

ON GOLDEN WINGS

IF A MYTHOLOGICAL GOD NEEDS A YACHT, THIS COULD BE IT.

What do you get when you're invited to the distinguished Ocean Reef Club on Key Largo to sea trial the new Hinckley 48-foot Talaria? You get a big grin on your face. The grin widens as you idle out the cut and everyone on The Point sits up and stares and waves at you with looks of total admiration. The word 'Talaria' refers to the gold-winged sandals worn by the Greek Messenger God, Hermes (or Mercury, if you're speaking Roman), and were said to fly the god as swift as any bird. I can't possibly think of a better moniker for these absolutely exquisite vessels.

Earlier, I wasn't sure where the boat was docked but I didn't need to be. One of the nicest things about a Hinckley is that unlike many other boats whose styling either clashes with or overwhelms the elements, a Hinckley just looks so simply and genuinely at home on the water. This difference is thanks to a design evolution which began back in 1928 with workboat roots and then became refined into the classic "picnic boat" with its introduction in 1994. The Down East-inspired graceful sheer, elegantly flared bow, playful tumblehome, and signature dark blue hull make a Hinckley easy to spot, even amongst the other discerning pedigree of boats that call the marina at Ocean Reef Club home.

Strolling up to the boat, I was greeted on the face dock by Hinckley President and CEO, Jim McManus, and Sales Director, Eric Champlin. It was very warm that day in the lee of the marina bulkheads so we wasted little time getting underway. Eric took up the PalmStick® (Hinckley's proprietary wireless remote control box) and once all lines were cleared, he walked us away from the dock while performing a 360 in the process, just to demonstrate the incredible dexterity of the boat.

"You basically have three modes of operation," Eric explained. "First the Palmstick for docking or whenever you need very precise handling. Next, at the helm you have the JetStick(®) for close quarter maneuvering, like around the marina. And



finally, you have the sticks and wheel for conventional open water running."

From my vantage point seated in the third Stidd helm chair on the port side (a pair of the same chairs are side-by-side at the helm station to starboard), I settled in as Eric began demonstrating the many

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PHOTOGRAPHY BY BILLY BLACK

Left inset: The iconic Hinckley Talaria symbol, depicting graceful speed. Right: A galley down that's still open to the saloon. Below: The saloon sports an open and airy feeling, and with the press of a few buttons, indeed does open to become quite airy.



creature comforts this boat features. For example, there's not much cranking and manipulation when it comes to letting the breeze in. All four large overhead hatches, as well as the side windows, open and close with the touch of a button so you can really let the fresh air in, or button everything up tight and crank the A/C for total climate control. And speaking of opening or closing her up, the outward-curved glass door leading from the cockpit into the saloon is a work of art. When viewed from a distance it can hardly be noticed, preserving a true

“picnic boat” look and feel.

The companionway is offset just a bit to port of the centerline and several steps lead down to the galley area, fully equipped to serve up anything from a simple morning pot of coffee to a full-blown gourmet meal. There are several stateroom layout arrangements from which an owner can choose, all offering separate heads and showers, and plenty of storage space. This boat was rather straightforward with the master queen berth stateroom forward and a second stateroom





Left: Note the PalmStick® located just abaft the engine controls for close-quarters maneuvering. Above: the PalmStick® for absolute precision control.

outfitted with twin bunks.

Back up in my perch it was time to put this beauty through her paces. The twin Cummins QSM11 diesels (715-hp per) are married to a pair of Hamilton HJ356 water jets, providing a host of performance advantages, not the least of which is that this 48-footer draws a mere 31 inches. Acceleration is as crisp as you'd expect with only a bit of bowrise, easily compensated for with a touch of the trim tabs. And handling? This boat tracks and turns like it's on rails. It wasn't very choppy the day of our sea trial, but given the boat's

extremely tight turning radius it was a snap to cross our own wake from which it was easy to feel that this boat will remain extremely comfortable, even in a considerably sporty seaway.

As you might imagine, building a Hinckly 48 Talaria is somewhat involved, like 19,000 man hours per boat involved. That's akin to one man working an eight-hour day, five days a week—for almost a decade! Then throw in a host of high tech materials, methods and components, all flawlessly executed and hand crafted to absolute perfection.

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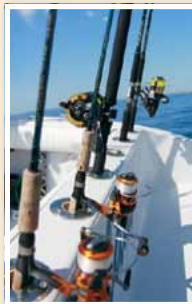
Above: A rare family photo indeed, three Hinckleys on display. (L-R). 36' Picnic Boat MKIII, Talaria 29C, Talaria 48. Right: The 48's cockpit is a cozy and idyllic spot from which to catch a sunset.



SPECIFICATIONS

LOA: 48' 10"
 Beam: 15' 5"
 Draft: 31"
 Displacement: 38,250 lbs.
 Fuel: 700 gal.
 Water: 150 gal.
 Power: 2 x 715-hp Cummins QSM11 diesels with Hamilton HJ364 water jets
 Cruise/Top Speed: 30/35 knots
hinckleyyachts.com

Somewhere in the company literature I came across the following statement:
 "There is a desire we at Hinckley have always had for each yacht we christen with our trademark Talaria symbol, a desire to build not just any yacht, but the yacht of a lifetime. A yacht engineered to withstand the test of time while delivering countless hours of enjoyment and adventure on the water."
 On those points, there can be neither dissent nor debate, and the gods are left smiling. 🍷



SOUTHERN GATEWAY TO THE ABACOS

Fish the fertile and bountiful waters off South Abaco – including the famed Hole in the Wall and pristine back country flats with our Black Fly Lodge – all just a short distance from this new traditional harbour village – Schooner Bay. A newly built safe harbour conveniently located between Eleuthera, Nassau, Berry Islands and only 185nm from Florida. In 2012 the harbour will

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