



LINDA VIDA

1980 58' Hatteras LRC For Sale

ABSTRACT

Linda Vida is a 1980 58' Hatteras LRC. She has desirable 6-71's with under 2800 hours and a main deck day head. She is lying in Hammond Dunes Resort Marina in Palm Coast, FL. Price \$350,000.00

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2. Brief Description

Name: Linda Vida	Type: Hatteras LRC	Year Built: 1980
LOD: 58' 0"	LOW: 52'	LOA: 64'
Beam: 17' 8"	Draft: 5' 10"	Air Draft: 28' with mast up
Displacement: 90,000 lbs.		
Color: Matterhorn White	Boot Stripe: Black/Gold	Sheer Stripe: Black/Gold

Power: Twin Detroit 6-71 normal aspirated at 175 HP (under 2400 hours on each)
Generators: Northern Lights 10 KW and Northern Lights 16 KW generators (Under 300 Hours)
Invertor: Outback 3500 watt
Fuel: 2390 gallons in four FRP tanks (1200, 500, 400, 290)
Water 500 gallons in two FRP tanks
Water Maker: Village
Holding Tank 250 gallons in one FRP tank
Staterooms: Three
Heads 4 (includes desirable day head on main deck)
Showers 3 (one in master is also a bathtub).
Electronics: 3 GPSs, Furano, Simrad and Garmin, 2 Depth finders Garmin and Simrad, Simrad radar, AIS Rcv/Xmt, Garmin weather receiver, TV satellite tracking system
 3 ICOM VHF radios, Robertson Auto Pilot, Glendinning Engine Synchronize, Niad Stabilizers
 Digital Tachometer and Fuel Management system.
 Sony Stereo and CD player. Two Flat screen TV's.

3. Main Deck Layout

From bow to stern. First is a bowsprit with teak inlay and stainless steel anchor roller. There is an 88 pound plow type anchor with 300 ft. of 3/8" chain. There is a Plath windlass for both chain and line. There is a raw water wash-down pump with switch and bib. There are two large dunnage boxes. The forward shore power and shore water connections are on the raised portion around the forward hatch.



1 BOW WITH PULPIT AND WINDLASS

There is a Portuguese Bridge with door. There are full walk around decks with wing doors aft. The roof widens just past the sliding pilot house doors covering the side decks back to the wing doors.

There are wide side decks all the way around the boat. Seen laying along the rail is the Tracey 5 step boarding stairs.



2 PORT SIDE DECK

The pilot house has a three panel windshield with individual wipers and washers. There are wrap around windows between the windshields and the doors. Aft of the doors are another set of windows. There is a set of covers for all the pilothouse windows.

There is a very large motorized and very powerful Plath Searchlight mounted just above the center windshield. This light can be controlled by joysticks located in the pilot house and on the bridge.



3 WINDSHIELDS

Mezzanine Deck

Aft of the wing doors and main salon is a large Mezzanine Deck. The bridge roof extends over the mezzanine. There is large cabinet with a built in barbeque on the Starboard side. There is also a new four place teak table and chairs with cushions.



4 BARBEQUE CABINET



5 TABLE AND CHAIR SET

Fishing Cockpit

Two steps down from the mezzanine deck is a large fishing cockpit. Adjacent to the steps is a stainless steel gin pole, good for 275 pounds. We installed it to lift our 150 pound Newfoundland dog aboard. We used it twice and she learned to climb the Tracy Boarding.



GIN POLE

There is an aluminum pipe structure across the forward side with nine rod holders. There are also two rod holders in the coaming. Port and Starboard shore power and shore water receptacles are under the coaming. There are two large hatches giving access to the lazarette. Spare props, a spare shaft and another 88 pound plow anchor are stored there. There is also a 22 pound Danforth anchor used as a stern anchor in restricted calm anchorages. There is a wash down bib connected to the boats water system under the aft coaming.



6 FISHING COCKPIT

Swimming Platform

Two steps down from the fishing cockpit one comes to the extra wide swimming platform. This platform is 4' wide and extends across the entire stern. It has a stainless steel ladder that folds down to allow boarding from the water.



7 Swimming Platform

4. Main Deck Inside

The main deck inside has four areas, the pilot house, day head, galley, and salon.

