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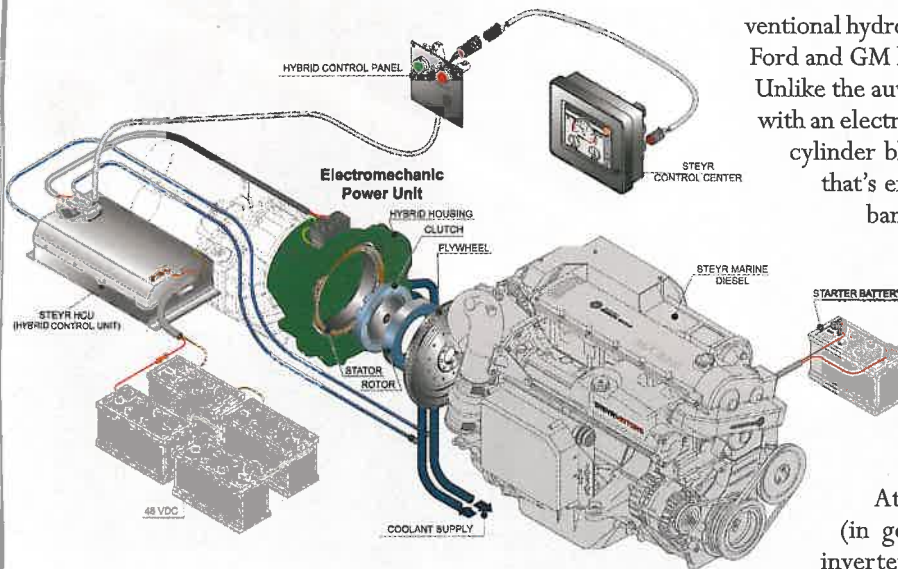
UPDATED CLASSIC HINCKLEY 37 PICNIC BOAT

It would be hard to find a prettier boat than the Hinckley 37 Picnic Boat, the new version of the iconic 36-foot Picnic Boat that was first launched 15 years ago and won worldwide accolades for its design, performance and over-the-top quality. But the new version, with its twin diesel engines (instead of a single), deeper hull and opened-up cockpit and bridge decks (see *Motor Boating*, January) is even better. With its sweeping sheer line, sweet tumblehome, low profile and plenty of teak, the new Picnic Boat will turn heads wherever it goes. Now, it will get there faster, quieter and in rougher conditions than ever before. The new boat is a larger, cleaner and heftier version of the original, with some innovative touches, such as the oversized electric-powered side windows and hatch above the helm. But it still features the water jet drives that let you pull the boat up to a beach, plus Hinckley's patented JetStick



ONNE VAN DER WAL

fingertip joystick control for easy docking. It's hard to improve on an icon, but in the new Picnic Boat, Hinckley has set a new standard.



ventional hydrocarbon-fueled engine. Carmakers Toyota, Ford and GM have embraced the idea and it works well. Unlike the auto industry, Steyr relies on a marine diesel with an electric motor/generator piggybacked onto the cylinder block. Steyr's hybrid generates DC power that's either stored in a huge, deep-cycle battery bank or flowing directly to an electric motor that spins the propeller.

It operates very simply. In silent mode the electric motor spins the prop. No fossil fuel is burned. To run faster, start the diesel, albeit at the expense of silent running. With the diesel running, the integral motor/generator charges the battery bank.

At anchor, the diesels can be run in neutral (in generator mode), flowing current to an inverter that supplies 120 volts for air conditioning and the like.

DIESEL ENGINE STEYR MOTORS

Steyr Motors has engineered the world's first production serial hybrid system for pleasure boats. The innovative power package, not to mention the new class of boats it will be paired with, is important not only for the technology it showcases but for what the hybrid portends for the future. There's a good chance many of us will be boating in a more environmentally friendly way.

This serial hybrid pairs an electric motor with a con-

The Steyr Hybrid currently powers two boats: a 24-foot Sea Ray and the Island Pilot DSe Hybrid (see the write-up in this feature).

As for the shape of things to come, Steyr is burning the midnight oil testing prototypes with Four Winns and Cobalt, and the company is in negotiations with Albemarle. ❖

