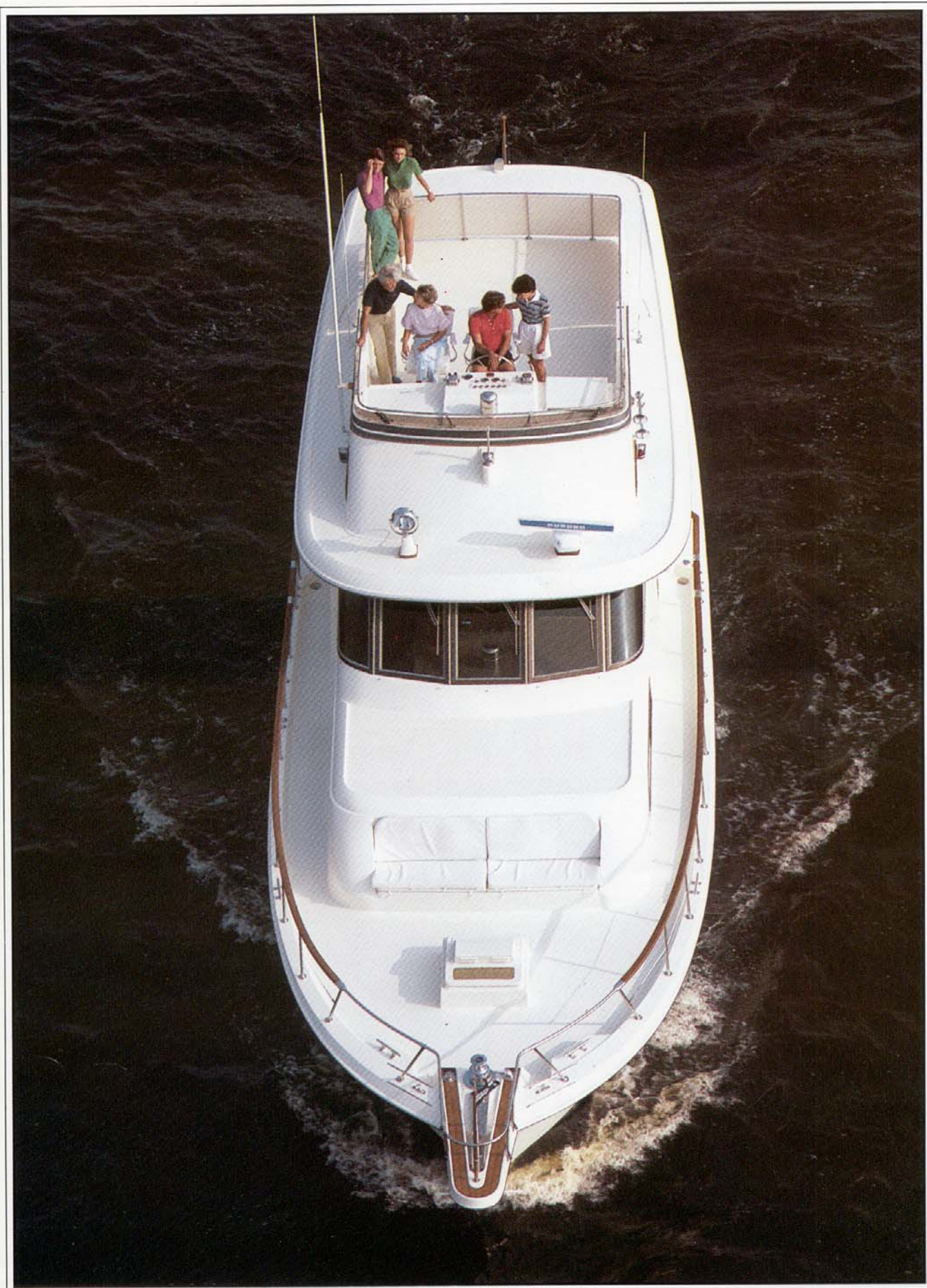


BOATING



**HATTERAS 53ED
MOTOR YACHT**



HATTERAS 53ED MOTOR YACHT

The classic 53 is reborn as a new "Extended Deckhouse" version, with more floor space than ever.