Pilot house

The pilot house is large and comfortable. There is a very large dash board area. The port and center sections of the dash raise up with storage under one and the backside of the instruments on the other. There is a traditional wood steering wheel and a complete set of engine instruments and engine controls. The tachometers are digital and there is a fuel flow measurement system. There is a Furano GPS plus Simrad and Garmin chart plotters with displays on the bridge and in the pilothouse. The Garmin weather receiver allow real time weather to be displayed as an overlay on the charts. The Simrad is also the radar display. Both the Garmin and the Simrad have their own depth finders. The electronics are supplied either 12 or 24 volts from a pair of 12 volt batteries located under the dash with their own dedicated charger. There is a display on the dash to monitor the operation of this charger and the batteries. The underside of the dash is accessible through a door located in the stairwell. There is more than sufficient space for one to crawl in and work sitting up.



8 Pilot House Dash

Glendinning Engine Synchronizer controls are on the Pilot house dash. Controls for the bow thruster, autopilot and searchlight are duplicated on the bridge and the pilot house. There is a stereo speaker with volume control on the dash.

The overhead panel above the dash has the Hatteras warning and status panels, Niad Stabilizer control panel, Furano GPS, an ICOM VHF radio and Apparent Wind indicator. The windshield wiper and washer controls are also on the overhead.

Below the dash on the port side are 4 primary electrical panels. Port and Starboard Generators, Shore power One and Two on the top. Under are two selector panels for 230 volt and two panels for 120 volt.

On the aft wall are two electrical panels above the pilot house lounge.



9 Pilot House Lounge

The one on the stbd. side is for 12 and 32 volt DC distribution. The one on the port side is AC distribution. Underneath the lounge are chart drawers and storage cabinets. On the side wall is another AC distribution panel. There are ten distribution panels all together with three located in the engine room. And seven in the Pilot House

The remote control for the ICOM VHF on the bridge is above the flashlights. The control panel for the Outback 3500 watt inverter system is above the brass barometer and clock. The Outback Inverter panel is above the clock.

On the aft starboard side is the ladder to the fly bridge.



10 THE PILOT HOUSE FLYBRIDGE LADDER

Day Head

Passing aft through the companionway one finds the day head on the starboard side. The companionway has a door to close the pilothouse off from the rest of the boat. The day head has a sink with granite counter top. All heads on the boat are Galley Maid.



11 DAY HEAD

Galley

On the starboard side is the u shaped galley.



12 GALLEY

This galley was modernized in 2013. New cabinets with raised panel doors, dovetailed drawers and self-closer rails were installed in the galley and in the main salon for the stereo system. Granite counter tops were put on the galley cabinets, the day head sink and the stereo cabinet. The lower cabinets all got rollout shelving.

The back splash was redone and a new vent hood was installed.

A new two basin stainless steel sink was installed with a new faucet with sprayer.

A new 22 cubic foot Kitchen Aid, two door refrigerator freezer, with ice and water through the door was installed. A new Princess three burner electric unit with a glass top was installed. A new Miele combination regular, convection and microwave oven was mounted under the cooktop.

Hunter Douglas Easy Riser shades were installed in the galley and salon.

The floor was upgraded to Teak and Holly in 2015.

The new couch came in 2016 and new recliners in 2017.

Main Salon

The main salon is very pleasant with lots of light. It is on the same level with the galley and is open to the galley.



13 MAIN SALON PORT SIDE

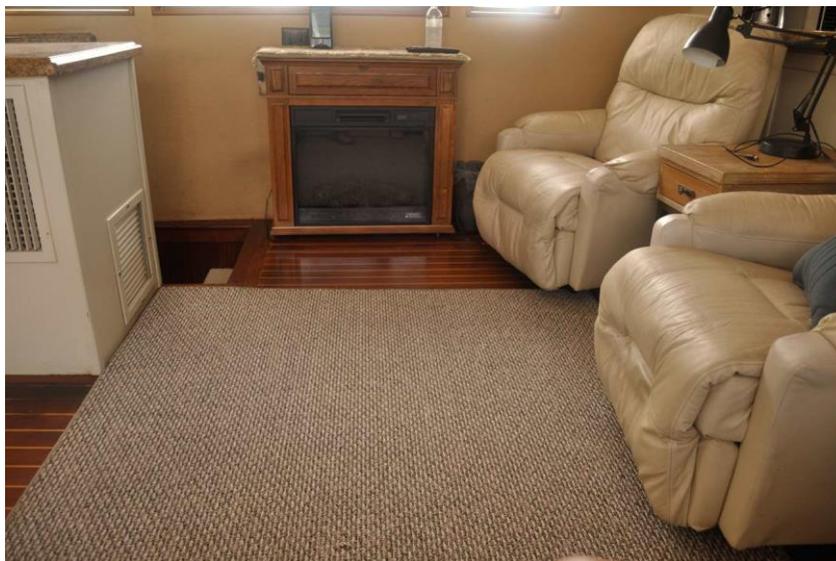
In the aft port corner is the circular stairs to the master stateroom. The cabinet near the door houses a Sony Stereo system and CD player. The Samsung flat screen TV is mounted above.



