

# Hatteras GT65 Carolina (2020-)

## Brief Summary

The Hatteras GT65 Carolina is the newest offshore battlewagon from the legendary builder of bluewater big-game fishing boats. She has a sleeker profile than her predecessor, the GT63 and features a larger cockpit. Belowdecks the GT65 Carolina’s four staterooms and three heads take advantage of the boat’s additional volume.

## Price

Base Price

## Key Features

- New flybridge layout
- New hull and tunnel design
- Hull and stringer system infused as a single part
- Four stateroom, three head belowdecks layout
- Mezzanine seating in cockpit
- Flush-mounted glass helm dash design

## Specifications

Length Overall	65' 2"   19.86 m
BEAM	20' 0"   6.10 m
Dry Weight	103,000 lbs.   46,270 kg
Tested Weight	
Draft	5' 0"   1.53 m
Draft Up	

Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	1,900 gal.   7,192 L
Water Capacity	270 gal.   1,022 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	

Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

# Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

by Capt. Martin Frobisher

running ground or type unknown

The GT65 Carolina replaces the highly successful GT63 and measures 68'2” (20.77 m) long overall with the bow pulpit and 65'2” (19.86 m) without.

# Mission Statement

Hatteras has built its reputation by manufacturing legendary bluewater fishing machines. The GT65 Carolina is the first boat in the company's new GT Series and it combines serious offshore capabilities with the luxury and accommodations that discerning captains and crew look for during an offshore fishing adventure.

## Features Inspection

**The Flybridge.** Let's start at the top and work our way down. The new flybridge has an ergonomically designed console that puts all of the controls in convenient reach. It incorporates the latest in navigation and fishfinding electronics in a glare-reducing, flush-mounted "glass cockpit" array. The captain can be joined by a companion in the dual helm seats and there are lounges on each side and on the front of the console. A stainless-steel rail extends across the aft end and it's equipped with rocket-launcher-style rod holders. One of the screens at the upper helm is for the Hatt/CON system. It controls all of the boat's systems and monitors everything from a single location and the program can be downloaded to the owner's/captain's mobile phone or computer. A stainless-steel ladder to starboard leads up to the fish-spotting tower or down to the GT65 Carolina's cockpit.

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The GT65 Carolina's open foredeck can be set up for carrying a tender.

helm not found or type unknown

The helm is laid out for maximum efficiency and for unobstructed 360-degree views for the captain.

hatch not found or type unknown

Hatteras' proprietary Hatt/CON puts control of all the GT65 Carolina's systems on one screen that is intuitive to use.

**The Cockpit.** Heading down the ladder, the GT65 Carolina's cockpit has 182 square feet (16.91 square meters) of fish-fighting space. The mezzanine seat to starboard can have optional integrated seatback air conditioning and there are large stainless-steel built-in storage boxes. There's a galley starboard and twin passageways lead forward to the wide-open bow. For added comfort, twin Seakeeper 9 gyroscopic stabilizers are available and hatches in the cockpit deck provide access to the engine compartment.

cockpit not found or type unknown

The GT65 Carolina's cockpit is set up to keep the angler in the fighting chair and the passengers on the mezzanine comfortable.

**The Salon.** Three steps lead up to the entry to the GT65 Carolina's salon. Aft to port, an L-shaped lounge wraps around a table and forward is a U-shaped dinette. To starboard there's a TV in an entertainment cabinet that also has storage. For casual dining, owners can choose between an island-style bar with two stools or one that extends outboard to starboard with three stools and more counter space.

salon

The salon and galley look like they belong in a luxury motoryacht.

bar stools

The owners of the first GT65 Carolina, *Fish Tank*, chose a contemporary gray and white color scheme.

bar stools

This arrangement shows the three barstools with the larger counter at the galley.

**Belowdecks.** Between the galley and dinette, stairs lead to the GT65 Carolina's accommodations deck. Immediately aft to starboard is the master stateroom that has the berth just to starboard of the centerline. There's a TV across from the foot of the berth and to starboard is a full-height hanging locker with entry to the ensuite head forward. Head to the bow, where the VIP cabin has a traditional island berth with raised steps on each side. There are lockers on each side of the aft end of the cabin with entry to the ensuite head aft to starboard. Aft the VIP cabin to port are two more cabins with bunk-style berths. The day head is between the two cabins and all the heads have shower stalls.

below decks

After a long day of fishing, there's sleeping space for eight belowdecks.

