

# MOTOR BOATING & SAILING

JUNE 1982

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**Long range lifestyle:  
The new Hatteras 65**

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e are destined to live, it seems, in an age obsessed with speed and instant gratification. Faster is better; this morning was too long ago to remember. We eat fast food, spend easy money, toy with disposable relationships. We play out our days (and nights) in disco time—and lose track of lasting values. In our fixation with the present, we tend to forget the pleasures—and possibilities—of a calmer, saner, more elegant time.

However headlong our quest for impermanence, there are still some sanctuaries of enduring quality. Indeed, Hatteras Yachts has designed a new 65-foot Long Range Cruiser specifically for yachtsmen who are seeking the grace—and pace—of a more traditional and leisurely lifestyle. Many of these yachtsmen were once sailors whose inner clocks are in time with the stately speeds of displacement cruisers. Many are retired people who can take the time to enjoy an extended cruise, and whose itineraries include trips to the West Indies, long runs down the Pacific Coast or voyages across the Atlantic. Hatteras has designed the new



## LONG RANGE LIFESTYLE:

Close your eyes and pick any spot on the globe—Hatteras' new Long Range Cruiser can take you there. And you'll travel in motor yacht comfort and luxury.

By JOHN CLEMANS  
Photographs  
By DAN NERNEY



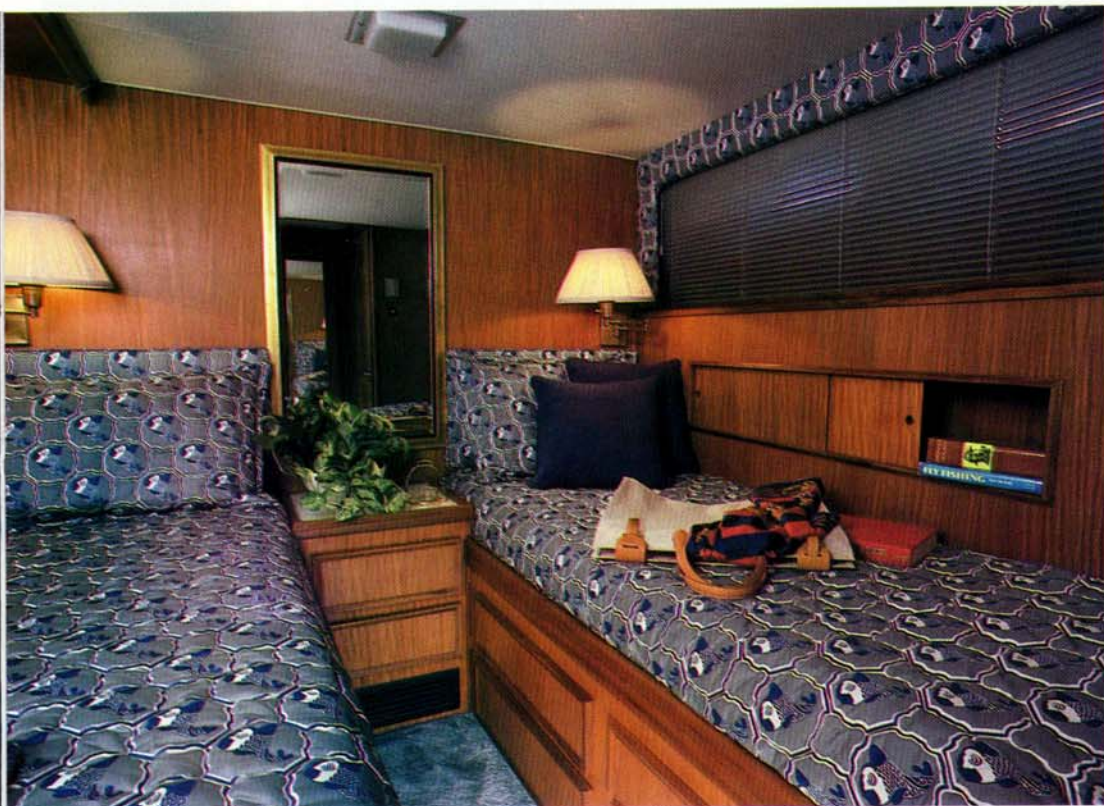




# ***HATTERAS 65***







65 Long Range Cruiser for them.

If you have the notion, the knowledge and the nerve, the 65 is fully capable of delivering the most far-flung voyaging you can conceive. The largest displacement cruiser Hatteras has ever built, the 65 is a boat for sea-faring explorers whose blood stirs at the notion

of epic voyages to the out islands, to Bermuda, South America or even the Mediterranean.