14 STARBOARD SECTIONAL

On the starboard side is a custom made sectional which makes into a bed. It has pull out drawers with lots of storage underneath. It is covered with a special material that looks and feels like very soft leather but specifically made to stand up to the marine environment.

On the port side is an electric fireplace. Since we are in Florida where it doesn't get terribly cold, we use this fireplace to take the chill off in the evenings without running the reverse cycle AC units.



15 PORT SALON FIRE PLACE

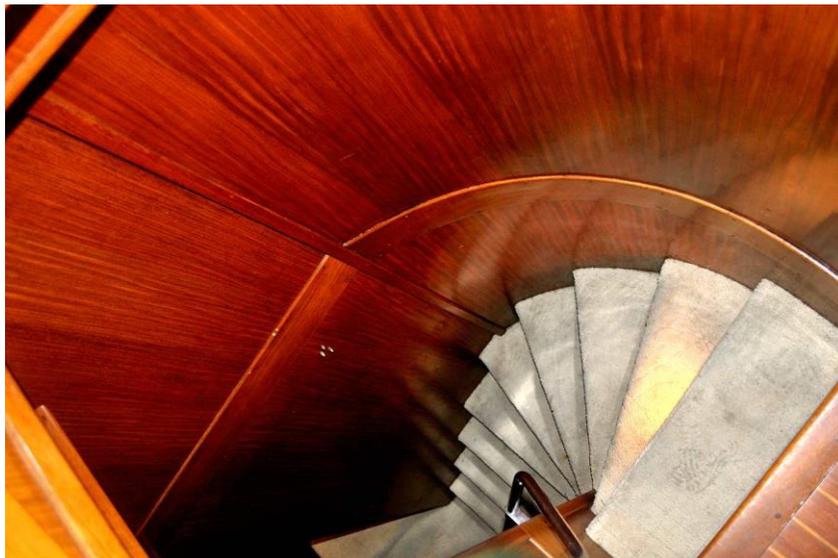
The forward end of the salon is equipped with two recliners. It also shows how open the salon is to the galley



16 FORWARD SALON WITH RECLINERS

5. Forward Lower Deck Area

The forward staircase leads to the forward lower deck area. This area contains the V-Berth Stateroom, VIP Stateroom, the Workshop and the Engine Room.



17 FORWARD STAIRCASE.



18 LOWER DECK HALLWAY

Looking aft. V-birth head first door on left. V birth door second on left. First door on right is V-berth hanging locker. Second door on right is the VIP Head. Third door is VIP stateroom door.

The V-berth stateroom has about 8' of headroom. A large hanging locker is to port and the ensuite bath with enclosed shower is to starboard. This room has its own AC unit.



19 V-BERTH STATEROOM

The VIP stateroom has twin berths, a large hanging locker and its own ensuite bath with enclosed shower. This stateroom also has its own AC unit.



20 VIP STATEROOM

The workshop and laundry room has a lot of cabinets plus a long work surface. The Aft side of the room houses a stacked washer and dryer. The door to the Engine room is on the aft wall of this space.



21 WORK SHOP LAUNDRY WORK SPACE



22 WASHER DRYER

Engine Room

The engine room is accessed through a door on the aft end of the Work Shop. The engine room has over six foot of headroom. At the entrance is a step up to the cover over the hydraulic pump for the bow thruster and then two steps down to the floor between the engines. It houses the main engines, generators, water tanks, AC units, Water maker, oil change pumps, fuel polishing pumps, air compressor with tank, water heater, autopilot, Glendinning Synchronizer, Village Water Maker, Niad stabilizer actuators, pump and reservoir, the hydraulic pump and reservoir for the bow thruster, water heater, Outback 3500 watt inverter, isolation transformers and primary 32 volt charger. There are 4 eight volt batteries in series for house batteries and 4 eight volt starting batteries. Each generator has its own 12 volt starting battery. The electronics runs off an isolated set of batteries with dedicated charger under the pilot house dash.

The isolation transformers have been modified to provide a boost to the transformer outputs to compensate for marinas with 208 volt rather than 220 volt power. The modification contains switches to turn the boost on and off.

