

# Hatteras M90 Panacera (2018-)

## Brief Summary

The name “Panacera” was chosen to reflect this new yacht's open floor plan and stunning panoramic views. It's available in an open or enclosed flybridge arrangement and both provide excellent entertainment venues. She has four en suite staterooms, including a full beam master. There are crew quarters for four. A particularly noteworthy option, and a first for Hatteras, is her side balcony that flips down from the bulwarks. Fronted by glass doors, it's a stunning addition. But for all her looks and functionality, she's among the most technically advanced yachts Hatteras has produced, and in our opinion, making ease of operation among the forefront of her many advantages.

## Price

**Base Price** \$8995000.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- Resin-infused bulkheads and interior decks using crosslinked foam core
- Handcrafted European Walnut with satin finish interior
- Fiberglass gray water tanks with sewage pump, plumbed for dockside pump-out
- Two 24V banks of heavy-duty, 12V marine batteries mounted in fire retardant fiberglass boxes
- Integrated camera system
- Electric power steering with programable differential steering, turn angles, rate of turn, and helm resistance
- King size sunpad with cover, integrated into the superstructure
- Home Theater Entertainment system

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	6.9	6	7	1	0.9	2914	2534.1	63

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1000	11.1	9.6	21.5	0.5	0.4	1520	1321.3	65
1250	11.5	10	39	0.3	0.3	872	758.1	67
1500	11.7	10.2	73	0.2	0.1	474	412	71
1750	17.5	15.2	109.5	0.2	0.1	473	410.9	76
2000	23.3	20.2	151.5	0.2	0.1	454	394.5	78
2100	25.2	21.9	169	0.1	0.1	440	382.6	78
2250	27.4	23.8	191.5	0.1	0.1	423	367.8	80
2315	28.4	24.7	205.5	0.1	0.1	409	355.3	80

[View the test results in metric units](#)

[hatteras\\_m90\\_chart\\_17.jpg](#)

## Specifications

<b>Length Overall</b>	91' 9" / 27.95 m
<b>BEAM</b>	22 '6"   6.86 m
<b>Dry Weight</b>	230,000 lbs.   104,326 kg
<b>Tested Weight</b>	254,236 lbs.   115,319 kg
<b>Draft</b>	6' 2"   1.88 m
<b>Draft Up</b>	

<b>Draft Down</b>	
<b>Air Draft</b>	
<b>Deadrise/Transom</b>	N/A
<b>Max Headroom</b>	N/A
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	N/A
<b>Person Capacity</b>	N/A
<b>Fuel Capacity</b>	3,285 gal.   12,435 L
<b>Water Capacity</b>	820 gal.   3,104 L
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	254,236 lbs.   115,319 kg
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	

<b>Salon Volume</b>	
<b>Galley Volume</b>	
<b>Master SR Width</b>	
<b>Master SR fore &amp; Aft</b>	
<b>Master SR Overhead</b>	
<b>Master SR Volume</b>	
<b>Eng. Room Volume</b>	

## Acceleration Times & Conditions

<b>Time to Plane</b>	10.6 sec.
<b>0 to 20</b>	
<b>Ratio</b>	3.93:1
<b>Props</b>	54" x 66" pitch 8 blade
<b>Load</b>	4 persons, 8/9 fuel, 7/8 water, 50 lbs. of gear
<b>Climate</b>	78 deg., 65 humid.; wind: 0-5 mph; seas: calm

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## Hatteras M90 Panacera

The Hatteras M90 Panacera has an LOA of 91' 9" (27.95 m), a beam of 22 '6" (6.86 m), and a dry weight of 230,000 (105,545 kg).

## Mission

The Hatteras M90 Panacera was designed to be a world-class long range cruiser, capable of making bluewater passages in comfort for her owners and guests. Her 22'6" (6.86 m) beam, 230,000 lbs. (105,545 kg) of dry displacement, and stabilizers, ensure one of the best offshore rides in class. With four en suite

staterooms, a huge flying bridge and entertaining venues all over the boat, she can handle a crowd for cocktails or formal dining.

#### Hatteras M90 Panacera

Bird's-eye view of the flying bridge and deck. Note the formal dining table and cocktail table. The helm is to starboard with a lounge adjacent. On the bow is another entertaining venue plus a large sun pad.

#### Hatteras M90 Panacera

The flying bridge can be fully enclosed to create a sky lounge with pilothouse. Here the helm is on the centerline and there are two companion seats. Behind them is a sofa and love seat with cocktail table, creating a second salon. Aft is the boat deck.

#### Hatteras M90 Panacera layout

The main deck of this flush deck motoryacht has formal dining for eight and a forward galley that can either be kept away from guests or be used as a country kitchen.

#### Hatteras M90 Panacera accommodations

The accommodations deck has a full-beam master and head. The VIP is relatively large and all staterooms are en suite.

## Overview

When we compare the Hatteras M90 Panacera with six other major brands of flybridge motoryachts in the size range, we discovered that the M90 Panacera exceeds the others in virtually all important specifications. The reason for that is this boat is intended to be the real thing -- a long range cruising motoryacht that not only looks the part of a world cruiser, but has the build to carry out the mission -- all under a sophisticated, modernistic light and airy design and décor that artfully covers the beast below.

**It All Starts with the Basic Specs.** At 22'6" (6.86 m), she is the beamiest boat among those that we checked. At 230,000 lbs. (104,545 kg), she by far has the greatest displacement. She can also carry the greatest load of fuel at 3,285 gallons (12,435 L) and water at 820 gallons (3,104 L), the latter number is nearly twice that of several boats in class.

**Functionality.** Further, the trend to large motoryachts is now at least its third decade and there are plenty of owners in the market who fully understand the importance of functionality. They appreciate dependable installation and equipment, redundancy, and practical design. They also appreciate state-of-the-art systems and in the M90 Panacera, Hatteras introduces one of the most remarkable total control systems where have ever seen.

The helm on the M90 Panacera is based on the HattCON system that uses touchscreen interfaces to control *everything* on the boat. At the helm, these four screens give complete functionality. And all are weather resistant -- we tested it!

## Operations: Total Ship Control

### HattCON

Probably the most significant operations feature of the Hatteras M90 Panacera is the HattCON system. We've seen touchscreen interface systems before and for the most part, they allow controllability of the lights, heat and air... etc., all from a touchscreen or two, or an iPad Mini.

But HattCON goes a *giant leap further*. While we still have that same controllability, HattCON also integrates, among other things, the bridge systems into the game.

Radar, autopilots, depth sounder, chartplotter, engine temperature, running lights, or anything else can be accessed by one of the lines and icons on the HattCON screen.

### Systems Integration

Say we have a radar from Furuno, a Garmin GPS, a RayMarine autopilot...etc. Well each one of these components will have its own user-interface to learn and remember. Think about it... just a simple display change is different from one manufacturer to another.