"The long range cruiser buyer is a particular kind of boatowner," says Chuck Kauth, Hatteras' vice president of marketing. "His needs, his tastes, his desires in a boat are different from our



*The standard layout has two identical guest staterooms (top), each with twin berths.*

*The master head (above) has a full-size bathtub, shower and vitreous china sink.*







*The main saloon (above) and enclosed aft deck (opening page) on Laurie are elegantly decorated. The teak rail encloses a spiral staircase leading to the master stateroom (left) and engine room.*

*Accessories by Hermès;  
champagne by G. H. Mumm & Co.;  
dress (next page) by Bonavitacola.*







average customer's. He wants to extend his boating experience, he wants to increase his range."

The LRC buyer wants to push on to new ports, to cruise right off the chart. He looks at those slack bilges and generous freeboard, and the 65 dissolves into visions of shimmering coves in a lush chain of islands 800 miles away.

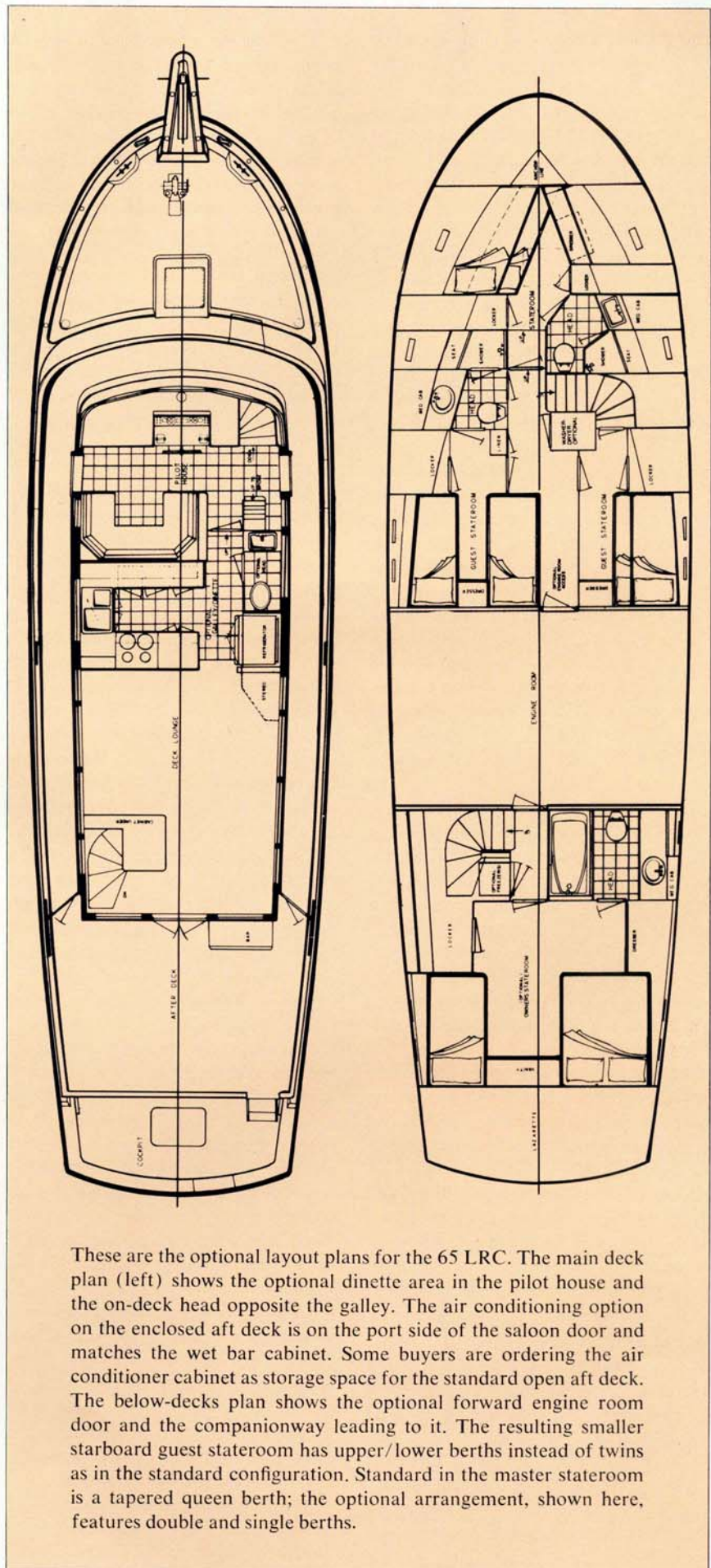
For the most part, yachtsmen who are interested in the new Hatteras LRC are owners who want to move up from the popular 58 LRC, or who are converts from the sailing community, or who are just people in search of distinctive traditionalism. But even for those not destined for ownership of such a large yacht, the 65 offers lessons in yacht design and quality. Designed by Hatteras' master naval architect, Jack Hargrave, the 65 LRC is a model of craftsmanship and elegance. The lines of the 65 underscore both the theoretical and practical differences between the swept-back, high-speed design of a planing craft and the classic, slow-and-steady virtues of displacement hulls.