There are five reverse cycle AC unit one for each stateroom, one for the salon and one for the Pilot House. They are all split units (compressors in the engine room and air handler in the rooms being cooled). The main salon unit actually has one compressor and two air handlers. All are reverse cycle. Four of them have been converted to Dometic digital controls. Only the V-berth has the original manual controls. Both the master stateroom compressor and air handler have been replaced since we bought the boat in 2014.



23 AFT WALL WITH AC CONTROLS AND COMPRESSORS



24 PORT ENGINE

The water tanks are outboard of the main engines. The generators are located on frames above the water tanks. Aft of the port generator is the hydraulic reservoir for the bow thruster. The bow thruster hydraulic pump is powered off the starboard engine. In the upper center of the picture is the air compressor tank. This is supplied by an air compressor running off the starboard engine.

Each engine has three levels of fuel filters. The first stage are large Gulf Coast filters mounted on the forward end of the generator frames. These feed into RACOR 900 filters attached to the side of the generator frames. The final stage of filtering is handled by filters mounted on the engines. The generator filtration is two stage with the first stage being RACOR 500s and the second stage done by filters located on the generators. The generators have electric fuel pumps.

There are port and starboard 32 volt WaPo fuel polishing pumps mounted on the generator frame structures along with selector valves to route the fuel to the pumps. Fuel being polished is routed through the Gulf Coast and the RACOR 900 filters.

There are two oil change pumps, one for the generators and one for the main engines.

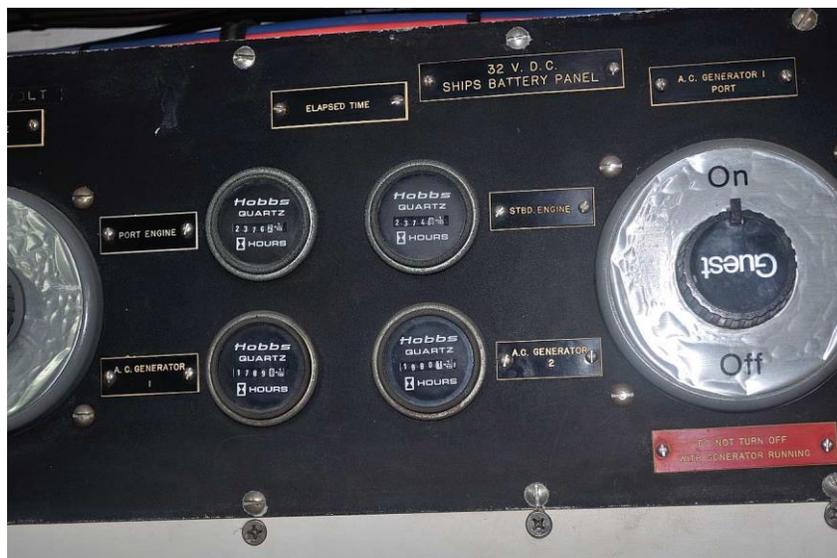
There is a macerator pump connected to the holding tank which could be used to empty the tank at sea.

Each of the six bilge pumps has a float switch. There is also a high water sensor in each bilge tied to the Hatteras warning panels on the bridge and in the pilothouse.



25 STARBOARD ENGINE

On the upper left corner of the picture is the Glendinning engine synchronizer. Directly below is the reservoir for the Hynautic steering. Under that is the Village Water Maker. Below that is the reservoir for the Niad stabilizers. The pump for them is on the back side of the starboard engine. In the aft center are the five AC control boxes with the five compressors underneath. In the upper right corner is an AC distribution panel for the AC units and the Water Maker.



26 ENGINE HOUR PANEL

The forward wall of the engine room contains the hour meters, electrical selector switch and the fuel selector valves. As can be seen here the Port engine has 2376.2 hours while the starboard engine has 2374.8 hours.

The generators were replaced and have their own hour meters located under their sound covers. The port 16 KW has about 200 hours and the starboard 10 KW has about 300 hours.

The forward wall also contains the battery selector switches, the fuel selector valves and the oil change pumps. There are also two electrical distribution panels on this wall one for AC and one for DC.

The fuel tanks are all FRP and glassed into the hull of the boat. All four are on the center line directly on the keel.

The forward most tank is 1200 gallons. The mid ship tank is 500 gallons and under the engine room floor, The third tank is 400 gallons under the master stateroom floor. The forth tank is 290 gallons and located in the Lazarette.

6. Master Stateroom

The aft stairway, in the aft port side corner of the main salon, leads to the master stateroom under the mezzanine deck.