**The Tyranny of Software Geeks.** Want your orientation to be heading up instead of north up? Let's see.... Menu, display, ummm, nope, back, menu, chart, chart display.... Nope, back... back, chart options, orientation...ah there it is. And on and on like that. It's like they never use their own equipment and don't care that the menu items are so hard to interpret and figure out.

**The Hatteras Solution.** HattConn, on the other hand, takes all those systems and combines them into one *easy to use and understand unit... all with the same user interface*. Everything works the same, regardless of the manufacturer, and the best part, it's all intuitive. *Whatever you want to do will typically be no more than two button presses away from any screen.*

This is remarkable.

A light touch will not activate a system. This unit is programmed to require a two-second positive touch to activate.

## Built-in Safety

But wait, there's more. With HattCON controlling everything, we also have built-in fail-safes in the system. For example, press HattCON (which is essentially the Home Screen) and go to nav lights. We then touch the "ON" button.... and nothing happens. The system is designed, by default, to require a positive touch, or in other words a press and hold, to turn the lights on.

**A scroll bar** moves while holding to show that it's working and we can program how long we need to hold to make it work.... A little, a lot, or not at all, your choice.

**Limiting Access for Safety.** Another cool safety feature is that while there are iPad Mini's all around the boat, there are separate profiles, and only the captain gets one with unlimited access. That way, little Johnny can't start altering the course on the autopilot, or discharge the holding tanks while tied to the dock.

Even the steering is programmable. On our test boat, the steering is three turns from lock-to-lock while around the dock. Underway, it's five turns.

Hatteras M90 Panacera

Information and read-out can be moved from one screen to another with a touch.

## Lights Please

Back to the subject of lights, naturally all the vessel lighting is controlled through this system, no shocker there. But do we really want someone on the bridge shutting off the lights in the VIP stateroom? What if someone is there? Well, the system recognizes where the controllers are and prevents anyone from shutting off the lights in any room that they're not in. This way, no person onboard is suddenly, and unexpectedly, plunged into darkness.

If we really, really, want all the lights off, then yes, there's an override code that can be inputted to allow the captain to do what he/she wants. And that code is user programmable.

Hatteras M90 Panacera

Everything in every part of the boat can be controlled from the master screen, an iPad, and every cabin has its own small pad at its entrance for handy activation.

**Keeping it Simple.** As for each room, sure the iPad can turn the lights on, but instead, Hatteras put a small screen just inside the door of every room so that we can turn the lights on as if we were flipping a switch in



the normal fashion. But instead of a flip, it's a press on a backlit screen with several "switches" for things like lights, temperature, and the ability to raise and lower the blinds.

HattCON M90 Panacera

The ignition is protected by a fingerprint scanner (on left). Once unlocked, the start/stops (center) are active. Emergency stops are under a small flip hatch (shown here with one open and one closed).

## Anti-Theft and Misuse Device

This system is so smart that it also includes a fingerprint identification system to activate the ignition. No keys to turn, just scan your fingerprint and press the start buttons. If you're not one of the ones programmed into the system, then you're not starting the boat.

And just like the lights, there's an override code that the knowledgeable captain can input to still start the yacht if the fingerprint system fails (wet fingers, Band-Aids...etc.). And because it's military-grade, we can program up to 100 users. Not that you'd want to, but you can.

HattCON M90 Panacera

Even with the extensive controllability of the HattCON system, there are still manual switches for the instantly needed things like nav lights, horn, searchlight, etc.

**Essentials are Still Accessible the Old-fashioned Way.** Of course, that is not to say that HattCON has eliminated every button from the yacht. No, some things you still want quick access to. The horn certainly comes to mind, but in addition, the helm panel is also populated with buttons for nav lights, bilge pumps, spot light... etc. Things we don't want to hunt for from *any* interface system, no matter how user-friendly.

This system is much more involved than what we're describing here. In fact, it could use its own full report. But this gives the gist of the system and suffice it to say that the more we used it, the more impressed we were with it.

HattCON M90 Panacera screens

They told us the screens were weatherproof, but we didn't believe them. Now we do.

The system is also paired with the premium audio/visual system with Crestron automation and Integrated Digital Storage (\$163,630) that definitely raises the bar for the entertainment aspects of the 90 Panacera.

## HattCON Systems Summary

### Helm Ship Management:

- Four multi-function touch helm displays
- Surface mounted display foil with integrated controls
- Finger print reader ignition protection with digital passcode backup

## **Integrated Camera system:**

- Night Vision Camera
- Pan Tilt Zoom engine room camera
- Dual Pan Tilt Zoom aft deck cameras

## **Navigation and Systems Management:**

- • Including navigation, radar, chart, sounders, and autopilot
- • Electric power steering alarm monitor
- • Rudder angle indicator
- • Synchronized console illumination
- • Hydraulic system controls integration
- • Navigation lights control and monitoring
- • Light controls, interior, and exterior
- • Lumishore underwater light integration
- • Chiller controls
- • Watermaker controls
- • Dual VHF radios

## **Systems Monitoring:**

- Bilges
- Smoke, fire, and Co detection
- Tankage levels
- Engine and propulsion data
- Autopilot integration with rudder angle feedback

- Generator data
- AC power
- DC power
- Battery charger
- Door and hatch open alarms
- Fuel tank level gauges at deck fills

## **Yacht Automation:**

Two 10" (25.4 cm) integrated multi-function touch display (Galley and Crew) with controls for lights, HVAC, smart glass control, and access to HattCON full Ship Management and System Monitoring

Wall mounted auto dimming touch screens placed in convenient locations with HattCON App accessible features:

- Interior lights on/off/dim
- HVAC controls, smart glass control, exterior lights
- Lumishore multi-color light control
- Master all-off light switch (password protected) with exit timer
- Motion detection control of low level lights in heads
- Window blinds control (optional)

HattCON iPhone/iPad app fully configurable with dual profiles:

- • Master / Captain profile with access to main system
- • Guest profile with access to guest stateroom light / HVAC control and limited access to main system

## **The Helm**

Hatteras M90 Panacea helm

Like everything on our test boat the helm was clean and simple. Views from the helm chairs are 360-degrees. During our test the helm was buttoned up with isinglass.

Hatteras M90 Panacea

All controls are within easy reach when standing. Note that the controls at the right and the left are on a flat surface just as we find on commercial vessels.

Hatteras M90 Panacea

The CAT and Twin Disc control systems are manual but Bluetooth control can be easily managed from one of the arms of the Crown helm chairs.

Hatteras M90 Panacea helm chairs

Crown helm chairs have been standard equipment for years on superyachts and provide comfort and durability. The arm Bluetooth control had not yet been installed when we tested the boat.

