

PCS BOAT REVIEW

BY CAPT. STEVE QUINLAN

PELAGIC POWERHOUSE

Specifications

Length: 59 feet, 10 inches
Beam: 19 feet, 0 inches
Draft: 4 feet, 9 inches
Freeboard Forward: 6 feet, 8 inches
Freeboard Aft: 3 feet, 0 inches
Avg. Headroom: 6 feet, 6 inches
Weight Displacement: 90,000 pounds
Fuel Capacity: 1,800 gallons
Freshwater Capacity: 200 gallons
Holding Capacity: 100 gallons
Base Price (w/twin 1,800 hp C32 ACERT diesels): \$2,632,000



HATTERAS 60 CONVERTIBLE

Hatteras is probably best known for its rugged hulls, luxurious interiors, and mirror-like finishes, but its legacy actually runs much deeper. The New Bern, North Carolina-based builder has been constructing sportfishing convertibles and luxury motor yachts for 50 years and was the first production manufacturer to build a yacht over 40 feet. Its lamination processes and hull designs are second-to-none, and every boat undergoes rigorous testing and quality-assurance checks.

All Hatteras convertibles are built semi-custom and are available with several sportfishing options and electronics packages installed at the factory, the latter by High-Seas Electronics and the former will require a longer explanation to come. After the boat has undergone all of the testing and inspections, factory representatives provide the customer with hands-on training in all the systems when they arrive to take delivery.

Addressing the West

Generally speaking, West Coast anglers like their stainless steel, while East Coast anglers tend to prefer aluminum. To address that issue, Hatteras offers its convertibles with several options in both materials. Its popular tournament options include custom bait tanks, aluminum towers, and bow rails built onsite by Pipe Welders Marine. The West Coast Edition uses stainless bow rails built to spec, a stainless tower (available with a bucket), and both cockpit and transom bait tanks. All of these modifications can be done

at Hatteras' facility so that the boat is tournament-ready before it leaves the plant.

We made arrangements to test the new 60 Convertible through Stan Miller Yachts (with locations in Long Beach, Newport Beach, and San Diego). Since Hatteras convertibles and motor yachts are ordered semi-custom, Eric Gfeller referred us to Preston King, who had taken delivery of a 60 Convertible just recently. King, an avid marlin tourney angler, ordered it with all the bells and whistles and had quite a bit of customizing done by Steve DeGroot of C-Fab once it reached his private dock in Huntington Harbor.

Built to Perform

Hatteras uses solid fiberglass in its hull bottoms and PVC foam core in its hulls' sides and superstructures. Their resin-infusion process minimizes weight while providing a structurally precise running bottom. Propeller tunnels allow for a reduced shaft angle, improving both performance and fuel economy, and its variable-deadrise hull employs convex bow sections for a softer ride in heavy seas. Longitudinal running strakes provide excellent tracking and stability.

Her sheer, which extends all the way to the cockpit, along with her tumblehome transom give the 60 Convertible a proud, majestic profile at rest. And her double-chine hull design coupled with a highly pronounced bow flare keep her dry on the fly.

Addressing the issue of reliability in terms of electrical



On our test boat everything above the bucket lowers hydraulically for clearance beneath bridges.



Some of her custom add-ons included touch-screen monitoring for the cameras and engines.

systems, Hatteras exceeds NMMA standards, ACYC standards, and the National Electrical Code requirements.

She's commonly powered by twin 1,800 hp V-12 Caterpillar C32 ACERT turbocharged and after-cooled diesels that provide plenty of power to get its 90,000-pound hull up and running.

We took speed, fuel, and sound measurements at various rpm increments to determine fuel economy, range, noise levels, and top speed. Idling along at a quiet 71 dB(A) at a trolling speed of 7.4 knots with both engines turning 550 rpm, we were burning 7.35 gph. That translates to 1.16 mpg, giving the 60 Convertible a trolling range of 1,879 miles based on 90 percent of its 1,800-gallon fuel capacity.