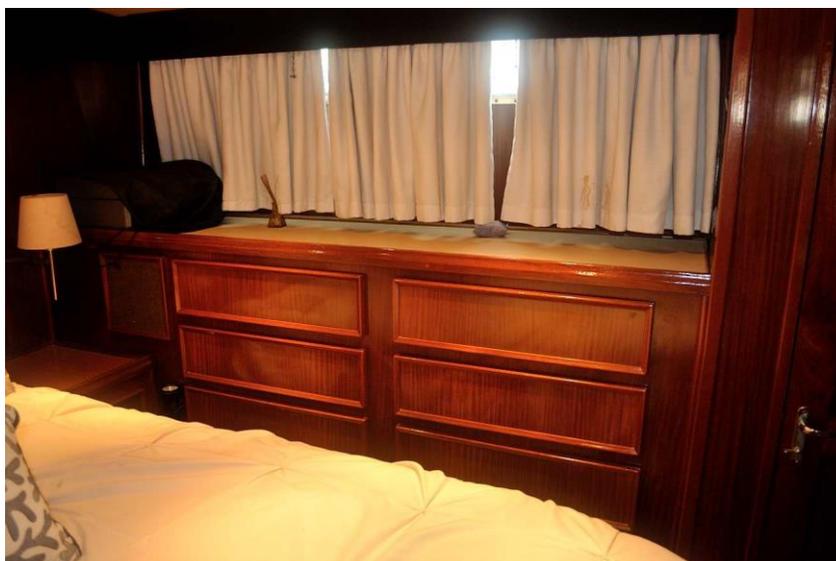
27 MASTER STATEROOM LANDING.

Shown in the picture above is the staircase to the master stateroom. The door has a full length mirror. Note the reflections of the stairway lights in the mirror.

The Master Stateroom has a queen sized center bed. There are two port holes on the port side and two aft. All portholes open. There is a good sized bureau like cabinet on the port side with six drawers. On the aft end of this bureau is a small safe. Each side of the bed has reading lamps and small built in end tables.



28 MASTER STATEROOM BERTH



29 PORT SIDE BUREAU

Forward of the bureau is a very large hanging locker, about six feet long and six feet high. This locker has an opening porthole.



30 STARBOARD SIDE OF MASTER STATEROOM

To port is a small lounge seat and a very large hanging locker. This locker has two opening portholes and is over six foot long. It has two sets of bi-fold doors for easy access.



31 MASTER BATH

This bath has a bathtub with shower and a sink plus the toilet. There is a very convenient ledge on the wall along the bathtub. The flooring in this bath is tile.

7. Fly Bridge

The fly bridge on this boat is huge. There is plenty of room for a tender plus a 13' sectional.



32 FLYBRIDGE DASH

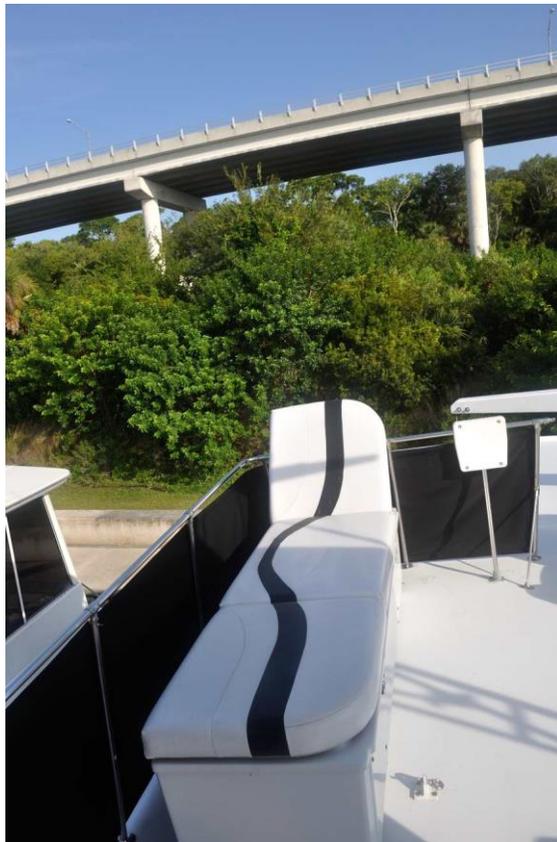
There is an 8 inch Danforth Constellation compass front and center. Most of controls are duplicated on the bridge. There are two ICOM VHF radios on the bridge. The stereo CD player is located in the cabinet to the left of the wheel. The large joystick on the right of the wheel is for the Plath search light.



33 PORT SIDE SECTIONAL

Looking aft one sees the port side sectional. It has storage compartments beneath each seat.

