

Sea

AND PACIFIC MOTOR BOAT

July 1973

75¢

Volume 65, No. 7

ICD/08710

- ★ **RACING:** TransPac Roundup
- ★ **TECHNICAL:** How To Set Your Headsails
- ★ **CRUISING:** Monterey To San Diego In Autumn
- ★ **COVER STORY:** Barry Goldwater's New Hatteras



Hatteras 53' Motor Yacht

Toh-Be-Kin • Barry Goldwater's New Hatteras

Story and Photos By ROBERT WALTERS

Years ago we began calling them "dry land sailors." It is a form of friendly praise for boating families in the interior west who maintain a yacht at a coastal marina. Commuting and boating—that kind of extra dedication to pleasure boating—always has been appreciated by those on the coast.

For years, Sen. Barry Goldwater of Arizona has been a dry land skipper, keeping his cruiser at Newport Harbor. He adds another dimension, however, because sometimes he comes to the West Coast from Arizona. Other visits start with a flying trip from the land of the Potomac. He arranges as much time as he can to enjoy Southern California's ocean cruising.

The latest affirmation of his fondness for southland cruising is his acquisition of a new, fiberglass Hatteras 53 motor yacht named *Toh-Be-Kin*. This is an Indian name meaning "home on the water," an extension of the name for their Arizona "home on the hill."

Toh-Be-Kin flies the Newport Harbor YC burgee and is ported at his regular slip at the Balboa Bay Club marina.

The custom-yacht was delivered during Easter Week when Sen. and Mrs. Goldwater could be joined for trial runs by family and friends. The color-cover photo shows the group aboard for the first run outside the Newport Harbor jetty. It was a gorgeous Saturday morning and the vessel responded well to Sen. Goldwater at the helm.

The big 53-footer had quite a voyage before reaching Newport Harbor and delivery to Hatteras of California at its Lido Isle marina. Built at the Hatteras plant in North Carolina, it was taken to Florida for deck loading and a ride on a freighter, through the canal and out to the West Coast.

"Motor yacht" describes its impressiveness. J.B. Hargrave, the Florida architect, has worked the space well. It consists of three decks. The flying

bridge deck extends aft to the transom line and covers the semi-enclosed aft entertainment deck.

This is a flush deck cruiser and wide-stepping walk-arounds create an easy flow of crew and guest movement from bow-to-stern. The main salon immediately establishes the generous headroom that also is available below deck. From the walk-around-the-cabin area quick entry is possible through sliding cabin side doors. It fuses aft through wing doors that break the flow of breezes coming down the cabin sides and sets off the full 15-foot-wide lounging deck. This deck space is connected to the main cabin with double doors. The interior helm is not blocked off from the salon so that the effect is one of continuation from the wheel to the transom.

Conforming to the transom curvature is a wide lounge seat and dunnage box, but the center section is removable giving access to a transom ladder down to the teak swim and boarding step.



Nearby, alongside the cabin bulkhead, is the sturdy chrome and teak ladderway leading to the top deck and the outside helm station that is forward and over the main station in the cabin.

The main salon reflects a panoramic view from the relatively high main deck line. The side windows are big and low-reaching. All furnishings were chosen by the senator and Mrs. Goldwater with an eye to simple elegance.

The fullness of the lower deck arrangement creates the extensive livability comforts. The headroom is ample; the Martinique brown teak is rich where it is applied away from the service areas. The flow from one living space to another can best be studied in the accompanying below-decks arrangement drawing.

The key is the Hargrave use of two engine rooms for the twin diesels and accompanying machinery. The companionway over the keel line opens between the galley and the main stateroom area. This deck is reached via a

turning companion staircase leading down from the starboard side of the helmsman's station. Noteworthy, too, are the twin bath and shower combinations and the privacy and accessibility of them in relation to the owner's and guests' staterooms. The dinette in the galley is eliminated from the Goldwater yacht—they prefer serving meals in the airy main salon.