An LRC's top speed, of course, is a matter of waterline length (LWL) and is determined by formula. The 65 has a LWL of 58.7 feet, yielding a theoretical hull speed of a bit over 10 knots. With twin GM 6-71Ns in the 65's huge engine room, Hatteras has achieved nine-plus knots at 1,400 rpm. The 6-71s are commercially rated at 1,800 rpm continuous performance, but overdriving a displacement hull just forces the boat down into the trough between the bow and stern waves and increases the fuel bill.

If you consider a similar-sized yacht running at planing speeds of 20 to 30 knots, you are looking at a boat that can cost hundreds of dollars a day to operate on long cruises. To some people, this expense doesn't matter; to others it does. At nine knots, the 65 LRC uses about eight gallons of fuel per hour. Though you don't go as far, your daily operating costs for fuel drop to \$100 or so. That's economy.

With a high-speed planer, you can move a great distance in a short period of time—as long as the seas stay flat. Get a 15- to 20-knot wind and the planer slows to a crawl. A displacement yacht like the 65 with throttles set at 1,400 rpm can go all day at nine knots regardless of sea conditions.

Along with efficient operation, the owner of a 65 LRC gets 2,600 gallon fuel tanks and a 2,800 mile range, giving him a voyaging potential that



These are the optional layout plans for the 65 LRC. The main deck plan (left) shows the optional dinette area in the pilot house and the on-deck head opposite the galley. The air conditioning option on the enclosed aft deck is on the port side of the saloon door and matches the wet bar cabinet. Some buyers are ordering the air conditioner cabinet as storage space for the standard open aft deck. The below-decks plan shows the optional forward engine room door and the companionway leading to it. The resulting smaller starboard guest stateroom has upper/lower berths instead of twins as in the standard configuration. Standard in the master stateroom is a tapered queen berth; the optional arrangement, shown here, features double and single berths.



faster hulls cannot approach. Yet none of the comfort and luxury of a 20-knot motor yacht has been sacrificed. Interior accommodations and decor are sumptuous, and the ride is as smooth and steady as a small ship's.

Steady speeds require seakindly hulls. The 65 has the same hull shape as the Hatteras 58 LRC—a fairly deep forefoot, modest chines running the last 25 percent of the length to resist squatting when the boat is overdriven and to dampen roll, and a long, hydrodynamically-shaped keel, also to quell roll and to protect the props. Unlike a hard-chine planing design, a displacement boat acts like a sailboat hull—it's not man against the sea, but man with the sea, which translates into an easy ride.

On a recent cruise down the Florida coast we were bucking six-to-eight-foot seas all morning. The bucking, however, was virtually non-existent as *Laurie*—flagship of the Hatteras 65 LRC line—plowed purposefully through the cresting swells at a steady nine knots with barely a creak or a rumble. With *Laurie* on autopilot, the boat's transatlantic potential was obvious. Despite the sloppy conditions and the twin diesels, the pilot house was so quiet that the hum of the wiper motors was the most noticeable sound.

In the eight years since Hatteras began building LRCs, the North Carolina firm has developed a long list of sophisticated design and construction techniques that have earned it a worldwide reputation for strong, comfortable production power yachts. Wiring, air-conditioning and engine room layout are three standout, state-of-the-art Hatteras systems.

