

REFINED RIDES

# QUEST

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## Holy Hinckley

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*The Hinckley T38 R convertible sport yacht is available by order. For information, call 866. HINCKLEY or visit [thehinckleycompany.com](http://thehinckleycompany.com).*

**BOATING IS A PURSUIT** best left to those who are dexterous or can multitask. I fall into the latter category, being able to simultaneously email on my BlackBerry while walking and sipping an iced venti skim no whip white mocha. Having limited experience on the high seas, I decided to give the brand new Hinckley T38 R Convertible a go. (It is named T38 to denote its size in feet).

The Hinckley Company is one of those fabled old yachting brands with years of venerable tradition behind it. Founded in 1928 by Henry R. Hinckley, the company was based out of (appropriately enough), Southwest Harbor, Maine. These days, its corporate headquarters is located in Portsmouth, Rhode Island. Like the Italians with their Rivas, Americans are passionate about their own yachting endeavors, and during the 1950s Hinckley became America's pre-

eminent producer of wooden sailboats. Throughout the '70s and '80s, the company has been seeking alternative means to build and fuel their vessels. In 1990, Hinckley became the first American builder to convert entirely to Kevlar hybrid composites for their hulls and decks, thereby allowing for maximum enjoyment with added safety. The boats are all hand-built in one of their eight full-service yards, so once an owner purchases a Hinckley, they become part of the company's global family.

Upon setting foot aboard the vessel, I took note of the amazing details on the outside seating area such as the teak floors and trim, which perfectly complement the naturally tanned leathers. Able to accommodate ten, the yacht's interior is just as breathtaking as its exterior, featuring full kitchen—don't worry, we didn't open our wine while

driving!—and more seating. Before I even thought of trying my hand with the JetStick (Hinckley's patented steering and control system first introduced in 1998), I absolutely needed to unwind and grab some sun.

After taking the top down in record time and with only a simple push button, my friends and I relaxed in the rear of the ship on the sunbed. I threw my fish print J. Crew towel down which I chose for the way it offset my navy and white Vilebrequin swimsuit. The Keds flew off, as did my white polo as I attempted to relax and enjoy all that the T38 R has to offer. Our captain was a Hinckley staffer, who did an admirable job of making us “sailors” feel as though we were commanding the vessel ourselves. After refreshing my sunblock, I took the helm and attempted to navigate my way through the waters off the coast of Newport. Despite being apprehensive (as were my fellow passengers—

“Simple and efficient, the T38R convertible driving experience was akin to motoring in last month’s Lamborghini Gallardo Spyder.”

luckily I had brought a few friends, as there were too many, “You’ll never believe this...” moments), I never felt out of control. The JetStick is so intuitive that it responds to every motion your hand makes and guides the ship exactly where you want it to travel.

Zippering around the water at speeds that I previously thought only existed on land (who looks at the speedometer on boats?), my ears perked up with glee as the engine (a twin Volvo D6 producing 435 hp) roared with delight. Much

to the chagrin of the staff, I took several turns at extreme speeds to test out the turning radius.

Simple, efficient, and light, the T38 R convertible driving experience was akin to motoring in last month’s Lamborghini Gallardo Spyder. Although the Hinckley is stripped of the flash and glamour of the Lambo, it still possesses the understated style to carry you from Long Island to Newport. I’ll be doing my next trip up lounging on the sunbed, thank you—cocktail in hand. ♦

