

VOGUE

MEN'S

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With her convertible top and optional wet bar, the new offering from Hinckley puts all other pleasure craft to shame.

american beauty

STANDARD BEARER

The Hinckley Convertible T38R slices through the water at 38 knots; hinckleyachts.com.



KURT ISWARIENKO

The port in Sag Harbor, New York, is one of the deepest on Long Island's East End, making it the perfect summer home for big bad yachts. Every June, they invade the town's docks in a glistening display of horse—and spending—power. There's *Carpe Diem*, a 150-foot Trinity; her equally large sister ship, *My Iris*; and Jimmy Buffet's *Continental Drifter III*, a 124-foot baby-blue floating Margaritaville. But on one incredibly humid summer day, it was a 38-foot debut that had everyone's head turning. The new **Hinckley T38R Convertible** was nestled in front of B. Smith's Restaurant and, like a socialite in a throng of Jersey girls, she dazzled. The T38R's fans were plenty: the sailor who rubbernecked at her so hard he almost walked off the dock; the Mr. Clean look-alike who spent nearly 10 minutes by

her side, contemplating her curves; and the prepped-out young couple who stopped and smiled at her like an old friend from boarding school, their eyes crinkling by their Croakies in recognition.

Hinckley has been hand-making boats at its Maine facility since 1928, and the T38R bears the company's trademark touches: the Kevlar and carbon-fiber hull's sloping, gentle lines; the bookmarked teak panels that extend from the pilot house, leaving no grain out of place; the patented JetStick technology that allows her to turn on a dime. But unlike Hinckley's classic Picnic Boats and swanlike Bermuda sloops, there is something unusually sexy about the T38R. Below deck, a shiny cherry wood interior surrounds a V-berth, where passengers can watch the flat screen or listen as Frank Sinatra's "Summer Wind" floats from

Alpine speakers. Above deck, a European sun pad covers twin Volvo Penta D6 engines, a lipstick-red U-shaped settee is primed for sun-downers, and air conditioning cools the cockpit. But most tantalizing is this: She can go topless with a flick of a switch. The convertible vessel, the first of its kind, took years to develop, and its mechanical lid was finally constructed by craftsmen better known for custom-making the roofs of Aston Martins. Its stainless steel bars and durable canvas canopy fold gracefully into a compartment behind the settee, allowing everyone on deck to get a golden tan.

The T38R tops out at 38 knots, but can cruise all day at 30. And what's more, without a top-heavy pilot house, the boat is remarkably seaworthy: When the weather starts getting rough, the not-so-tiny ship won't be tossed.

The price will depend on customizations (you can choose to have an all-teak cockpit installed, or a wet bar), but every purchase includes something invaluable: three days of on-board training by a Hinckley professional. Even mega-yacht owners have a chance to play captain.—**ASHLEY MULDOON**



WIDE OPEN
The T38R's console includes a Raymarine GPS with concierge service. LEFT: The boat at full throttle.

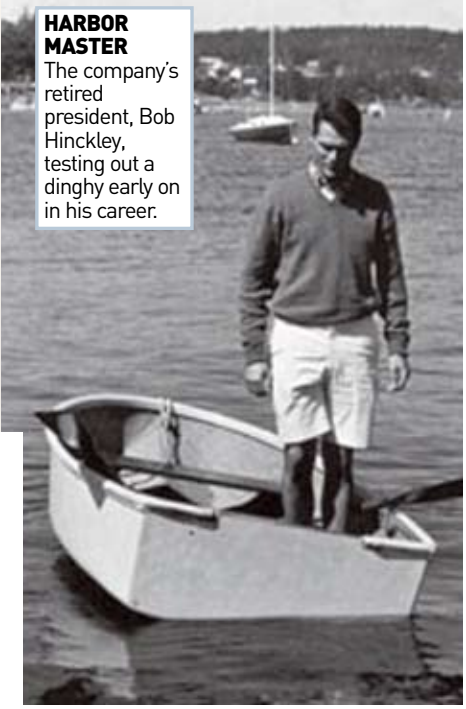
Omne van de Wal.



TOP MODEL
A replica of the T38R puts her convertibility on full display.



HARBOR MASTER
The company's retired president, Bob Hinckley, testing out a dinghy early on in his career.



Passengers can watch the flat screen or listen as Frank Sinatra's "Summer Wind" floats from Alpine speakers.