## Features Inspection

### The Stern

Hatteras M90 Panacea helm

We start our inspection at the stern where the hydraulic platform serves both as a teak beach and as a repository for the ship's tender.

Hatteras M90 Panacea

Some owners will prefer to stow their tender on the boat deck and launch with a davit. 6" cleats are at the quarters for the hydraulic platform to tie-off the painter of the tender. The arrow points to the cubby where the shower is stowed.

### Swim Platform

The swim platform is sizable at 4'3" (1.30 m) for the fixed portion and a 5'4" (1.63 m) hydraulic lift section (\$178,816) that has an 1,800-pound (475.51 kg) lift capacity for installing a tender. In the center are integrated stairs so when the platform is lowered the stairs automatically deploy.

In the transom there is a watertight door leading to the crew's quarters and above that, and to starboard, there's a hatch to the transom shower. For securing a tender, both corners of the platform are fitted with 6" (15.24 cm) pull-up cleats.

Hatteras M90 Panacea

With the platform lowered, stairs are automatically deployed.

## Side Decks

The M90 Panacera has a symmetrical layout so the side decks are the same width on both sides. Just ahead of the aft deck, there are opening side doors. The width of the deck is 19" (48.26 cm) from the cabin sides to the bulwarks that come up 33" (83.82 cm) from the deck.

Hatteras M90 Panacera

Here we see Captain Steve accessing the compartment that holds the Sea Stair aluminum ladder that is used forward to allow passengers aboard from a low dock.

Hatteras M90 Panacera

On the starboard side Captain Steve stands in front of the pantograph door that leads to the galley. The bulwark is 4'3" (1.29 m), adding a significant element of safety and keeping green water off the deck. To the starboard cabin sides at midships, a hatch conceals the Sea Stair side boarding ladder allowing us to enter the side decks just ahead of midships, and adjacent to the watertight doors leading inside. The extended overhead adds protection from the elements and rain is channeled over the side and not onto the deck, or its occupants.

Hatteras M90 Panacera lights

At night the exterior is lit in blue courtesy lights. The flying bridge gets red to protect the operator's night vision.

## The Bow

At the bow, Hatteras created a comfortable gathering and entertaining area that is sure to be a popular place, especially when underway, thanks to the magnificent viewpoint. It consists of a sun pad running 6'1" (1.85 m) fore and aft, and 8'6" (2.59 m) side to side.

Just behind is opposing seating for up to 10 to either side of a solid wood table on two fixed pedestals. Naturally, there are courtesy lights at deck level and speakers connected to the stereo that is controlled by HattConn. And as expected, there's storage throughout this area.

Hatteras M90 Panacera bow lounge

The bow gathering area can handle the whole guest list, and then some.

Hatteras M90 Panacera

The beautifully finished bow table is on fixed pedestals.

Hatteras M90 Panacera bow lights

Courtesy lights keep the entertainment going well after the sun goes down.

Hatteras M90 Panacera

Because of the boat stability, wide beam and high bulwarks, everyone will feel comfortable riding forward.

Hatteras M90 Panacera

The sun pad forward of the conversation pit measure 8'6" (2.67 m) wide and 6'6" (1.98 m) head to foot.

## Aft deck

The exterior gatherings continue at the aft deck, and actually, this will likely be the first entertainment space that guests will see as they board the M90 Panacera. The entire area is under the protection of the extended flybridge deck's 7'1" (2.16 m) overhead. Built-in seating is nestled into the transom, and there is lots of deck space to the sides and inside of the table to place folding deck chairs.

Hatteras M90 Panacera

Access to the aft deck is via stairs to both sides of the swim platform or side doors. Notice the courtesy lights at each of the teak covered steps.

Hatteras M90 Panacera

The aft deck allows for al fresco dining and entertaining while still being under the protection of the extended overhead.

Hatteras M90 Panacera

The large console to the starboard side of the aft deck is a multi-use structure. It can serve as a side table for a buffet dinner, a place to stack beach towels and suntan lotion when anchored while guests are swimming, or a table for staff to serve drinks to friends during cocktail parties. The arrow points to the door to the crew quarters.

Hatteras M90 Panacera

Genel living is the name of the game aboard the Hatteras M90 Panacera.

The built-in console has ample counter space and a covered sink. Below is a refrigerator, icemaker, and storage. Overhead is a drop down 40" (101.6 cm) TV (\$18,400) controlled through HattConn, along with the stereo connected to speakers throughout the aft deck.

To the port side is access to the crew's quarters and then the stairs to the flying bridge. Another set of stairs to the flying bridge is inside.

Hatteras M90 Panacera

At night, courtesy lights make for a safe transition to the flying bridge.

## Flying Bridge

The flying bridge is accessed from either an external set of stairs at the aft deck or an internal set to port of the dining room. It's an open flybridge and Hatteras also builds an enclosed version as an option.

Hatteras M90 Panacera

This is the standard flybridge layout, which was the version of our test boat.

Hatteras M90 Panacera

The enclosed flying bridge moves the helm to the center. Couches form an L-shape. A day head is included. Starting with the aft section, Hatteras creates an open area that can be used as a boat deck or, as on our test boat, an open sunning area. If the boat deck option is chosen, a crane will be fitted that can launch a tender or water toys off the stern or over the side. On our test boat, this owner went with the open plan. Ahead and to port there is a double-burner electric grill with open counter space that we'd like to see equipped with raised edges. Below is a refrigerator and storage compartments.

Hatteras M90 Panacera

The aft section of the flying bridge offers plenty of open space if desired. Others may choose to use this area as a boat deck. The double grill is ready for a party.

Hatteras M90 Panacera fly bridge

Without the isinglass in place the whole flying bridge is one large entertaining and sunning venue.

Hatteras M90 Panacera furniture

When underway, all dock furniture can be stowed or lashed down.

Hatteras M90 Panacera grill

The grill makes an excellent addition to the outdoor entertaining venue on the flying bridge. A refrigerator, icemaker and cabinet storage are under the counter of this aft-deck entertainment center.

Hatteras M90 Panacera

The flying bridge adds a sophisticated level of entertainment to this elevated vantage point. Notice how the open design can be enclosed with isinglass as desired.

## Forward Flying Bridge

The forward section consists of opposing seating starting with a table to port that seats eight across from a sofa behind a teak table with stainless steel beverage holders. Above the dining table is a drop down 40" (101.6 cm) TV. The decking is teak (\$108,233) with a natural finish. Continuing forward, the entertainment continues with two stations flanking a walkthrough to the helm area. To port is open counter with storage underneath. To starboard there's a sink with more open counter space, and below there's another refrigerator along with an icemaker.

The hardtop is 6'8" (2.03 m) off the deck and extends partway to cover the forward seating area, which on our test boat was enclosed with roll down isinglass curtains to provide three-season comfort and maintain climate control through the air conditioning system.