BY DOUG SCHRYVER

It is my old friend, Tom Fexas, a naval architect of some note, who points out the big Hatteras coming south along the ICW. He sips his punch a bit, and I wait for the inevitable comment as the big motor yacht passes.

"You know," says Fexas, "... now, there's a Hatteras. ... and that's one *handsome* boat. You know? Handsome. Hargrave just has that look down pat," Fexas is easing his way out on the dock's apron, and we hang ourselves on a piling to watch the show. "He just sort of took some aspects of the classic Trumpy profile, blended in some of his own stuff from Burger and packaged it in his Hatteras designs. And, boy, has he made a killing. Look, here comes another one."

We spend the rest of the afternoon counting the Hatterases — all of them big ones, sport-fishermen and yachts. In one location near Lauderdale, we count no less than *eleven* within a stone's throw. We lose count at 30.

Jack Hargrave should be proud. He has put his signature on a large portion of the American Scene. His boats. His Hatterases.

If you could pick one Hatteras that most typifies that signature, it would have to be the 53 Motor Yacht. Seemingly endless improvements have been made since the first 53 was launched in 1969. There was the 53 Yacht Fisherman (motor-yacht house, fish-fighting cockpit), some interior modifica-

owners are considered VIPs around Hatteras, they get listened to most.

And lots of them loved their 53s. They they saw the 58 in 1977, and they loved *her* — because there was more room in the saloon, a pilot-house *separate* from the lounge area, and seemingly lots more of *her*. Some moved right up; some stayed with their 53s.

According to the reasoning around the executive offices at Hatteras, a 53 was "... really the limit in size for operating without a hired skipper." So if you wanted a run-her-yourself motor yacht, you had to live with the original amenities until Hatteras figured out how to expand them.

They have, and it works. But it was not just some trick of mold-shop cut-and-fit. It was major renovation.

From keel to sheer, ED is the old 53. Good hull — takes

weight like a champ, without putting the bow down. And a dry runner, with single immersed chines and admirable stability for a boat with such massive tophammer. Also *reasonably* fine and narrow, to make dockside handling easy.

From sheer to truck, ED is something else. She's the 58, sort of.



The saloon of the ED is a full 50% bigger than that on the original 53. Note the classic decor, and entertainment center forward.

tions along the way, and ultimately the parade of larger hulls — all images of the Original Classic, but on a grander scale. Now, enter the latest version: the Hatteras 53 Extended Deckhouse Motor Yacht, or "ED" for short.

ED is proof that Hatteras listens to important people. And since



A look at the drastically narrowed sidedecks on ED (above, left). Also note the expansive bridgedeck, and huge saloon windows. Pilothouse (above, right) is separated from saloon by bulkhead, and has three main electrical panels.

"Oh, so you mean you took a deckhouse out of the 58 tooling, shortened it, narrowed it, sliced it up, stuck it back together, and did your basic Bondo job to build the new tooling, right?" said the presumptuous reporter.

"No, not really," said Hatteras.

"Oh, then you mean you sat down and drew something altogether new," stated I.

"Yep, Pretty much."

"Aw, c'mon, guys."

It was clear I wasn't going to get any trade secrets out of these people, so I began poking around, through the immaculate New Bern plant, up scaffolds, to the mold shop, along the line. Everything is seamless. I'll be damned if I can tell you exactly how they did it, but the new boat is an even-part blend of 58 and 53.

There are places where the smaller size is apparent — like along the after passageways below, and in the galley/lounge (down a gently curved stair from the pilothouse), and maybe a little bit in the sleeping cabins and engine spaces. But the act of carrying the saloon right out full-width, sheer to sheer, produces a near replica of the entertaining space seen in the 53's larger sisters. And the use of "some of the styling and shapes of the 58 Motor Yacht," (this from one Hatteras engineer) means that things like windshields and saloon windows and doors can be borrowed from the bigger boat.

A Class By Itself

After getting the overall picture, I began digging deeper — into the detailing of trim and cabinetry, the mechanical and electrical installations, the fine points of finish. I got lost in it for a while.

