



# HINCKLEY TALARIA 43

## THE BUILDER HITS THE SWEET SPOT WITH A FEATURE-FILLED 43-FOOTER

For a few years, buyers of new Hinckley yachts had to make a choice: go with the 36-foot Picnic Boat MK III or jump to the 51-foot LOA Talaria 48. Dayboat or motoryacht? That was the question. Both are good boats, possessing the distinctive Hinckley lines and made-in-Maine quality, but a 15-foot size difference is not insignificant. That conundrum ended last year with the introduction of the Talaria 43, a yacht that straddles the boundaries between express, sedan and dayboat, and cuts the size gap in half.

### FANTASTIC FEATURES

One of the most appealing features on the T43 is the disappearing glass bulkhead — two windows and a door

— between the aft deck and the salon. It's the biggest visual difference between this Hinckley and its predecessors. The vanishing bulkhead certainly turns the T43 into an entertainer and a hang-out champ. At the touch of a couple of buttons, the windows disappear into the bottom half of the bulkhead, and the door slides to port before joining the window in the bottom half of the bulkhead. Everything actually lowers below the bulkhead, so Hinckley could keep the bulkhead shorter to open up the view from inside the salon. The result is a T-shaped opening that brings the outside in and creates a social area from the transom to the helm. Open the power windows near the front and the hatches in the hardtop, and the breeze

rolls through the interior. It brings an express feel to an “enclosed” yacht.

Folks on the aft deck will appreciate having the choice of being covered or being exposed to the sun. A sturdy SureShade awning can extend, hydraulically at the push of a button, to cover pretty much the entire seating area on the aft deck, for protection from the sun, or it can be left stowed to allow stargazing during an evening harbor cruise. It's sturdy enough to stay deployed at cruise speed, and its arms are hidden by unobtrusive boxes on the salon ceiling that are made of the same high-end cherry wood used throughout the boat. And those boxes are situated over the back of the settees, so they don't take away from cabin headroom, which is about 6 feet, 8 inches in the middle of the salon.

Boaters who operate in skinny water are sure to notice the T43's draft, just 2 feet, 4 inches with the jet drives, which means the boat can go many places its peers are unable to reach. Several

comparably sized yachts draw another foot, which isn't super deep, but that 12 to 16 inches can make a difference around islands and can provide some peace of mind in unknown waters.

### HIDDEN PLEASURES

For many boat owners, an evening on the hook is made more complete when properly chilled wine can be enjoyed with dinner or appetizers, and the T43 has an ace up its sleeve. Built into the console underneath the twin captain's chairs is a wine refrigerator, with room for up to a dozen bottles, by my count.

Given that the T43 has a large aft deck with seating for eight to 10 people, most folks are going to take their wine and congregate there, but there's room for eight to 10 people to sit in the salon, too — on twin L-shaped settees to port and starboard, each with a table — and if there's a game or a movie on TV, passengers will discover another hidden gem: a TV to starboard that lowers out of a housing built into the ceiling.



The large aft deck sets the social tone for the Talaria 43, and the disappearing bulkhead carries the social space all the way forward. A fully equipped helm makes navigation easy and puts engine information front and center. The galley is just right for day trips and overnighting.

### Testers' Opinion

➔ Boaters looking for a dayboat with extra capabilities or a weekender with performance and entertaining chops will probably like the Talaria 43. And fans of Downeast or lobster-style boats will be doubly intrigued. Whether they go with IPS or jet drive, owners will have the convenience of joystick control and the efficiency and performance of modern diesels.



Other Don’t-Miss Features

- ➔ There is a fender locker.
- ➔ Mechanical space is under the salon sole, for easy access, with room for storage, too.
- ➔ Aft-deck sole lifts at the push of a button to reveal engine access.
- ➔ Much of the trim is elliptical, including the window frames, eliminating most of the hard edges and corners.
- ➔ Cupholders are at the helm and in the corner of the salon settees.
- ➔ The slight arch in the hardtop creates extra headroom from the aft bulkhead to the helm.