Hatteras M90 Panacera

The couch presents a comfortable conversational atmosphere behind a set of teak cocktail tables.

Hatteras M90 Panacera

The flybridge dining table seats eight. Notice that the table is weatherproof.

Hatteras M90 Panacera

In warm climates with the breeze wafting through, guests will know that they have arrived.

Hatteras M90 Panacera

Once again we see the thoughtful design of a cabinet placed near a dining area so that it can be used as a side board.

Continuing ahead between these two units, we come to the starboard mounted helm and a port mounted L-shaped seat that allows guests to enjoy the captain's company and the same view.

Hatteras M90 Panacera

This comfortable seat allows guests to enjoy the captain's company and the same view.

Hatteras M90 Panacera

The best of both worlds: the lounge seat is raised so that guests can see over the forward coaming, and a stainless steel bar is also installed to provide a needed footrest.

Hatteras M90 Panacera

Adjacent to the L-shaped seating are the stairs to the salon and dining areas.

Hatteras M90 Panacera



The stairs to the flying bridge are hardly noticeable, and by putting a cabinet under them, hardly any space is lost.

Hatteras M90 Panacera

The stairway to the flying bridge from the interior utilizes the floating treads to maintain the open atmosphere of the interior as a whole. These stairs will be the most popular way to access the flying bridge.

## Interior -- General Observations

The interior of the M90 Panacera takes good advantage of its 22'6" (6.86 m) beam to provide plenty of open space that further benefits from the thoughtful design touches of Cullen Moser. It takes a lot of influences from the 70 Motor Yacht with its copious amounts of natural light and tall frameless windows. But the overall look and feel, in terms of the choice of woods in particular, strikes a balance between classically modern but still timeless yachting elegance.

One doesn't look at this interior and identify it with an era or timeframe. It's a combination of the characteristics of the 70, and indeed some of Hatteras' older flushdeck yachts, expertly blended to create this timeless styling.

Hatteras M90 Panacera

Here we can see the differences from the standard main deck layout (top) and the version with a single balcony (bottom). Notice the seating to port is removed in favor of the sliding glass doors to the balcony.

**Less is More.** As for the layout, a lot of consideration went into it. The architect Ludwig Mies van der Rohe's minimalist design and "less is more" concept certainly applies here. Moser was able to maintain the open and airy feel of the M90 Panacera by carefully locating the interior furnishings so that they accommodate all the guests while still providing a roomy flow through the salon, and indeed the entire deck.

## Salon

Hatteras M90 Panacera

The three-panel galls sliding doors open and close automatically. When opened all of the way, they permit a wide entry way to the salon which eliminates a bottleneck when entertaining.

**Intelligent Doors.** As we move to the interior, we gain access via a set of electrically actuated three-panel sliding glass doors with polished stainless steel frames. The doors will stay open for 5 seconds, plenty of time to allow people to walk through. If we get some late arrivals and the doors start to close, sensors both inside and outside will stop the closing procedure and open them fully again.

Of course, we can lock them open to allow fresh air, plus they can be opened fully across the opening to form one continuous flow from the aft deck.

Hatteras M90 Panacera

A view of the salon from the entry doors aft. In addition to the sliding side doors to port, note how low the window sills are, and how wide. The 7' (2.13 m) helps give the salon a feel of openness. The synthetic hardwood grain deck provides a passageway forward and the deep pile carpet to starboard anchors the furniture.

Hatteras M90 Panacera

The sliding glass doors to port give the salon an added allusion of space -- but at over 16'7" (5.05 m) it is a wide by any account.

**Light There Be Light...and Vista.** The interior design concept was to provide panoramic views out the huge frameless windows, with low sills, and electrically actuated blinds (a la HattCON) completely surrounding the interior spaces. The open and airy feel is enhanced by the 7' (2.13 m) overhead height, one of the highest in class.

To the aft port corner, there's a 65" (165.10 cm) flatscreen TV connected to a premium, and we do mean premium, surround sound system. Guests will be comfortably ensconced in the custom designed furniture consisting of a sofa and two individual chairs that are wrapping around a large cocktail table, all to starboard and all over a deck fabricated from engineered White Oak. An area rug separates the seating spaces from the natural path further aft.

Hatteras M90 Panacera

Storage solutions are everywhere. Notice the beautifully finished rosewood that we'll see throughout the yacht.

Hatteras M90 Panacera

The salon table includes even more storage underneath in the form of drawers. One of the many iPads scattered around the yacht is on top -- all able to use the HattCON system.

**To maintain the open feel**, and the walkthrough capability, a buffet cabinet was installed to port and moved forward under the floating tread stairway to the flying bridge. It offers plenty of open counter space and underneath, there's storage, an icemaker, a refrigerator and dedicated storage for leaded crystal.

Hatteras M90 Panacera

Look closely and note the horizontal rosewood grain on the cabinets at right, and the vertical wood grain on the bulkheads. This is a clever device to naturally move the eye sideways and up, adding to the illusion for even more space.

## A Balcony for Romance

The owner of this yacht chose the optional sliding glass doors leading to Hatteras' debut electrically actuated flip-out balcony (\$239,000 with glass doors) that adds a hefty dose of romance to this yacht. It can be installed to port, starboard or both sides if desired.

Hatteras M90 Panacea

In addition to looking cool, this balcony opens up the interior of the boat to give guests a real sense of the sea, its smells and sounds.

Hatteras M90 Panacea

In addition to being an ideal place to take memorable photos of lucky guests, a small café table can be put here for breakfast for two, or be a romantic spot for drinks during a cocktail party. When at anchor in gin-clear water, kids (and adults) will love using it as a diving platform.

Hatteras M90 Panacea

Captain Steve takes the measure of the balcony which extends over 4' (1.27 m) from the superstructure.

## Dining Room

Keeping with the open floor plan, there's a smooth transition between the salon and the dining area just ahead. In fact, the delineation between the two is more of a subtle feature that draws the eye without occupying space. Looking overhead in the salon we see Rosewood strips housing the LED lights. In the middle of the full length of the overhead is a wider strip that continues down the side bulkhead and it is this that separates the two rooms, all without a wall.

Hatteras M90 Panacea

The overhead of the main deck spaces are trimmed with Rosewood that matches the side bulkheads and serves as a mounting point for the LEDs. A wider section shows the separation of the salon and dining area. Ahead of the table, another buffet/storage unit is against the forward bulkhead. Along with the ample counter space, the dinnerware stores here in dedicated holders that keep everything secure in a seaway.

Hatteras M90 Panacea

All of the dinnerware is stored in secure holders.

## Hatteras M90 Panacera

All of the glasses are part of an allowance and are supplied by Hatteras along with tableware, silverware, cooking utensils, bedding and even safety gear.

