



WHEN THE ONLY SOUND IS THE SEA

YEARS AGO, I WALKED INTO A RECORDING STUDIO WITH AN acoustically perfect, baffled room that was so quiet, so still, I couldn't help but relax and let my mind drift. That feeling returned recently at the helm of Hinckley Yachts' Dasher, a 28-foot-6-inch all-electric runabout. She was the kind of quiet that would have made Henry David Thoreau ponder a profound concept of machines working in concert with nature. I watched, and listened, as Hinckley's Scott Bryant, director of new product development, eased the Dasher from her side-to-spot at the Seawanhaka Corinthian Yacht Club in Oyster Bay, New York. Aside from the sound of water sliding under the Michael Peters-designed running surface, the Dasher was library-quiet. With this boat, Hinckley — known for creating the Picnic Boat genre and being an early adopter of joysticks, resin infusion and water-jet propulsion — is again aiming to create a new genre. That's why the Dasher is named after Hinckley's first Picnic Boat, *Dasher*, from two decades ago.

BY PATRICK SCIACCA

INTO THE THIRD DIMENSION

LOOKING AT THE METALLIC-SILVER helm console, titanium controls, joystick, and accent hardware, it became obvious to me that this day boat is built to exacting detail. Interestingly, all these parts are constructed via 3D printing, showcasing how the builder pushes the technology envelope to create a finely finished vessel. I looked closely at all the parts, and I couldn't find a flaw in the finishes. And the console's design and fit onto the deck is also seamless. ¶ Other details that caught my eye include the Dasher's high-gloss

teak rails and accent pieces. They're painted to look like real teak, grain-matched and all. Hinckley calls the material artisanal teak. The benefits of this composite include reduced maintenance and vessel weight, the latter of which is helpful on an all-electric craft where every ounce counts. ¶ The Dasher's hull and deck are also lightweight because they're built with epoxy, carbon fiber and a synthetic coring, all laminated with the Seemann Composites Resin Infusion Molding Process. All in, the Dasher has a 6,500-pound displacement.

Another cool piece of technology aboard the Dasher is its 12.3-inch touchscreen display. The setup, which Hinckley created with B&G, is intuitive like a smartphone. The display on my test vessel had four features ranging from infotainment controls to GPS to vessel data. A pulsing ring on the display constantly shows the Dasher's effective range at a given speed.



Hinckley's Dasher is designed for day boaters as well as superyacht owners who want a sleek, electric-powered tender.

A LOOK UNDER THE HOOD

BEFORE MEETING THE Dasher, my electric-boat experience amounted to bouncing around a harbor at 4 or 5 knots. But this spirited runabout blew back what's left of my hair as she sprinted across Oyster Bay at 23.5 knots. Her variable-deadrise hull form and fine entry transition to 14 degrees at the transom, helping her slice the salt with her plumb bow leading the way. At all times, the Dasher's running attitude remained level — she has plenty of torque and zero bow rise. ¶ Her power comes from twin 80 hp Torqeedo

motors driven by two 40 kW BMW i3 lithium propulsion batteries. And the setup includes twin stainless-steel shafts matched to CNC-machined, four-blade propellers. A 7-inch bow thruster assists in close quarters when necessary. ¶ The Dasher is a solid example of desire meeting design at the corner of planning and technology. And while she runs silently on the water, her mission is loud and clear. ●

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The Dasher's typical cruise speed is about 9 knots with an effective cruising range of about 35 nautical miles. At 23.5 knots, range drops to about 22 nautical miles. Charging can be done via 30-amp, 50-amp or twin 50-amp shore-power cords. From completely dead batteries, the twin 50-amp setup delivers a full charge in around four hours.



Note the one-piece, integral stainless-steel rub rail. Modular furniture allows owners to personalize the layout.