**Updated Construction.** Hatteras builds the GT65 Carolina's hull and superstructure in two separate parts that travel down the line next to each other. The company uses a process called integrated infusion. The longitudinal stringers are made of cross-link PVC foam and are resin-infused at the same time as the hull, creating a single unit. The high-tech method saves weight and adds strength.

After the hull is removed from the mold, the boat's twin Caterpillar diesel engines are installed. Standard power is twin 1600-hp C-32As, but owners can update to twin 1800-hp or twin 1900-hp engines. Hatteras employees also installed the plumbing, electrical wiring, furnishings, and components.

Next, the superstructure is lifted by a crane and lowered onto the hull with the upper part overlapping the lower in a shoebox-lid fit. The two pieces are fastened in a four-part process with adhesive caulking, fiberglass, Monel screws every 3" and a 316L stainless-steel rubrail.

laminates

For the proper level of resin saturation through the laminate, Hatteras uses an infusion system.

hull not found or type unknown

After it is given the appropriate amount of time to cure, the hull is pulled from the mold.

ride not found or type unknown

One reason for the GT65 Carolina's smooth ride is that as much of the equipment as possible is installed low in the hull, which improves the center of gravity.

props not found or type unknown

We can't see the whole propellers because of the re-designed tunnels up in the GT65 Carolina's bottom. They provide for a shallower shaft angle, improving efficiency.

**Painstaking Painting.** One of the last stops a boat being built at the Hatteras facility in New Bern, N.C., is the paint shop. The finishing process involves 10 steps using six different materials and can take as many as 20 workers and more than 10 days to complete. The first step is to dewax the hull by stripping and sanding away the gelcoat. Surfaces are coated with a blue dye that helps identify high or low spots. Protective coatings come next. They help prevent blistering and withstand the rigors of the offshore environment. Below the waterline, two layers of epoxy barrier coat are applied along with two coats of anti-fouling paint. Above the waterline, the GT65 Carolina receives three applications of polyurethane topcoat. In between coats, the employees sand the surfaces by hand, which can take many days. The superstructure receives the same treatment and extra time is spent around the windows and doors.

An owner can choose custom paint above the waterline. The first GT65 Carolina, Fish Tank, is done in a shade of blue gray and the paint contains a UV coating to help protect the color and finish from the sun.

paint not found or type unknown

Every Hatteras gets extra time and attention in the paint shop.

custom paints not found or type unknown

Owners can choose among a variety of custom paints for the hullsides.

## Design

**The Bottom.** The Hatteras engineering team used advanced technology to develop the GT65 Carolina's hull bottom. "The design goals for the GT65 Carolina were greater speed, improved efficiency, better fuel economy and a smoother ride," Glenn L. Spain, mechanical engineering manager for Hatteras/Cabo Yachts. The team used computational fluid dynamics and finite element analysis to test and refine concepts for the boat's new hull bottom.

"We create a digital model of the hull in the computer. We locate the center of gravity, weight of the boat and the desired speed," said Spain. "The program iterates the calculations for power required until the result

converges. This takes approximately 23 hours per data point. We ran dozens of data points to establish the ideal design and for weight and LCG.”

An evolution of the GT Series, the GT65 Carolina’s propriety bottom form features a new design for the propeller tunnels. “We reviewed and redesigned the propeller tunnel entry design to improve water flow into the propeller, providing more thrust per horsepower,” said Spain. The new hull is designed to get owners to the fishing grounds or to their next boating adventure at a faster cruise in the mid-30-knot range and achieve a top end that exceeds 40 knots.

The hull is also designed to accommodate twin Seakeeper 9 gyro stabilizers without compromising fuel capacity or range. They provide additional comfort.

signature flare Image type unknown

Here we see the GT65 Carolina’s signature flared bow as the boat charges over ocean waves with ease.

## Observations

If pedigree is anything to go by, the GT65 Carolina will be the epitome of the offshore battlewagon with even more refinements. The improved construction that enhances strength and saves weight combined with new bottom design should help keep the signature Hatteras ride and give the boat even more range than the GT63.

The luxury and appointments are what we’ve come to expect from Hatteras and we will update our report after we see the boat.