No matter how many people are aboard and whatever the conditions outside, the captain will stay cool at the helm. An overhead hatch brings in the breeze, but if that isn’t enough, two small air conditioning vents are sure to cool things down. And if anything on board turns off unexpectedly, the captain has quick and easy access to the distribution panel, which is built into the wall of the staircase that heads belowdecks. It’s easy to get to and doesn’t require any contortionis-tic poses to reach.

SLEEP TIGHT

Belowdecks are two staterooms

and one head — no need to cram in a second head or steal more below-decks room to accommodate it, since the T43 will be a dayboat/week-ender for most owners. The master is forward, with an island queen berth, built-in drawers, a locker, overhead and reading lights, an over-head hatch and opening portholes to either side. The guest stateroom is to starboard. Its combo berth/sofa and a flat-screen TV increase the room’s versatility, and two portholes keep the area well lit. To port is the head, complete with a separate shower enclosure. The glossy cherry wood dominates the belowdecks space as

it does the main cabin, giving every-thing a warm feel.

FUN TO DRIVE

The helm on the T43 is a nice exam-ple of getting the most out of a given space. On the face of the dash are two Raymarine glass bridge multifunction displays and analog gauges for fuel, oil pressure, engine rpm and more. Between the two MFDs, a captain has all the information he might need at his fingertips. On the base of the dash are SmartCraft Vessel View displays for both engines, switches for lights, windows and more, trim tab controls, the steering wheel (stainless hub and spokes with a wood wheel that matches the rest of the boat), the autopilot display and much more. The engine throttles and the Hinckley JetStick are at the captain’s right hand.

Jamming the throttles forward engaged the twin Hamilton jet drives and got the T43 on plane quickly and with minimal bowrise, with the trim tabs about half engaged. Top speed for

the T43 is 34 knots. At 26 knots, the twin Cummins QSB 6.7L 550 hp diesels were burning a combined 58 gph. Slowing down slightly, to 24 knots, yielded better than 0.5 mpg, with a combined fuel burn of 47 gph. For a more economical cruise, 19.5 knots yielded a combined burn of 33.5 gph, closer to 0.6 mpg.

One concern people have with jet-driven boats is the tendency for the boat to drift at slow speeds, but Hinckley’s patented JetStick pretty much offsets that problem and does it with fingertip control. Capt. Mitch Keeler backed the T43 into its slip with no problem, with minimal wander-ing from the boat. At speed, the jets really shine, providing power evenly but quickly, and hard-over turns are easy to accomplish with a nice inward lean as the boat strives to turn ever-tighter circles.

As we sat there at about 24 knots and let the boat glide over the small chop on test day, there was nary a rattle or clunk to be heard. All the joints were tight and the doors were secure. The

American-based builder delivers excel-lent fit and finish.

Buyers who are interested in pod-driven boats will be pleased to know that Hinckley can install Volvo Penta IPS propulsion on the T43. Doing so will increase the draft, but I don’t see any reason performance would be affected, as pod boats of all stripes enjoy quick turns, solid perfor-mance out of the hole and precise oper-ation around the dock.

Boaters looking for a dayboat with extra capabilities or a weekender with performance and entertaining chops will probably like the Talaria 43. And fans of Downeast or lobster-style boats will be doubly intrigued. Whether they go with IPS or jet drive, owners will have the convenience of joystick control and the efficiency and performance of modern diesels. All in all, the T43 hits a nice sweet spot for the 87-year-old builder with a repu-tation for building sailboats but with several decades of experience in the power realm, too. 🐦

SPEC BOX

LOA	43 ft., 9 in.
BEAM	14 ft., 6 in.
DRAFT	2 ft., 4 in.
DISPLACEMENT	28,000 lbs.
FUEL	500 gal.
WATER	200 gal.
POWER	Twin Cummins QSB 6.7L diesels
PRICE	Contact dealer

STANDARD & OPTIONAL EQUIPMENT

Contact dealer.

BUILDER

THE HINCKLEY CO., Portsmouth, R.I.; (401) 683-7005; hinckleyyachts.com

WEST COAST DEALERS

HINCKLEY YACHTS (Kelly Nuttall); hinckleyyachts.com; (760) 579-2431