## Hatteras M90 Panacera

The icemaker and refrigerator are staples of any entertainment venue and are located in the buffet cabinet under the stairs to the flying bridge.

**The focal piece** of the area is, of course, the table that seats eight. Chairs are by Holly Hunt and leather upholstered. Under the table the wood pedestal is open and beveled.

When underway, there are covers for each of the chairs that get attached to the table's cover. In this manner, the chairs remain secured during passages. Overhead, Rosewood styling continues and frames a mirrored in a soffit with drop lights along with subtle perimeter lights.

## Hatteras M90 Panacera

Comfortable and formal seating for eight is in the dining area. Note the low window sills at right, one of the signature features of the 90 Panacera.

## Hatteras M90 Panacera

Owners get an allowance from Hatteras for furniture and can source it from wherever it is wanted. This is one of the ways that an owner can make the yacht semi-custom.

## Hatteras M90 Panacera

The pedestal maintains the open atmosphere, is beveled and finished to match the table.

## Hatteras M90 Panacera

With the table covered, separate covers for the seats can be attached to keep all seats secured when offshore.

The forward section of the dining room consists of a bulkhead with open passages to both port and starboard leading forward to the galley. The passageway to port has a watertight door to the side deck. The day head is opposite. The passageway to starboard has another watertight door and opposite is the companionway to the lower deck accommodations.

In this way, staff can enter the galley from their quarters aft without disturbing the guests.

## Day Head

No yacht this size would be well designed without a day head and the M90 Panacera has one which maintains the modern décor with elegance by having a bulkhead covered in marble. It is located in the port passageway between the dining area and the galley, just opposite the door to the side deck.

Hatteras M90 Panacera

The day head is convenient for guests in the dining room, salon and in the galley.

## Galley

The M90 Panacera galley is fully forward on the main deck and clearly lends itself to having a professional chef onboard because there's a distinct separation between this cooking area and the rest of the yacht. And to our eye, it's a professional grade galley.

**Europeans, especially**, will like this layout. But it has also been carefully designed to be a country kitchen, as well, something that most American will like.

Hatteras M90 Panacera

The galley measures over 14' (4.26 m) fore and aft, and over 15' (4.57m) side to side. The light colored shaded area indicated the size of the skylight -- nearly 8' (2.3m) by 10' (3m) wide.

**Let There Be Light.** But the biggest distinction between this galley and others in class is its massive window and glass treatment that are on three sides plus the huge skylight on the overhead. Since the M90 Panacera has its only helm station on the flying bridge, the chef will also enjoy the outstanding views that the captain normally would have in this forward position.

The entire area is surrounded by windows. Overhead is a massive skylight with Smart Glass that dims to a moonlight shade at the touch of a HattCON Button.

Hatteras M90 Panacera

The overhead skylight is the most amazing features of the Hatteras M90 Panacera galley and it has Smart Glass so it can go opaque as seen here.

Hatteras M90 Panacera

Note the large wide windows in the galley, something that sets this yacht apart.

Hatteras installed all high-end appliances from Miele and Sub-Zero. There is an island with a sink. The dishwasher and microwave under the counter. The microwave (which is under a counter) can be moved aft to the main cabinetry but on this yacht, the owner chose that spot for an espresso machine.

Hatteras M90 Panacera

The galley is professionally laid out with all high-end appliances.

Now, we've discussed three formal dining areas (aft deck, main deck, flying bridge) so it makes sense to have at least one informal dining area. On the M90 Panacera it's just ahead of the galley, against the windows. Here we can enjoy the light lunch or make the quick sandwich. Just to the port hand side of the seating is a chilled wine locker.

Hatteras M90 Panacera

This breakfast nook and all of the windows make this galley an ideal country kitchen.

## Accommodations

We access the lower deck from stairs to the starboard side companionway between the dining area and the galley. At the bottom of the stairs is an atrium that gets a lot of natural light from the windows, and watertight door, above.

Hatteras M90 Panacera

The M90 Panacera features four separate staterooms, all with en suite heads.

Hatteras M90 Panacera

Across from the stairs is a small refrigerator so we don't need to have to go up to the galley just for a late night cold beverage. Above is storage space, perfect for stocking those items that guests always need but often forget... toothpaste, Q-tips, ChapStick, sunscreen, etc.

## Master Stateroom

The master stateroom is full-beam which provides us with hullside windows to both port and starboard. Electrically-actuated blinds are operated by the HattCON system using iPads or the touchscreen at the door. Storage is all around, including underneath the king-size berth. Just ahead of the berth is the requisite flatscreen TV (55" /139.7 cm).

Hatteras M90 Panacera

The master is full beam, with the focal point being this king sized berth. Hull side windows are to both sides and storage is everywhere.

The berth is mounted slightly off of the centerline and to starboard. The reason is that to port is a pair of closets flanking, what could be considered, a dressing area. The storage under the portside window includes a vanity with a flip-up lid with a mirror underneath.

Hatteras M90 Panacea

The portside storage drawers incorporate a vanity table complete with mirror.

Just behind the aft bulkhead is the master head. Sensors in the ceiling detect when someone enters and subtle courtesy lights illuminate the deck so nature's calls in the middle of the night remain safe.

**The walk-in shower** is at the far end of the head, and being against the hull, includes a hull-side window with the same smart glass as in the galley so it can be rendered non-see-through as desired.

Hatteras M90 Panacea

The master head has his-and-her sinks. The toilet is just past the wood bulkhead and the walk-in shower is past that. The hull side window is made of smart glass.

## Guest Staterooms

The guest staterooms are just forward in the main companionway. One is to port, the other is to starboard. And both are largely mirror images of one another. They both have a pair of single berths that can slide together to form a queen. When that occurs, the berth covers a center nightstand and another is revealed to the side.

Both have hull-side windows and plenty of storage. The one difference between the two staterooms is the heads. The port is slightly smaller than the starboard due to the fact that the atrium service bar, with refrigerator and storage, is just behind the bulkhead.

Hatteras M90 Panacea

Here we can see how the guest berths slide together and apart. Notice the nightstands and how one gets covered while another is revealed.

Hatteras M90 Panacea

Here we can see the differences between the two heads, with one being slightly larger than the other due to the space needed for the service bar in the atrium.

Hatteras M90 Panacea

Just ahead of the guest staterooms is a utility room, and what a welcome addition to the layout it is. It includes a stacked washer and dryer and ample storage.

## VIP Stateroom



Fully forward we have the VIP stateroom laid out much like what we would expect with an island queen, hull-side windows to port and starboard, storage closets just adjacent to the foot of the berth, additional storage is to either side of the berth and a TV mounted to the aft bulkhead.

Hatteras M90 Panacera

The VIP is nicely laid out with an island queen berth and plenty of storage.