The crane can handle 1200 pounds. It has power rotation, power whaler over tilt and an electric winch, which was replaced this past year. A forward and aft cradles for the 13' dinghy are mounted on the rear part of the deck. The dinghy is placed across the deck.



34 STARBOARD SUN LOUNGE

The starboard lounge has a large water tight storage space under the seat. It is set up for fishing rod storage
Note the stainless railings and black canvas weather cloths.



35 LOOKING FORWARD FROM THE SECTIONAL.

The top for the bridge consists of a welded aluminum structure covered with a substantial flexible top. There are two pedestal mounted captain's chairs. There is also a small teak table. There are three VHF antennas on fold down mounts. Stereo speakers are mounted in the side walls of the bridge.

**36 THE MAST**

The mast is hinged and can be folded down for access to the various items mounted on it. At the top is the anchor light. The apparent wind indicator transducer is located on the aft arm. There are GPS antennas on the end of each upper spreader. Below that is the open-array-radar. The port side dome is a TV satellite tracking antenna. The starboard dome is just for symmetry. Forward of the lower spreader is a TV antenna.

8. Equipment Details

Anchors:	88 lb. Plow on bow, 88 lb. Plow in lazarette with chain and line, 20 lb Danforth with chain and 100 feet of line.
Windlass:	Plath
Anchor rode:	300 feet of 3/8" chain
Fuel (diesel):	Four FRP 300, 400, 500, 1200 gallons
Water Tanks:	Two FRP 250, 250 gallons
Water Pressure:	2 1 32 Volt DC and 110 Volt
Water Heater:	1 220 Volt
Waste:	1 FRP 250 gallons
Bilge Pumps:	6 Rule 2000s 32 volt.
Pump switch floats:	6 Rule
Shower sump pumps:	3 Rule
Water Maker:	1 Village

9. Machinery/Propulsion

Propulsion:	Twin Detroit 6-71 Natural Diesel Inboard (both under 2400 hours)
HP:	175 HP. each
Transmissions:	Detroit Allison MH30 L / R
Propellers:	Four Bronze three blade. Two installed and two spares
Shafts:	Three 2" stainless steel. Two installed and one spare.
Cutlass Bearings:	Bronze/Rubber
Rudders:	Bronze
Steering:	Hynautic hydraulic
Generators:	Northern Lights 10 kW and Northern Lights 16KW
Stabilizers:	Niad (Koop Nautic Sea-Rocq)
Bow Thruster:	American Marine Hydraulic.
Water Maker:	Village Marine TEC Model MPW-800

10. Electrical Equipment

Batteries:	Four 8 volt in series port side and Four 8 volt in series starboard
Battery Charger	Sentry 32v 30 amp
Isolation Transformers	Jefferson Electric Powerformer Dry type. Tap selector modification to boost output from 208 to 220 in marinas with substandard power.
Shore Power Inputs	Two 50 amp 220 Volt and two 50 amp 110 on bow. Two 50 amp 220 Volt and two 50 amp 110 in fishing cockpit..
Shore Power Cords:	2 50 foot 50 amp 220 v cords. 1 25 foot 30 amp 220 volt cord with adaptor from 30 to 50 amp.
Generator Batteries	Each generator has a dedicated starting battery

Batteries for Electronics Two 12 volt batteries under dash with dedicated monitor and charger.

11. Boarding Assists

- Tracy Boarding stairs with railing. Mounts either port or stbd. for access through the boarding gates.
- Foldable 6 foot aluminum ladder for general use.
- 3 foot aluminum utility ladder for general use.
- Foldable plastic bridge for boarding the dogs via the swimming platform.
- Wood Bridge with twin handrails to board people via the swim platform.
- Folding stainless steel ladder on the swimming platform.
- 1200 pound crane for lifting the dinghy onto the bridge deck.

12. Electronics Details

Battery:	Dual 12v under Dash just for electronics
Battery Charger:	Dedicated to Electronics
Battery Monitor:	Xantrex
VHF1:	ICOM M59 in Pilot House
VHF2:	ICOM M604
VHF3:	ICOM
GPS1:	Furano
GPS2:	Simrad CX44 Navstation with Bridge and Pilot House Color Displays Simrad Open Array Radar integrated to the Garmin displays Simrad Depth Finder
GPS3:	Garmin 1212 HP S2031 Monitor in Pilot House, Garmin Display on Bridge. Garmin Depth Finder Garmin Weather radio integrated with Chart Plotter
Auto-Pilot:	Robertson AP22
Apparent WS:	Datamarine CW360 Apparent Wind System
TV Satellite:	Dish322 MPEG2 with dome mounted tracking antenna on mast
TV:	Samsung 37" flat screen in salon
Stereo:	Sony AV Receiver
CD Player:	Sony
Bridge Stereo	Sony CDX-M10 AM/FM/CD
TV	Visio 24" flat screen in master stateroom.
AIS:	Transmit and receive. Disabled pending MIS update.

