms is activated if you hear the warning horn. A pair of 20 amp d.c. outlets on the bridge, labeled, of course.

It would be easy to go on, but I'll just note my personal appreciation of the way the Bimini top goes forward from the radar arch, the crisp vertical styling of the bridge surround, and the genuinely sculptural beauty of the pulpit/windlass arrangement. Okay, so they're optional—they're still beautiful

Wrap Up

A new Hatteras, on a new hull designed specifically to work well in dual

planing/displacement mode. Plenty of power without being overpowered, the 48 appears to meet the design objectives quite well. A good-looking boat, especially with the radar arch and hardtop. The hardtop, by the way, offers the unusual plus of a roomy space for a dinghy—just watch the weight as it's well above the roll center.

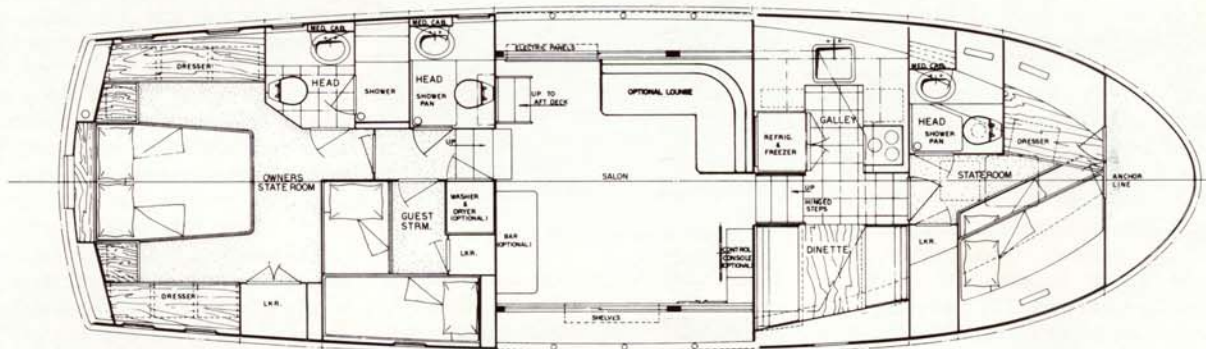
By the time you read this, the 48 sistership should be available. The 48 *Cockpit Motor Yacht* is on the same hull. Delete the guest head and stateroom; move the master stateroom forward, use the space thus gained for a cockpit. Your choice. If you can afford either one, I'm sure you'll be happy with it. I certainly would. ⚓

For more information, contact Hatteras Yachts, Dept. B, High Point, N.C. 27261

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OPTIONAL RADAR ARCH AND HARD TOP



OPTIONAL ARRANGEMENT — shown with salon lounge, bar, lower control console and washer/dryer



Hatteras Yachts

High Point, North Carolina 27261 U.S.A.

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