



HINCKLEY TALARIA 48

A CLASSIC, TRADITIONAL AND FULLY MODERN CRUISING-CAPABLE YACHT

It was Friday afternoon, two full days into the Miami International Boat Show, and I'd seen a lot of new products and stepped aboard several new boats. But most of them were in the convention center — high and dry with no chance of going for a ride and feeling the wind in my face. That was about to change.

The appointed time for my ride aboard the brand-new Hinckley Talaria 48 jet-drive boat was fast approaching. The sun was going down, the evening temperature was getting comfortable and it was time to go to work — not that I hadn't been working all day, in case that wasn't clear. This model had been announced at the 2011 Miami show and had garnered a lot of attention from consumers and the press alike. In fact, 10 of the boats were complete or in production at the time of the Miami launch, meaning a lot of boaters were buying the boat sight unseen.

"The Talaria 48 was our most successful launch ever," said Jim McManus, Hinckley's CEO. He went on to explain

that the goal all along was to create a two-stateroom, two-head yacht for around \$2 million — something manageable for people who didn't want to commit to the size or the price of the T55 MKII. Early returns indicate the goal has been met.

PERFORMANCE

One characteristic people will like about the T48 is its versatility. It performs like a sportboat, carving turns at speed with no slipping, and it is an entertainment platform, with a main deck that flows from the cockpit all the way to the helm.

We had a full boat — at least a dozen journalists and Hinckley bigwigs and

customers — and the T48 performed flawlessly. Various folks took the wheel and performed hard turns, full-throttle jumps from standing starts and even some dockside maneuvering as we picked up more passengers at a different marina. I stood and sat in assorted places on the boat as these tasks were being performed, and, while I'd recommend hanging onto something if you're standing in the cockpit during a full-throttle start, there was never any jerkiness. The power always came on smoothly.

With the twin Cummins QSM11 engines providing a combined 1,430 hp and the Hamilton HJ364 jets providing the thrust, we hit a top speed of 32 knots at about 2500 rpm. That was slightly slower than the 35 knots Hinckley achieved during its testing, but with at least a dozen adults aboard, 32 knots was pretty good. At about 30 knots, cruising speed for the



ABOVE Passengers aboard the Talaria 48 will find comfort and headroom, whether they're at the helm, in the cockpit or the salon, or even belowdecks in the galley and staterooms.

T48, the twin engines were turning at 2390 rpm and burning 55 gph total. That gph figure is likely to be lower with fewer occupants.

For all of the T48's performance at speed, what most boaters, and newbies in particular, are going to like is the slow-speed maneuvering. Joystick systems are quickly becoming mandatory, and Hinckley has its own proprietary steering arrangement: the JetStick. Docking and operating in crowded waterways are not to be feared. As with the Volvo Penta IPS and the Mercury Zeus systems, the JetStick makes docking video-game easy. The kids are bound to tell their friends, "Even my parents can do it."

Something else that stood out was

the noise level on board. Engine noise was minimal. Several of us were in the cockpit during the test, and we were able to converse at all times. We had to raise our voices slightly when the engines were at wide-open throttle, but we weren't yelling. Inside the salon/helm area, noise was never a problem, even with the windows and hatches open.

THAT'S ENTERTAINMENT

The T48's versatility means it can be a dayboat one weekend and an overnight cruiser the next. The cockpit and main cabin might not have enough room for all of your Facebook "friends," but the T48 likely has room for the people you consider close. In the cockpit, accessible through a transom

door off the swim platform, there is an L-shaped settee along the port side and aft transom, which can seat five or six, and a bench seat with room for two to starboard. In the salon are two chairs to port that match the C-shaped sofa to starboard, which can seat six. A high-low TV is in an entertainment unit behind the chairs. Forward of the sofa is the helm featuring twin captain's chairs, and another captain's chair is to port. Utilizing every inch of seating space, there is room for up to 18 people who enjoy one another's company — or about three Real Housewives — to partake of a sunset cruise or drinks at anchor.