Appendix A. Brief Description of Hatteras LRC boats

When the fuel crisis hit, in 1973, not only did fuel prices jump but it became extremely difficult to get fuel at any price. Hatteras knew that spelled trouble for them as the maker of large extremely heavy yachts that burned 40, 50, 60 gallons per hour. Hatteras decided to add a line of boats that had the quality and amenities of their yacht line but with displacement hulls and low HP. Engines. The new line was called Long Range Cruisers or LRCs. They started with the 42' LRCs (76-85) followed by a 48' LRCs (76-81). Eventually they added 58' LRCs (75-85) and a 65' LRC model (82-85). Altogether Hatteras built 157 LRC's. There were 44 58' LRC built between May of 1975 and May of 1982. Forty two still exist.

The LRCs are full displacement hulls with keels that are below the props and rudders. As a result the props and rudders are protected if and when a grounding happens.

Full displacement means speed is limited to hull speed which is defined as; $HULLSPEED \text{ in Knots} = 1.34 \times \text{square root (Water Line in feet)}$

The water line length of the 58' LRC is 52'. The square root of 52 is 7.21 and 1.34×7.21 is 9.66 knots. Our LRC tops out at a little over 10 knots. A comfortable cruise speed is 1500- 1550 RPM yielding 8.6 knots with a fuel burn of about 8 gallons per hour with one generator running. This was typical of what we saw after about 5000 miles of cruising the ICW. Keep in mind that the ICW often requires lower speeds in the populated sections. The LRC wake at cruising speed is far smaller than a 58' motor yacht or a 58' sport fishing boat.

The general physics of boats is as follows: The forward motion of the boat creates a wave under the bow. As the boat goes faster the crest of this wave moves aft under the boat. Hull speed is the speed just before the wave crest moves out from under the stern of the boat. When hull speed is exceeded the stern drops and bow comes up. The wake of the boat increases dramatically as the boat works its way out of "the hole". It takes three, four or more times the amount of power to push the boat out of the hole as it did to reach hull speed. Depending on the weight of the boat and the configuration of the aft section of the hull it is possible the boat will never get out of the hole with any reasonable amount of power. Relatively flat section with hard chines in the aft third of the hull make it easiest to get out of the hole and plane. Once the boat starts to plane the wake diminishes and the power is converted to speed. Boats with more than adequate power can actually reduce power once on plane.

A 58' motor yacht can cruise at about 17 Knots at about 40 GPH. It can cruise around 8-9 knots at about the same fuel burn as the LRC. It might be pointed out that a 58' Motor Yacht at 17 knots is barely planning and makes a huge wake. In other words it never really gets out of the hole. There are a lot of places on the ICW where that amount of wake is unacceptable. The only option is to slow down. There also many places where even 8 knots on either type of boat is not acceptable.

I owned a Piper Archer for 20 years. Its cruising speed was 129 Knots. There is a saying amongst recreational pilot as follows "No pilot needs a faster airplane. When he arrives in the cockpit he is where he wants to be. The faster the plane the less time he spends in the cockpit". The same principle can apply to boats. I love

driving this boat. She is a grand lady. She doesn't do anything very fast but what she does do is exactly what you ask, if you ask slowly and politely.

The boats I've owned had speeds that varied from 8 to 30 knots. Speed was not the key factor in how enjoyable they were. My first was an outboard that did about 23. Then I went to a 21 foot that did 28. The next a, 20' outboard, did 27 and then a 30' that topped out at 27. In 1983 I switched to a 45' sailboat and it did about 8 under power. 25 years after I sold it I bought the LRC and was cruising at 8.6. I find it to be an excellent design with just the right tradeoffs of economy, size, quality and redundancy. It also holds its value well. It is with a heavy heart that I am selling it. My health simply no longer facilitates my cruising.

In order to make LRCs truly long range, they are equipped with large fuel capacities. Our LRC holds 2390 gallons in four tanks. Its range at 7 knots is 3500 nautical miles. This allows one to pick and choose where and when you fuel up. We used Brunswick GA as our primary fueling stop.