It was like a good book, and I was engrossed. I was learning how to speak Hatteras again.

Take one little cupboard in the saloon: the latch is a five-dollar item (at cost), smooth-working, with a nice positive feel; both sides of the door are veneered such that no single seam is visible a foot away; the *insides* of the cupboard are finished veneer, with that lovely satin/gloss oil sealer that Hatteras uses; and the hinges are perfectly aligned and also quite a few bucks at cost.

Or the slick instrument console in the pilothouse: The whole thing pulls out, hinging back and away from the bridgedeck like the top of a Steinway; and the wiring array inside, the harness terminal blocks, the steering controls all *look* like they should be inside a piano.

There's more. The air conditioning duct and plenum system is practically invisible and noiseless because it's been designed — *tuned* — to exactly suit the size of the spaces it services. And there are separate seachests for overboard gray-water drainage. The generator space is served by a little teak ladder that leads you down from the galley/

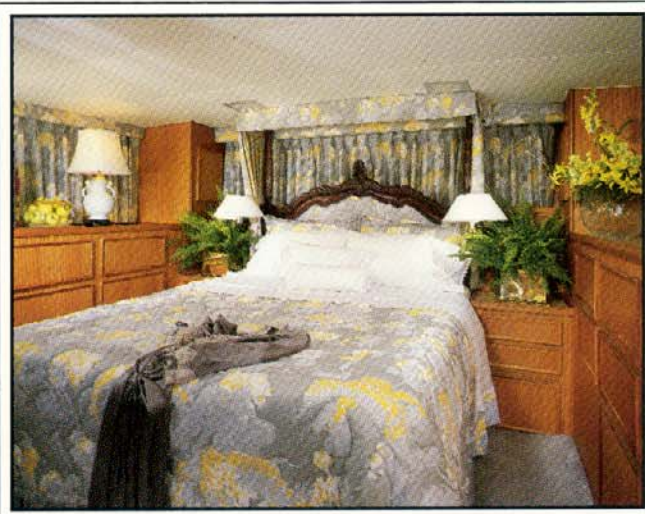
lounge to the hush-covered Kohler and voluminous stowage. And the wiring is bundled every three inches and afixed to bulkheads every six — with its passage through panels and flats protected by plastic chafing gear.

The water system is controlled by diaphragm or "bladder" accumulators to keep pressure constant. Reading lamps and other incandescents are placed such that there's almost always at least *one* within reach no matter where you are in the living spaces. Engine rooms — one per engine — access through twin-latched doors on either side of the belowdecks passageway. And there's the Frigidaire "Elite" frost-free refrigerator/freezer/icemaker, the trash compactor (one of few galley options), the galley's big exhaust fan. . .

These details could go on and on here. The point is this: Those of us who tend to shrink before a Hatteras price list would be well advised to do what I did on test day. Open the book, learn the language, and dig in. Everywhere you look you will find *good* stuff, and in some cases downright perfection. In my humble opinion, nobody does it better — and damn few do it even as well.

New Layout

Hatteras will continue to produce the "old" model 53 Motor Yacht, the one with wide sidedecks all the



Ship's galley (above, left) has huge refrigerator/freezer/icemaker, plus disposal unit, huge range/oven, and shares compartment with lounge/dinette. Master stateroom, one of three sleeping cabins aboard, is sumptuous.

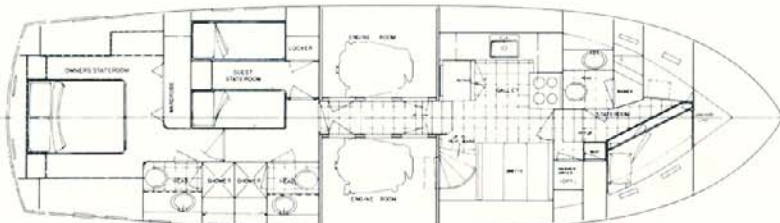
way aft and the helm area contiguous with the saloon. However, back orders on the new ED boat look so promising that New Bern is tooled and ready to crank it out to suit demand. One could infer that those wanting the more traditional 53 may have to wait while that new demand is satisfied, but that shouldn't be the case. The big plant is capable of handling both, I am told.