Hatteras M90 Panacera

There's a private entrance to the en suite head. It is fully outfitted and includes a walk-in shower.

## Construction

The Hatteras M90 Panacera is undoubtedly one of the best constructed motoryachts in class. Its hull is resin-infused to achieve the optimum 60/40 glass to resin ratio for maximum strength at minimum weight. Bulkheads and interior decks are also resin-infused. It has a large number of longitudinal stringers and athwartships frames and they are high, and made strong with extra laminate to minimize hull panel deflection.

**No Flex Please.** This approach to construction is different than many builders which rely on the natural tensile strength of the fiberglass laminate which can sustain a relatively high-degree of flex in the hull panels. Hatteras does not like hull flex because with it the interior will creak, and over time door frames and internal structures will work.

Hatteras M90 Panacera

The Hatteras M90 Panacera is like a little ship with high freeboard forward, high bulwarks around the deck, a real flying bridge with high bulwarks, and a hardtop as standard.

**Heaviest Motoryacht in Class.** At 230,000 lbs. (104,236 kg), she is most definitely in the heavyweight category, probably *THE* heaviest in class, despite her resin-infused hull. So, why is she from 12% to 20% heavier than other boats in class?

One of the important reasons is her low-flex policy of construction which results in a heavy structural grid in her bottom mentioned above. But there are many other reasons, here are some of them—

- **Loaded with Lots of Standard Equipment.** A partial list of standard equipment: stabilizers, 1800 gpd watermaker, 2x 40 kW generators, 4500 Maxwell windlass with anchor and chain, 5 ton chiller system, two hot water heaters, and powered sliding doors.



- **Solid Fiberglass Hull Bottom.** Hatteras doesn't believe in cored bottoms because their relatively thin outer skin can be easily punctured by rocks or other solid objects, such as a submerged cargo container that has fallen off a ship.
- **Higher Freeboard.** This yacht is more like a little ship than many boats in class. Her freeboard and bulwarks are higher than virtually any boat her length. Head room on all decks is 6'6" to 7'10" (1.98 to 2.38 m) in the engine room. This means more material is used.
- **Greater Beam.** At 22'6" (6.86), she is the widest boat in class – 1' to 2' more than most. That translates into a lot of extra material -- and, more weight.
- **The interior is Built *In Situ*.** Hatteras does not build cabins and large parts of the boat outside the hull then drop them in and tape them to the hull. Rather, the bulkheads floors, decks, and structural supports are built in the boat and glassed to the hull as they go. This makes a stronger boat, but a heavier one.
- **Largest Tankage Capacities in Class.** She carries 3,285 gallons (12,435 L) of fuel in fiberglass tanks, 820 gallons (3,104 L) of freshwater, and her holding tank is 420 gallons (1,589 L), also in fiberglass tanks. These are not only the largest capacities in class, in the cases of the freshwater tanks and holding tanks, they're twice the capacity, or nearly so, of some of motoryachts of her length.
- **Everything is solid.** Even the counters are solid granite, not honeycombed cored to make them lighter.
- **Lots of little things.** For example, Hatteras runs more wire on this boat because it want runs that can be accessed rather than the shortest distance. Through hulls and plumbing fixtures are beefier, doors are solid not lightweight core covered by veneer.

## Hatteras M90 Panacera

One of the secrets of the performance success of the M90 Panacera is her pair of 8-blade props.

## Innovate with the Propulsion

So, with that said, Hatteras had to innovate in order to make the M90 Panacera competitive with the performance of other motoryachts in class. It did this with a hull design that leaves a low wake and with tunnels in the hull which not only reduced the yacht's draft to 6'2" (1.88 m), but also added thrust to the forward propulsion.

Then, Hatteras installed 8-bladed props that are 54" in diameter and have a pitch of 66" (1.67 m). These may well be the largest diameter and pitch props in class. These props were design not only to produce a high WOT speed but also to reduce vibration.

**Vibration Reduction.** Each time a prop blade makes a revolution it slams a body of water into the hull bottom. The mass and the velocity of the mass hitting the hull surface is one of the things that contributes to hull vibration, and hull vibration creates noise.

By having an 8-braded prop -- instead of a 4, 5, or 6-blade prop -- less mass is slammed into the hull bottom with each blade revolution, thus reducing vibration.

Hatteras M90 Panacera

Captain Steve reports that the CAT Three60 joystick system with the Hatteras-engineered integration with the main props and bow and stern thruster perfectly dialed in control at the dock.

## Performance Test

Once clear of the dock, we were on our way. We started by maneuvering through some narrow waterways that gave us a good indication of how well she handles at low speeds. Soon enough we were at open water and clear to run. Now let's start by taking a look at the numbers.

**The Hatteras M90 Panacera** has a LOA of 91'9" (27.95 m), a beam of 22'6" (6.86 m) and a draft of 6'2" (1.88 m). With an empty weight of 230,000 lbs. (104,326 kg), 90% fuel and four people onboard, we estimated our test weight at 254,236 lbs. (115,320 kg). This is one of the few times we have tested a large motoryacht with nearly a full load of fuel. Usually, builders supply them to us with a half load or less which gives them a fighting chance to hit whatever magic number has been divined.

**With the pair of 1902-hp CAT C-32 ACERTs** turning 54x66 pitch 8-bladed propellers in tunnels, we reached our top speed of 24.7 knots at 2315 rpm. That makes for .1 NMPG, and that number stays consistent all the way down to 1500 rpm and 10.2 knots. Below that RPM, the boat's range starts to double, then double again, then triple.

Hatteras M90 Panacera

While she likes to run at 20 knots, at 9.6 knots she has a range of over 1,300 nautical miles with a 10% fuel reserve.

**However, for normal operations**, most captains will run her at 80% load when moving the boat in a hurry. That comes in at 2100 rpm and 21.9 knots. At that speed she'll burn 169 gph for a range of 382.6 nm -- all

while still holding back a 10% reserve of the boat's 3,285-gallon (12,435 L) total fuel capacity.

## Testing at Displacement Speeds

It's a mistake to think that a lot like this is always cruising along at 20 knots, because there many times when that is not necessary or even desirable. For example, on deliveries when time is not of the essence because the owner will not be flying in for two weeks, or when cruising up the beautiful Inside Passage in British Columbia or the Alaska panhandle.

At times like these, 1000 rpm will propel the boat at 9.6 knots, burning just 21.5 gph (81.4 lph), getting .4 nautical miles per gallon, for a for a range of 1,321 nautical miles on a load of fuel with a 10% reserve.

Hatteras M90 Panacea

In high speed turns she leaned into the turn at about 7-degrees, keeping everyone aboard comfortable. Her straight shafts are conventional for this class of boat.