Enhancing the salon experience is the ability to control the climate. The



air-conditioning system will keep the interior cool on those sticky summer days, and the system is reverse cycle, so it doubles as heat for those chilly days on the water. For the comfortable days and nights, the cabin, which offers 360-degree views thanks to glass all around,

TESTER'S OPINION:

A cruising couple will find the T48 easy to operate on their own around their homeport and afar. They'd even be able to invite another couple along for the ride thanks to the second head and stateroom.

opens up nicely. The entry door is a four-panel, tinted-glass unit, and the middle two panels slide open. Two of the side windows open electrically, and four 31-inch hatches in the pilothouse top also power open. The ventilation is great, bringing the outside inside. And when the salon door is open, the main deck is a continuous space, flowing from cockpit to salon to helm.

Down a just-to-port-of-centerline stairway is the belowdecks area. Immediately to port is the U-shaped galley with all the trappings to keep a party going into the night or to sustain a cruising couple for an extended run. There is a two-drawer refrigerator, a top-loading freezer box, a two-burner electric cooktop, a microwave/convection oven, Corian counters and a stainless sink.

Forward is the owner's stateroom, with an island queen bed, an en suite head with a shower stall, a 26-inch LED TV, hanging lockers and storage all around. The stateroom also has an audio

feed from the Bose Lifestyle system located in the salon and a Blu-Ray player connected to the TV.

To starboard opposite the galley is the guest stateroom with twin side-by-side bunks. The ceiling at the foot of the bunks is low, but at the room's entry — and everywhere else on the boat for that matter — there is full headroom, even for tall passengers. Guests have direct access to the second head, which doubles as the day head.

While we didn't have the opportunity to experience the T48 in big seas, Hinckley's team has tested the yacht in sloppy weather, and it performed up to and beyond their expectations. The T48 can easily make the crossing to the Bahamas or Catalina — and farther — and reach any number of destinations in the Northwest, but with a draft of only 31 inches, the boat can explore places other boats of similar size can't. Other boats we've tested recently in the 45- to 50-foot range have had drafts ranging from 40 to 48 inches.

Hinckley is certainly known for its picnic boats, and the Talaria 48 fills that role and more, namely cruising. It's instantly recognizable as a Hinckley, with its classic low profile and the gentle sweep from the roofline to the cockpit coaming, but for all its tradition, it's fully modern. The one-piece cored DualGuard hull consists of Kevlar and E-glass, making it lighter and stronger — bulletproof even, should that ever be needed (we hope not). For boaters who like the idea of open-air driving, the T48 comes in a flybridge version, too.

A cruising couple will find the T48

➔ SPEC BOX

LOA 51 ft., 6 in. BEAM 15 ft., 5 in.

DRAFT 2 ft., 7 in.

DISPLACEMENT (cruising) 38,250 lbs.

FUEL 700 gals. WATER 150 gals.

ENGINES Twin Cummins QSM11, 715 hp

JETS Twin Hamilton HJ364

BASE PRICE \$2.15 million

CONSTRUCTION

The hull consists of Hinckley's DualGuard composite construction, with a Kevlar/E-glass outer skin and a Corecell M Foam core. The hull is laminated with vinylester resin using the SCRIMP molding process. Decks have E-glass inner and outer skin with end-grain balsa and closed-cell foam coring.

STANDARD EQUIPMENT

Twin Cummins QSM11 715 hp engines, twin Hamilton HJ364 jet drives, Raymarine ST70 autopilot interfaced to FPS, Hinckley JetStick system w/wireless remote control, Sidepower bow thruster, 3-zone air conditioning, 2 Raymarine E140 14-inch color multifunction displays, radar, chartplotter, Bose Lifestyle V35 system, Gledinning shore-cord reels w/wireless remote controls, 17-gallon water heater, 2 VacuFlush toilets and more.

OPTIONAL EQUIPMENT

Volvo D13 800 hp engines, D5L Espar diesel heater, Sea Recovery 440-gallons-per-day water-maker, teak sole in cockpit, shower compartment in guest cabin, Opacmare Transformer multifunction platform/dinghy lift system, KVH M5 Tracvision w/DirecTV satellite system and more.

BUILDER

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

DEALERS

None on the West Coast; for a list of dealers, consult hinckleyyachts.com.

easy to operate on their own around their homeport and afar. They'd even be able to invite another couple along for the ride thanks to the second head and stateroom. Especially sociable couples will be glad to have the extensive seating for those sunset dinners that morph into a marina-wide buffet and cocktail hour. It happens, and this vessel fits that scenario to a T. 🍷