I might also point out that weight is not very critical in a displacement hull, unlike planning hulls, where weight has a critical impact on performance. When living aboard one tends to keep a lot more stuff on board.

Appendix B. Detroit 2 Cycle Engines

Just a word about Detroit 2 cycle diesels. The 71 series of diesels started in the late 1930s. The first number indicates the number of cylinders, the second and third number is the cubic inches of displacement in each cylinder. A 6-71 has six cylinders and each cylinder has 71 cubic inches of displacement. The 6-71's went into production in 1938. They are, no doubt, the most prolific diesel engine ever made. By adding a turbo charger and intercooler the hp. jumps from 175 to 450 making them useable in a wide spectrum of boats. They were used in buses, trucks, tractors, road graders and bulldozers for many years. They were also heavily used in marine applications. They were put in landing craft and many small military boats. They were, and still are, heavily used in both commercial and recreational boats. In commercial marine use they often go well over 10,000 hours between overhauls. There was engine that reportedly went 20,000 hours. There is quite a following that uses them in old buses converted to motor homes. Parts are widely available. Knowledgeable mechanics are found all over the world. There is even a fellow who travels all over the US in his converted bus working on 6-71s. He doesn't care if they are in buses, trucks or, boats.

Since these engines are two cycle, there is a combustion event every revolution on every cylinder. The inline six is a naturally balance engine and the 6-71 has a beautiful sound. It's even better than the sound of a Harley, which I also love. These engines use a blower to force air into the cylinders. The 6-71 blower is the blower of choice on drag car engines. Coincidentally the 6-71 has 426 cubic inches, identical to the MOPAR 426

Appendix C. Surfaces throughout the yacht

Hatteras never gel-coated their boats. They felt they could not achieve the level of surface fairness they wanted if they used gel coat. Instead they faired the surfaces by hand, primed and painted them with Awlgrip two part paint. Linda Vida is painted with Awlgrip in Matterhorn White.

Many of the interior walls and other surfaces are made with Afromosia, often called African Teak. This was common in all Hatteras Yachts. The door frames, and doors are framed with solid Afromosia as are the cabinets, closets and other structures in the staterooms, heads and wheelhouse. The doors and drawer and all the closet doors faces have Afromosia Veneer panels.

In 2016 I replaced the door panels in the wing doors. I was able to buy 1/16" Afromosia Veneer and 1/8" aircraft plywood. I veneered both sides of the plywood with the Afromosia giving me the 1/4" panels just like the originals. The most difficult thing was getting 1/4 round trim for the edges of the panels. I bought a couple of 8 foot by 4/4 Afromosia boards and had them milled locally into 1/4 round.

The main deck flooring, including the pilothouse, galley, day head and salon was upgraded to Teak and Holly in 2014. The flooring is 1/4 Teak and Holly over plywood. The floors were cut along the edges of the hatches into the engine room and bordered by solid teak should the hatches ever need to be removed.

The master stateroom was recently re-carpeted with a high quality carpet.

On the LRC's it has little impact. I've talked to numerous Hatteras yacht owners who admitted their boats would not plane even at WOT. This was probably due to weight.

Hemi gas engine. The injectors on Detroit 2 cycle engines are operated like valves with lifters and rocker arms. When you take the valve cover off of a 6-71, you see 18 rocker arms. The center one in each set is the injector. The other two are exhaust valves. There are no intake valves. The piston drops below slots in the sides of the cylinders allowing the blower to forces air into the combustion chamber.

Another huge advantage to the Detroit 2 cycle engines is the use of easily removed cylinders. These cylinder can then be refurbished or replaced. Many 6-71's can be rebuilt in frame. A huge advantage.

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14 Starboard sectional _____	17
15 Port Salon Fire Place _____	18
16 Forward Salon with Recliners _____	19
17 Forward Staircase. _____	20
18 Lower Deck Hallway _____	21
19 V-Berth Stateroom _____	22
20 VIP Stateroom _____	23
21 Work shop Laundry Work Space _____	24
23 Washer Dryer _____	25
24 Aft wall with AC controls and compressors _____	26
25 Port Engine _____	27
26 Starboard Engine _____	28
27 Engine Hour Panel _____	29
28 Master Stateroom landing. _____	30
29 Master Stateroom Berth _____	31
30 Port Side Bureau _____	31
31 Starboard side of Master Stateroom _____	32
32 Master Bath _____	32
33 Flybridge Dash _____	33
34 Port side sectional _____	34
35 Starboard Sun Lounge _____	35
36 Looking Forward from the sectional. _____	36
37 The mast _____	37