## Handling

Hatteras spent a lot of time and effort into making a well performing hull so we need to test her handling, smoothness, and low sound. The first part is easy.

**To test the handling**, we took it from her full speed and spun the wheel hard over... and found that she'll enter the turn at a level attitude, and then once established into the turn, she rolls a gentle 7-degrees into the turn. We could feel when the stabilizers (\$63,283) kicked in and they, not so much just kept the turn docile, they also worked with the rudders to coordinate the turn, much like an airplane uses the ailerons and rudder in conjunction with one another.

Hatteras M90 Panacea

By pulsing the CAT Three60 joystick toward the dos, the boat moved in that direction with the bow and stern perfectly aligned parallel to the dock -- something that we don't usually see with joystick operation. Typically, the bow or stern moves faster, thus requiring that the joystick be twisted to make the hull side parallel with the dock.

As for timing, the turns aren't quick, nor are they supposed to be. We measured our turn diameter at 600 yards (549 m) and we came around 360-degrees in 2:10 ... again, at full speed.

Hatteras M90 Panacea

Captain Steve demonstrates one of the many uses of the fourth screen -- the one in the horizontal dash counter just in front of the wheel. Here he is checking the movement of the boat testing CAT's Three60 system and the HattCON control.

## Position Hold System

Next, because the systems are so dialed in to one another, we wanted to look at the position keeping capability of the CAT Three60 system. We stopped the boat, engaged the system and used the navigation display to zoom in to 49 yards (44.8 m) to both sides of the screen. It showed a clear picture of holding our heading as well as position. For existing conditions, we had winds to our beam at nearly 15 knots. And, of course, our Zero-Speed stabilizers were locked. Once disengage from the system, we immediately started moving at ½ knot.

Now normally this system goes through a Caterpillar interface, but what Hatteras did was work with CAT and Twin Disc to get the codes and lock that interface in with the HattCON system. So here we have it on the HattCON screen where we otherwise couldn't if it were a Garmin, Raymarine, Simrad or whatever other display. Again... another example of HattCON being one interface.

Hatteras M90 Panacea

In order to check on the boat's vibration at WOT our test captain walked out on the back deck (something we don't advise anyone doing). With a foot on the integral swim platform and the hydraulic platform, he could detect much vibration. So, he knelt down to feel the deck with his hand. He reported only minimal vibration.

## Smooth and Quiet

Now lastly, to see how smooth and quiet this yacht is, our test captain did something he'd never normally do...he went to where the worst of the sound and vibration should be... right behind the propellers out on the swim platform.

First, he measured the sound levels, with the wind, spray and engines all going full blast. He measured between 90 and 91 dBa. We've measured more noise on sportboats than that.

Hatteras M90 Panacea

The water was flat and the boats was stable. Note the minimal wake produced, a good testament to the hull design.

**Exhaust Fumes?** Nothing but fresh air and no station wagon effect. The large mufflers with air scrubbers, underwater exhaust, and design of the stern solved these potential problems.

**Inside Sound Readings.** After recording 90 to 91 dBa on the transom of the boat at WOT, our captain went into the salon and measured 80 dBa at WOT (sound readings are not linear), 78 at 20 knots, and 65 at 9.6 knots. The latter number is what we record during a quiet conversation in an enclosed room.

## Joystick Smarts

**As for Low Speed Handling, It's Impressive.** The CAT Three60 Joystick combines the main engines with the standard 45-hp bow and optional stern (\$50,090) thrusters to provide complete maneuverability around the dock and as it turns out, it's among the most dialed-in systems we've seen. The reason for this is, yet again, the Hatteras penchant for making any systems better, even from third party vendors.

Hatteras M90 Panacea

The CAT engine controllers and the CAT Three60 joystick provide the lion's share of the excellent close quarters maneuvering capability.

In this case, instead of having separate hydraulic systems for the thrusters, steering, stabilizers...etc., Hatteras instead combined all of them together and made one master system with one interface. This makes all of the functions from different vendors all work with one another since they now are all talking to each other. The result, as far as the CAT Three60 (\$220,000) joystick operations are concerned, is a boat that is extremely easy to maneuver.

When we moved the joystick, the boat moves exactly in that direction. Typically, the bow or stern will have more push and we then have to compensate by turning the stick while at the same time, moving it sideways. Not so here. Move it sideways and the whole boat moves precisely as wanted.

Hatteras M90 Panacea

The trunk cabin superstructure is on a powered lift to raise in order to get to the anchor below. This innovation provides more room forward for the sun pad and eliminates a tripping hazard.

## Ground Tackle

In addition to the rail coming up 4'1" (1.25 m), Hatteras did a good job of adding a measure of safety to the working end of the bow. The ground tackle is concealed under an electric lift hatch that not only protects the area from the elements, it protects the guests from the myriad of tripping hazards associated with any area such as this.

Collectively, the ground tackle consists of a 4,500 lb. (2,041 kg) capacity Maxwell windlass hauling a 140-pound (63.50 kg) stainless steel plow anchor and 300' (91.44 m) of acculoy hot-dipped galvanized chain.

There's a hatch so that we can access the rode, and the stainless davit is equipped with both a flip-down chain stopper and a sprayer to clean off the rode as it's being retrieved. If a rope/chain rode is desired, a capstan can be easily added to the top of the chain stripper.

Hatteras M90 Panacea

The anchor system is recessed into the deck and concealed under an electrically actuated hatch.

Hatteras M90 Panacea

With the anchor concealed under an electric lift hatch, safety at the bow is enhanced.

## Crew Space

The crew's quarters can be accessed from either the watertight door at the transom, or a discreet door at the portside of the aft deck. If entering from the transom, then once inside, to port is a crew stateroom with an over/under berth and the usual accommodations for storage and TV.

Hatteras M90 Panacea

The crew's quarters is full beam and sleeps four, assuming the captain shares the queen-sized berth with a companion. Of course, bunks can be put in this cabin, too.

Hatteras M90 Panacea

Crew access is through the usual, watertight transom door.

Hatteras M90 Panacea

Two crew members share this double stateroom with over/under berths.

Directly across the companionway is the shared head. From this head, there's another access door leading to the captain's cabin. Here we have a queen-sized berth with plenty of storage all around. Coming out of the captain's stateroom leads us to a small central seating area with a two-across bench seat opposite a flat screen TV.

Hatteras M90 Panacea

The captain gets a queen berth with a separate access door to the shared head.

## Crew Galley

Just to the port of the crew's seating area, is a modest galley with an over-the-counter microwave and plenty of counter space. Below are refrigerated drawers, then a single basin stainless sink with storage above and below. And then, of course, there are the curving steps to the aft deck.

The crew gets a functional galley next to a modest seating area in front of a TV. Just ahead is the stairway to the aft deck.