Our optimum cruise speed came in at 30 knots, turning 1,850 rpm at an 82 percent engine load. At that speed we measured a noise level of 80 dB(A) while burning 145 gph, which translates to .24 mpg and a cruising range of 389 miles. Top speed was 36.3 knots at 2,200 rpm running uphill while carrying 1,700 gallons of fuel. As expected, the ride was smooth and dry. In our back-down test, we kept the cockpit dry, zigzagging at 6.5 knots. At 7 knots we finally took some water over the transom.

All the Comforts of Home

Luxurious salon features include an L-shaped lounge with rod/tackle storage beneath, Amtico flooring, cherry cabinetry, and an entertainment system with a 32-inch LED TV that doubles as a display for monitoring bridge electronics, cameras, and satellite imaging. This salon was also furnished with a Zebra wood liquor box, and the electrical distribution panel is conveniently located just inside the entry door. Four large windows port and starboard offer an excellent panoramic view.

Under-counter four-drawer Subzero fridge/freezer, a four-position stove, and a microwave/convection oven are located in the galley, where pantry drawers are more than adequate and are hidden away behind cherry cabinet doors. A dinette features an L-shaped lounge and a dining table with a Corian surface.

While other layouts are available, our boat was configured with four staterooms and three heads, each with its own stall shower, Amtico flooring, and Corian counters. This boat was also configured with a V-berth forward with crisscrossing twins, a master with a queen-size berth and a 20-inch LCD TV to port, and two staterooms to starboard with over/under bunks and a second LCD TV/monitor for bridge electronics. Each stateroom is equipped with cedar-lined hanging-clothes lockers and dresser drawers, each has its own stereo and thermostat controls, and each is tied into the central vacuum system.

Tournament Ready

The 60 Convertible features a modular mezzanine that includes tackle storage and a doublewide freezer, but it can be reconfigured to include an additional bait tank in exchange for the freezer. Two large fish boxes are located in the cockpit sole. King uses one for dry storage, and the other is fed by an ice chopper. Her cockpit is neatly finish-

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ed with corner hawsers, hidden 50-amp inlets, and quick disconnects for the fresh- and saltwater wash-downs.

Our bridge had been enclosed in inglass and featured twin Pompanette captains chairs, and there were a lot of custom add-ons to the dash, including touch-screen monitoring for the cameras and engines. When deploying the anchor, the Anchor Watch system determines drift and scope, and the Cat electronic engine controls allow you to sync and increase/decrease engine speed in perfect 50-rpm increments.

Bait tanks abound, and our boat was equipped with two on the bow, a 140-gallon divided tank in the cockpit, and a 146-gallon tank built into the transom. It was also equipped with 27 rocket launchers and a davit and dinghy that, we were told, will be removed for tournament fishing. Patent-pending rotating outriggers and a custom stainless tower with a bucket were built and installed by C-Fab. Everything above the bucket body – including the supports, hardtop, stainless arch, and all the antennae – lowers hydraulically for clearance beneath bridges.

Neatly laid out and monitored by three cameras, the engine room also houses the two Onan 21-kW generators, an Eskimo ice chipper, a 1,400-gallon/day water maker, and an elaborate bait-pump system that directs water flow through a manifold system and is powered by a swimming pool pump and two separate pumps. Refrigerator, AC system, and entertainment system are run by the inverter.

Hatteras' 60 Convertible is a high-performance, luxury sport fisher that can be ordered tournament-ready from the factory for West Coast fishing. We give it exceptionally high marks for its styling and smooth, dry ride, as well as for its fit and finish, state-of-the-art construction, and use of nothing-but-the-finest components available. It can be ordered semi-custom in a wide range of color schemes, décor, layouts, and fishing options through Stan Miller Yachts, located in Long Beach, Newport Beach, and San Diego. Give Eric Gfeller a call at (562) 598-9433, (949) 675-3467, or (619) 224-1510, respectively, and tell him you read about the Hatteras 60 Convertible in *Pacific Coast Sportfishing*. ■

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