

# PCS BOAT REVIEW

BY CAPTAIN HORACE BARGE

FISHING IN STYLE

## Specifications

Length: 68'6.5"

Beam: 21'6.5"

Draft: 5'3"

Freshwater Capacity: 400 gallons

Fuel Capacity: 2,100 gallons

Weight Displacement: 140,000 pounds



## HATTERAS 68 CONVERTIBLE

Nearly 50 years ago, Willis Slane had a vision of building a yacht using a newfangled material called *fiberglass*. In 1960 Mr. Slane named his new company *Hatteras* after the famed and treacherous waters of Cape Hatteras, North Carolina. I assume he figured that if he could build a yacht that could tame those precarious waters, he could definitely use the name. That first yacht was a 41-foot twin cabin sportfisherman with a 14-foot beam and a pair of 275-hp Lincoln V8s. It is rumored that this vessel is still in use today, a testament to the attention to detail and the understanding of naval architecture which has evolved into a yacht that can literally take you to places beyond your wildest dreams.

As well as a yacht, The Hatteras 68 Convertible Enclosed Bridge is really a work of art. From the moment you see her, you know it's going to be a long love affair. Measuring in at an enormous 192 square feet is the cockpit. This 68 has a low-slung transom that just begs to be backed down, a tank capable of holding 100 mackerel, and the

ability to hold six tuna (once the tuna tubes are installed). To port of the bait tank in the transom are another four fixed tuna tubes hidden under a hatch on the top of the transom. Under the deck are two cavernous fish holds, with the port side receiving ice from the chipper while the starboard side has cold plates for freezing. Located under the step-up to the mezzanine level is storage space for everything from cleaning supplies to fishing tackle. Atop the mezzanine, a couch sits above a bait slammer that provides another 300 mackerel or enough sardines to last for a couple of days. The only real problem I have with a couch in the cockpit is trying to keep the crew awake while watching the jigs after a long night of trolling.

Entering into the engine room through the cockpit, the 21-foot, 6-inch beam becomes very evident. It's refreshing to see an engine room big enough to get around in. Two big, shiny Caterpillar C-32 ACERT engines that pump out a whopping 1,800 horsepower take center stage in here.

To take care of all of the house systems (and then some), there are also two generators with enough power to light up a small city. Something you will not notice is a large air box, generally located on outboard sides. Hatteras has redesigned so that all air required for combustion is drawn from underneath the cockpit gunwales via ventilation fans. These fans reduce saltwater intrusion in the engine room, clean up the hull sides, and allow a quicker cooling of the engine room. With this feature there is more space on the outboard sides of the engine that can be utilized for other systems while still leaving enough room to roam around the big Cats.

Stepping foot into the salon, you may never want to come out again. Cherry wood warms up the interior along with a U-shaped leather sofa. Across on the starboard side, there's an entertainment center complete with popup flat-screen and enough audio equipment for a concert. The galley features granite countertops and drawer-style refrigerator and freezer located underneath. Floors are covered with Amtico, which is laminate-style flooring that looks like teak. I was puzzled as to why a laminate would be used in a yacht of this nature until Captain Sean Holden explained that Amtico is very durable and easily replaced should there be a mishap.

Several steps down and into the companionway takes us to the living quarters. Immediately to port we enter the master stateroom, and if luxury and relaxation are important to you while on the water, then you have arrived at your destination. A full beam-width master stateroom has a king-size bed with storage underneath. Starboard is a vanity with another one to port that can be used as a desk or computer workstation. I poked around, looking for a closet, and what I found was simply amazing. There is cedar-lined walk-in closet the size of most crew quarters and a private en suite head providing all the amenities. The forward guest stateroom has queen-size bed, cedar lined closet, and entertainment center of its own. Another guest suite to starboard has two side-by-side berths. Crew's quarters are located to port, with a bunk-style arrangement that I would find comfortable for weeks on end.

Entering the salon you can't help but notice the beautiful spiral staircase on the starboard side that leads to the enclosed, climate-controlled bridge for those long journeys in inclement weather. Along with a lounge and wet bar, there are enough electronics to land a 747. So that you can get a breath of fresh air or be closer to the action, the rear window drops down. An aft station outside the flybridge allows for excellent visibility of the cockpit.

I must mention the wide walk-around for fighting fish and the innovative flush deck bait tank on the bow – complete with flush-mounted rod holders. You would never know it was there if someone didn't point it out to you.

Thanks to the owner of *Sea Jewel* for accommodating me, and especially Captain Sean Holden for taking time out of his busy schedule to allow me to tour his baby.

If you are in the market for a yacht that definitely makes a statement the moment she rolls up, give the good folks over at Stan Miller Yachts a call; (562) 598-9433 in Long Beach, (949) 675-3467 in Newport Beach, or (619) 224-1510 in San Diego. ■



Along with a lounge and wet bar, the climate-controlled bridge has enough electronics to land a 747.



Cherry wood warms up the galley, which includes granite countertops and drawer-style refrigerator and freezer.



This 68 has a low-slung transom that begs to be backed down, a tank capable of holding 100 mackerel, and the ability to hold six tuna.