## Engine Room

The engine room is accessed from the forward end of the crew quarters. Just outside the door is an electrical panel with 6 separate distribution switches to direct the power from the two 40 kW generators, shore 1, shore 2, or off. And we're happy to see that switching from any one power source to another requires going through an "off" setting first so surges are not a factor.

One of the main power panels is right outside of the engine room and next to the captain's cabin.

There are separate switches for six individual systems so we can direct the source of each one.

**Upon entering the engine room** we were greeted with a welcome work area. The overhead measured 6'8" (2.03 m) right at the doorway, and when we continued ahead, we stepped down and the headroom increased to 7'10" (2.39 m).

At waist height, we measured 28" (71 cm) at the narrowest point between the six fuel filters. To either side of the entrance are the twin 40 kW generators, and of course the main focal point of the engine room are the twin Cat C-32 ACERTs at 1902-hp each (\$315,000 upgrade cost from the standard 1600-hp CATs).

At 7'10" (2.99 m), the M90 Panacera has the highest engine room overhead in class.

Looking forward in the engine room notice the wide aisle, and hand holds are overhead. Note the high exhaust risers.

## Engine Room Equipment

Naturally the engine room has the usual cast of characters expected in a boat of this class... air scrubbers, massive (5 ton) chilled water air conditioning system, twin 40 kW generators, three high capacity Racors on each engine, two water heaters (50 and 30 gallons), etc. But, there are two standouts as standard equipment, in our opinion.



**The 1,800-gallon/day (6,814 L/day) water maker from Dometic is first.** Never being ones to be satisfied with a stock system, Hatteras decided to work with Dometic and incorporated a significant upgrade to this system. Watermakers lose their prime easily. It's just the nature of the beast. All it takes is a roll or backing down causing bubbles to go under the boat. Then the alarm goes off and you have to go down and re-prime the system to get it taking in water again. Well here, in essence, the two companies' (Dometic and Hatteras) engineers created a programmable logic controller (PLC) to solve the problem.

Hatteras M90 Panacea

It is unusual to see a watermaker as standard, much less one with an 1800 gpd production capacity. Theoretically, this machine can fill the boat's 820 gallon (3,104 L) tank in two hours 20 minutes. This is an important capability, because these units are typically somewhat noisy, so can be run quickly when the owner is off the boat.

**The Solution.** What Hatteras told Dometic it wanted was when the water maker loses its prime and the high-pressure pump quits, to flush out the head of the pump every time it lost its prime. If you flush the boost pump, it's going to self-prime itself.

The system keeps doing this until it builds its pressure on the high pressure side, and will do it up to three times each time it loses its prime. If it doesn't re-prime after the three attempts, then, and only then will it remain in shut down mode and signal the alarm for a manual re-prime.

Since the application of this engineered system, Hatteras has never had to manually re-prime a water maker.

Hatteras M90 Panacea

Again, Hatteras worked with the exhaust muffler vendor to get exactly what was wanted.

**Then we Come to the Exhaust System.** Hatteras wanted to ensure that this boat was the quietest, cleanest and least obtrusive yacht available. To that end, the exhaust system starts with huge risers that are high enough to provide the necessary back pressure to the system while still eliminating the backflow from being down below the waterline.

From there the system feeds into massive muffler systems that quiet the output and incorporates soot scrubbers into the system. This means that we don't smell diesel exhaust. Because of the boat's design and outlet placement, we avoid the station wagon effect of having the exhaust come back over the swim platform and onto the aft deck. We checked this -- no fumes.



Finally, the exhaust is directed into the water. The result is a quiet ride that at cruise peaked at 90 to 93-dBa from the swim platform at full speed with no diesel-y smell. This will be the friendliest boat at the anchorage.

This exhaust system also has the advantage of running low under the crew deck, so Hatteras was able to provide the M90 Panacera with a full beam crew quarters.

## Fuel Fill

It seems amazing that we have a section dedicated to a fuel fill, but here it is. On our test boat, the fill was on the port side, but it can be on either, or both. It resides behind a hatch about midway up the side deck and against the cabin side.

Hatteras M90 Panacera

Here's the sophisticated fuel fill on the Hatteras M90 Panacera. It can be to either side or both if desired. It starts with the patented vents on top that we can hang a small bucket on to catch any run off, but the likelihood of that happening is slim to none. Here's why...

In the center of the two fill inlets is a digital gauge that shows the progress of the fill process for each tank. Once it gets to 90% it gives an audible alert signaling that we should slow down the, typically high-speed, nozzle. Once it gets closer to 100%, we can stop the pump.

**HattCON at The Pump.** Of course this is made even easier by HattConn. That means that not only is the process monitored by the HattCON screens on the iPad mini's, it's also repeated on your smartphone, so we can be watching right at the pump on the dock, not only at the side deck where the gauges are.

Hatteras M90 Panacera

In the corners of the aft deck there are heavy-duty cleats, stainless steel rollers and a space just ahead for optional warping winches.

## Pricing

The Hatteras M90 Panacera has a base price of \$8,995,000, with nearly everything most people need as standard.

All in, we were at \$10,452,799 for the boat we tested. The most expensive options were the upgraded horsepower on the CAT engines (\$315,000), the fold-down balcony (\$239,000), the CAT Three60 joystick (\$220,000), the hydraulic swim platform (\$178,816), a premium AV system (\$163,630), and teak decking on the flying bridge and boat deck (\$108,233).

Every owner of a motoryacht like this one wants a vessel with a superior build. The Hatteras M90 Panacera has it.

## Observations

There are a number of 90' (27 m) motoryachts on the market, and many of them are less expensive than the M90 Panacera. We advise that owners who just want to drive the ditch north and south and have some big parties aboard tied up at the dock or cruising the harbor to save their money. There are some perfectly good boats on the market for that purpose, for less money.

However, for discerning owners who want to take a 90-footer virtually anywhere in the world and not have to worry much about weather, or taking green water over the bow, or gremlins in the yacht's systems, and not have to worry about how the boat was put together or measure taken to save weight or money, then this yacht should be at the top of one's short list.

When we asked one of the Hatteras engineers why the boat was so heavy compared to others on the market, he answered, "What did they leave out?"

**Semi-Custom.** Remember that when buying any yacht in this price range, the builder is usually more than happy to change many things about the boat to suit, except structural bulkheads and a few other obvious things. On the M90 Panacera, Hatteras is able to provide any numbers of alternative layouts. There is a lot to work with here because the structure of the vessel is so remarkable.

Finally, Hatteras has always excelled at installing systems that are reliable and durable for the long haul. Several of its engineers and department heads have been at Hatteras for over 40 years. They have been building motoryachts longer than most motoryacht builders have been in business. They know a thing or two, because they've seen a thing or two. It is that depth of knowledge that has gone into the 90 Panacera and what has made it an impressive yacht.