What makes ED so seductive are the things made possible by the expanded saloon. Better entertaining by virtue of the 55% larger floor space (174 sq. ft., compared with the original's 112). And the enclosed pilothouse keeps the needed process of navigation separate from the cocktails and socializing back aft.

Note that the walkaround decks are not completely gone. There's still a narrow walkway, with adequate grabrails. Enough for the crew to climb around on. For convenient line handling, though, just step through the saloon to the cockpit.

A quick walkthrough: bow stateroom with over/under single berths, big wardrobe, drawer stowage, private head with stall shower, opening ports, custom 25-inch skylight/hatch (screen insert); galley/lounge with 7-foot-plus headroom, huge dinette, giant (10-12 sq. ft.) counterspace, big sink with disposal, dishwasher.

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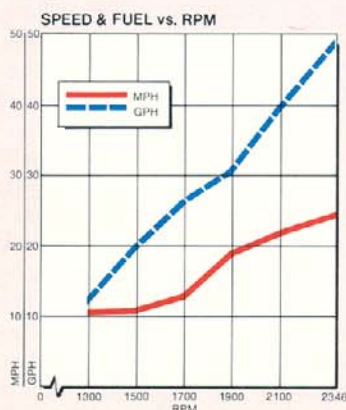
PROPULSION AND PERFORMANCE: Hatteras 53 ED Motor Yacht

Standard power: twin 450-hp DDA 8V-71TI diesel inboards.

Test power: twin 450-hp DDA 8V-71TI diesels, with 568-cu.-in. displacement, 4.25" bore x 5.00" stroke, turning 28" x 31" four-bladed propellers through 2:1 reduction gears (Allison M-20).

rpm	knots	mph	% of top speed	gph	% of fuel use	naut. mpg	mpg	n. mi. range	angle	noise
1300	9.0	10.4	44	11.6	24	0.8	0.9	504	1.5	
1500	9.4	10.8	46	19.2	40	0.5	0.6	315	3.5	
1700	11.0	12.7	54	25.6	53	0.4	0.5	252	5.3	
1900	16.1	18.5	78	30.0	63	0.5	0.6	315	5.0	76.0
2100	18.4	21.2	89	38.8	81	0.5	0.6	315	5.0	77.0
2346	20.6	23.7	100	48.0	100	0.4	0.5	252	5.3	80.0

Advertised fuel capacity 700 gal. Range based on 90% of that figure. Fuel flow measured by Hatteras engineers using Conoflow totalizing meter, a positive-displacement mechanical unit. Speeds, angles, and sound levels measured by BOATING and Hatteras engineers. Two persons aboard, 7/8ths fuel, 7/8ths water, minimal gear and furnishings.



Alleyway aft, with engine room doors to either side just abaft galley/lounge area; through a door that closes the passageway off from the engine alley to a double guest stateroom to port abaft engine space, with two singles, huge wardrobe, more drawer space; opposite is the guest head, again with stall shower; aft still to the master stateroom.

The crowing glory of the ship is this owner's cabin, with its queen-sized bed and lovely cabinetry. A vanity/desk area has a large mirror with "beauty lights" and enough counter surface for Liz Taylor to spread her gear out on. Cabinets and stowage enough for living aboard with all personal belongings. Wardrobe with two bi-fold doors. You'd forget you were abroad a boat were it not for the big opening ports in the transom (two, both escape-hatch-sized) and the others port and starboard (four in all).

Of course, there's a master head, almost a mirror image of the guest head. Stall shower, exhaust system, waste monitor panel, opening port, mirrored cabinet.

Upstairs, the pilothouse is the nerve center. Parquet sole, full systems monitor/alarm setup, 28-inch stainless wheel at the giant console, master 240v board to port, master 32v d.c. board next to that, plus a 120/240 distribution panel over on the starboard side near sole level.

Note that Hatteras makes all of its electric panels out of aluminum, with all terminals the "lock" spade-type for positive connections. Safe, neat, strong.