The Hatteras people classify this 53-footer as a "planing hull in a modified V-design, with a sharp entry and a deep forefoot that terminate in a relatively shallow deadrise and transom." The skeg extends for stability and the fore and aft trim of the cruiser, which can be noted in the underway photos, is adjusted through recessed, hydraulically moved tabs. The principal dimensions are: LOA, 53'1"; Draft, 4'; Beam, 15'10"; Freeboard forw'd, 8'4"; and weight more than 46,000 lb.

The twin diesel engines are GM 8V-71N rated at 320 hp each, turning four-bladed propellers. The port

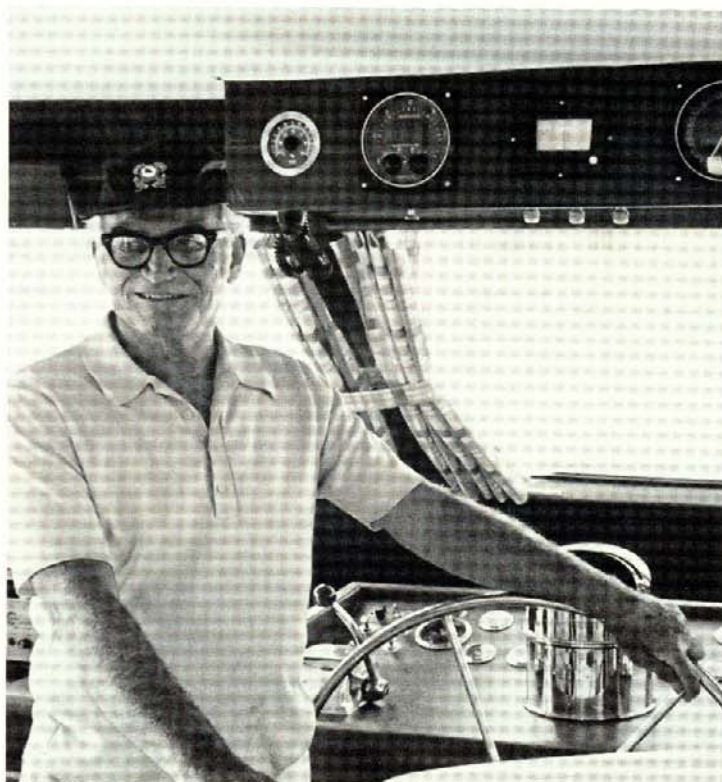
engine room also contains a full air conditioning and heating system. In addition, there is a 6-kw Onan hydraulically driven cruising generator coupled to the port power takeoff. There are holding tanks, a Watermaker system, fire control and all of the accessories expected in a motor yacht of this type.