On the 65 LRC, only stranded, tinned copper wire is used for safety, and all runs are combed, coded and neatly wrapped at close intervals for uniformity and quick identification. A fused transformer isolates the boat from any dockside surges or other polarity problems, and even if only 110 is available, the transformer will provide 240 volts for the clothes dryer and stove. All switching gear for incoming power is in the wheelhouse, and access to the terminals and to all helm station electronics is excellent.

Thoughtful installation, individual residential-type thermostats and plenum chambers in the ducting make the 65's air conditioning system quiet, reliable and relatively draft-free. Delivery ducts are high on bulkheads wherever possible for good circulation, and the compressors are in the engine room for easy servicing.

The engine room itself runs full beam. Standard entry is at the aft end, off the owner's stateroom companionway—although forward entry is an option. There is full headroom and walk-around engine access—good news for LRC enthusiasts, who tend to be more involved in maintenance and mechanical repairs than most yachtsmen.

Hatteras manufactures its own fiberglass fuel tanks to UL specifications, and makes its own bronze through-hull fittings, sea valves, seacocks, mufflers, shafts, welded stainless rail systems, stanchions, masts and radar arches. The company also closely monitors the resin-to-glass ratios in the layup of all hulls and superstructures.

These features are at the heart of the 65's credentials as a heavyweight, distance-no-object cruiser. The boat's soul, however, is the luxury that Mary Reed, Manager of Yacht Fashions at Hatteras, has woven into the decor. Mary's studio at the New Bern plant is a veritable interior design showroom stocked with materials and carpets from the finest fabric houses in the world. Choice of furniture, as well as fabrics, is up to the customer. Interior decoration is never duplicated—so each Hatteras has a distinct personality. Few luxury apartments are as exquisitely coordinated as a Hatteras decorated by Mary Reed.

Two interesting options on the 65 are the dinette area in the pilot house, and the aft deck enclosure. The dinette option creates an area in the pilot house for eating, reading, playing cards or just hanging out with the captain. It can be opened to the galley, which makes the pilot house less isolated.

The aft deck enclosure—which includes sliding side windows with screens, tinted fixed rear windows and a full-height door—extends the boat's living space, and creates an extremely pleasant area for dining, entertaining or lounging in the afterglow of a day on the water. For open-air activities there is still the cockpit and the flying bridge, which is large enough for a class reunion.

Options to seriously consider—some of which are essential—are an additional 20 kw generator, a bow pulpit, electric windlass, stabilizers, oil changing system, Racor fuel filters, fresh water washdown, salt water washdown, the electronics mentioned above, a washer/dryer and engine synchronizer.

The most impressive aspect, and the most reassuring, of this impressive craft is its solidity. The 65 holds course at constant speed in rough water as a tight, cohesive whole—without the

groan and rattle that suggests it is merely the sum of its parts. This sensation of strength inspires confidence in the 65's ability to challenge the white-knuckle conditions you are apt to encounter on any open ocean passage.

The exterior fittings are as rugged as the interior is luxurious. All hardware is chrome on brass or stainless steel; the shafts are two-inch stainless with muff couplings to facilitate replacement; struts and rudders are solid bronze; the hinged mast on the flying bridge with yardarm and radar platform is spring-loaded so that one person can raise it.

The molded fiberglass cockpit is a great convenience for stern-to docking, dinghy handling and water sports; some owners even mount rod holders on the gunwales. The cockpit is self-bailing and has a transom gate for easy access to the swim platform. The 65's wide side decks, pervasive non-skid and the protective bulwark on the bow are all foul-weather cruising assets.

There is nothing ambiguous about the Hatteras 65 Long Range Cruiser—its mission is clear: to provide a stylish, seaworthy craft in which to cruise in comfort to wherever your fancy takes you. It is meant for liveaboard adventure and idyllic days at anchor off distant deserted beaches.

So, if you've got the time—and a yen for a ship of your own—Hatteras has got the yacht.

#### HATTERAS 65 LRC SPECIFICATIONS

LOA	65'0"
Beam	17'11"
Draft	4'0"
Displacement	105,000 lb.
Water	448 gal.
Fuel	2,689 gal.

Price (with twin G.M.  
671N diesels) \$680,500

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