

# Hinckley 40 Picnic Boat



Belowdecks, the 40 will offer a down galley and hi-lo dinette.



At first glance, the renderings for the Hinckley Picnic Boat 40 look, in many ways, conventional. From the flag blue hull to the sweeping teak sheerline and open salon, you're forgiven if you think you've seen this boat before.

However, this new 40 has tricks up her sleeve. Those that first catch my eye are an innovative hullside door that actually slides away into the gunwale and a cockpit step that lowers into the hull with the goal of not impeding on valuable entertaining space while contributing to the boat's clean lines.

Another significant element of the 40 will be the technology incorporated into the hull. Penned by designer Michael Peters, the hull will be built with a process called Triguard construction,

where an E-glass outer skin and carbon-fiber inner skin sandwich Corecell foam. The result will be a boat that's strong and light—it's expected to weigh 25,000 pounds.

Propulsion for the largest picnic boat to date (her siblings are 34 and 37 feet LOA) will be 480-horsepower Cummins diesels paired to Hamilton 322 jet drives. This powerplant should push the hull, with 19 degrees of deadrise at the transom, to about 34 knots, according to Hinckley.

With styling borrowed from the picnic boats of yesterday and the technology of tomorrow, the Hinckley 40 might just combine the best of both worlds when she splashes in summer 2018. *hinckleyyachts.com* —Daniel Harding Jr.

# Nordhavn 80

Overall, I want the Nordhavn 80 to have a more yachty, modern feel," says Nordhavn's Chief Designer Jeff Leishman. "I don't want her to be as commercial-looking as some of my earlier stuff—the 76, for example." Two design elements make obvious contributions to Leishman's vision for the 80, presently under development in Xiamen, China. First, her sheerline, which is arrow-straight—no break, no swoop, no nothin'. And second, her fore-deck, which is virtually parallel to the waterline. "Modern design," Leishman opines, "favors such flat, straight things."

Although the 80 will have conventional power (two 375-horsepower John Deere inboard diesels), there'll be some standout propulsion-related features as well. Skegs and grounding shoes, for example, will protectively enclose each propeller. And the sections forward of the props will be fuller and somewhat deeper, thereby offering even more protection. Performance,



of course, will favor the long-haul set, with a top speed of about 12 knots, a cruise speed of about 9 knots, and (thanks to a 5,000-gallon fuel capacity) an ocean-crossing range.

The main deck will sport a salon, a dining area, a "huge" (according to Leishman) galley, and an owner's suite up forward. And topside, either a captain's cabin, a penthouse-type owner's suite, or a skylounge will be available abaft the bridge area. Interested? Be patient, friends—the Nordhavn 80 will debut in 2019. *nordhavn.com* —Capt. Bill Pike