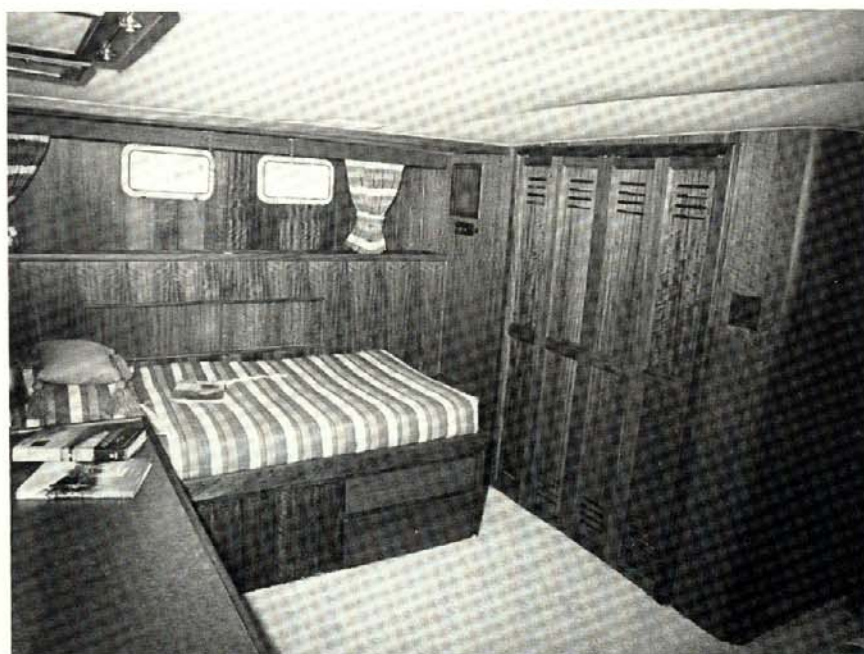
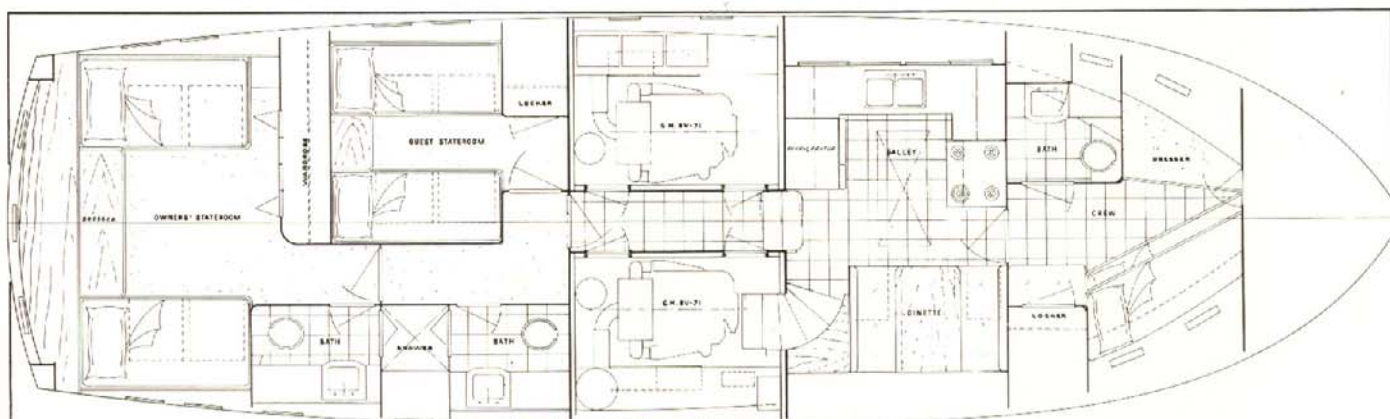
Barry Goldwater takes his new cruiser (opposite) offshore from Newport Harbor.

Goldwater in front of well-instrumented interior station (below, left).

Pictured below, right is the full deck house and semi-enclosed after deck.

The all-electric galley, including electronic oven, is compact and viable.





The main helm, or interior wheel station, is complete with all of the navigational equipment and the control panels for the meters, switches, and circuit breakers for the 32-, 110- and 220-volt service systems.

The more-frequently used outside flybridge station duplicates all that is required for general navigation. Sen. Goldwater is a knowledgeable one with marine electronics and this interest is noted in the separate electronics list. To say the least, the craft is well instrumented.

For additional information: Hatteras of California, Robert Jurs, 3408 Via Oporto, Newport Beach, Ca 92663

Barry Goldwater is adept with radio in general and marine electronics in particular. He is a ham radio operator and belongs to the Southern California group known as Kates' Navy (SEA, p. 41, Sept. 1970), made up of sailors who combine land and sea ham operations very successfully. This electronic grouping on his new yacht reflects this interest:

Decca 914-48 mile Radar
Micro 1107 Omega Navigation System
Swan SS-100 Single Side Band Amateur Radio
Swan Mark II Linear Amplifier
Intech V110- 55 channel VHF Radio

Aeromarine Automatic Direction Finder
Encron 77H Auto Pilot

The folding-doors hanging locker (above, left), is virtually a walk-in when open to the stateroom spaciousness.

Wing doors open or isolate the lounge area between the transom and main cabin. The upper deck is reached from the teak and chrome ladderway.