Pilothouse chart stowage on after bulkhead, 5½'-long bench seat abaft helm, three wipers — one on each windshield panel, plus a nice ladder up to the bridge. Said bridge is open to lots of add-ons (it is itself an option). In other words, it's pretty spare. Complete helm station, venturi that keeps wind at hair level, nice seating. Also a big promenade and plenty of deck space for a Whaler or such.

In all, a most proper yacht. Stereo sounds good, noise levels underway are low, and a party of ten or so guests would practically disappear within the cavernous interior. Feel free to get creative with interior

decor, or use Hatteras's own Mary Reed as a consultant for the more traditional look.

Performance As Expected

ED manages a no-sweat 21.2-mph cruise at 2100. Figure 18.4 knots. Fuel at that speed comes in at 38.8 gph. Best tab setting was full-up. No tab at all. Use the big inset planes to vary trim and heel for comfort at sea.

Power was the standard twin 8V-71TI DDAs at 450 shaft horsepower each (with 90mm injectors). Minimal gear aboard, half fuel, a quarter water. Huge (28" x 31") four-bladed propellers, pushing the whole show — 57,000 lbs. of boat.

These numbers are textbook for Hatteras. A big boat with the feel of a ship. Huge wake, bow making much white foam. Note that Hatteras *knows* it's time to consider a weight-loss program. Their sport-fishermen have taken the diet, and now the motor yachts are getting it going.

According to Director of Design Engineering Don Thornburg, there is a program underway to fully core the big boats. Whether with foam or balsa is not yet clear. For now, ED is about as evolved as any Hatteras motor yacht — lightweight super-

structure with Baltek balsa as core material — stiff, and resistant to the wracking any large structure experiences during the construction process as well as at sea. Still, there's the traditional (and heavy) hand-laminated, single-skin fiberglass hull.

Wrap-up

If my daddy were rich, I'd suggest he buy this big boat. In fact, I'd use every ounce of persuasion, coercion, sweat, and strain I could muster. If I were rich, I'd buy it for him. No hesitation. Lay out the \$440,000 and be done with it. No hired captain needed for a man with experience handling a big motor vessel, more space than your basic retirement condo, and the ability to move with the weather.

You watch these big boats come along the waterway in South Florida, and you *know* what's going on. It's upscale vagabonding — for those who've made it. Jack Hargrave created the handsome image, and Hatteras has turned it into an elaborate language. It is one that is supremely worth learning — provided you've got the time and money.

For more information, contact AMF Hatteras Yachts, Dept. B, 2100 Kivett Dr., Box 2690, High Point, NC 27261.

SPECIFICATIONS

LOA	53'1" (16.2 m)
Beam	15'10" (4.8 m)
Draft	4'0" (1.2 m)
Displacement	57,000 lbs. (loaded)
Freeboard fwd.	8'4" (2.5 m)
Freeboard aft.	6'2" (1.9 m)
Cabin headroom	6'6" (average)
Bridge clearance*	17'2"
Fuel (gal.)	700
Water (gal.)	287

* Waterline to top of bridge windscreen

Standard Equipment (partial list): Complete ground tackle, docklines, safety gear; fresh-water cooled engines; in-board raw-water strainers; fuel filters; fire extinguishing system; 15-kw generator (fwd) with hush cover; pressure hot/cold house water system; automatic bilge pumps, with manual backups; ball-type seacocks on all through-hulls; full bond-

ing; fuel and water tanks are fiberglass; radio ground plates; automatic battery charger; transformer-isolated shore power system; complete engine room/bridge alarm system; saloon entertainment center w/wet bar, icemaker, TV, am/fm stereo receiver and speakers throughout; 120v refrigerator/freezer w/icemaker; 240v range w/oven; showers in all heads; electric toilets/holding-type MSD w/pumpout facilities.

Notable options: Flying bridge with helm seat; swim platform; fiberglass pulpit; windlass; radar arch; boarding stairs; oil-changing system; Racor filters (generator and main engines); fresh-water washdown; spare props and shafts; depthsounders, VHF's, and other electronics; Bimini top and other canvas; hand-held searchlight; microwave oven; washer/dryer; engine synchronizer; speed log; rudder-angle indicator.