

# Hatteras GT63 Post Ones Second Atlantic Crossing

## Price

### Base Price

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.

## Specifications

Length Overall	
BEAM	
Dry Weight	
Tested Weight	
Draft	
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	

<b>Fuel Capacity</b>	
<b>Water Capacity</b>	
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<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

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

GT63 Post One made history in July 2018 as one of the first boats of her size to complete a transatlantic crossing on her own bottom. In November 2018, Post One journeyed back across the Atlantic, this time from Mindelo Marina, Cape Verde to Rio De Janeiro, Brazil. This second crossing was 3,600 nautical miles—twice the distance of her original voyage!

Post One traveled once again with mothership Dorothea III, a 147-foot superyacht to which Post One serves as a fishing tender. The crews of Post One and Dorothea III have become adept at refueling Post One from Dorothea III's reserves at sea, allowing Post One to follow the mothership on her own bottom.

Below is the logbook of Captain John Crupi of Dorothea III.

## Logbook Update: Day 1

At 1530 local time on 7 November both Dorothea and Post One pulled off the dock at Mindelo Marina, Cape Verde bound for Rio De Janeiro, Brazil. With Captain Josh Heater at the helm accompanied by his father, Jay Heater, and Gilberto Villagra, we were ready to set out for the 20 + day 3600-mile journey across the Atlantic Ocean. In the 10 days leading up to the departure, Post One fished the waters of Sao Vicente and Santo Antao. She made easy work of the often windy days (reaching 40 knots plus) with seas often building to 6-8 feet. The marlin fishing wasn't red hot, however, there were still a few bites to be found on the offshore banks and the lee side of the islands. We pulled the hook on a massive fish that was well over 800 pounds and released 3 others between 500 and 600 pounds. There were also plenty of wahoos and tunas for the dinner table. Cape Verde was an interesting stop and for us and one we won't soon forget. Here are

a few photos from our visit. We will check back in with further updates along the way.

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## Logbook Update: Day 4

At 1515 GMT Dorothea and Post were located at 05 13.0 n / 14 11.0 w or 230 nm west of Liberia, West Africa. We’ve traveled just under 900 miles since leaving Cape Verde and have just over 1100 miles to reach Ascension Island. We fueled Post One yesterday, delivering just over 1000 gallons. Captain Josh reports all systems running well even under the extreme heat of the Eastern Atlantic with water temps of 93 degrees being reported. Josh and the P1 crew have enjoyed some pretty good fishing the past couple days, having caught wahoo, dorados, and a couple tunas plus releasing a sailfish and pulling the hook on a nice marlin— BUMMER! Long range weather is looking good as we plan to make landfall Thursday 0800 LT.

Dorothea and Post One standing by—OUT!

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## Logbook Update: Day 6

We are happy to report another beautiful day cruising south along the mid-Atlantic ridge. At 0500 LT / GMT Dorothea and Post crossed the equator at 12.32.0w longitude and are now in the southern hemisphere. At 0945 LT Post One also released a blue marlin! So far a pretty good day here. Post One is scheduled for replenishment at 1330 when she will take her last load of fuel & provisions prior to arrival in Ascension on Thursday morning. Captain Heater reports all systems running normal and no issues. Thank you Team Hatteras, you built us a great boat!

GT63 Post One's Second Atlantic Crossing

## Logbook Update: Day 7

At 1300 GMT Post One and Dorothea were located at 04.45.0s / 13.39.0w or about 210 miles NE of Ascension Island. Almost there!

As the sun peaked across the horizon of the southern ocean it became clear that today was going to be special. Pockets of bait and seabirds were in a cluster off the bow and being tracked by radar. Josh had the spread out on Post One as per normal operation—if it's daylight, he's fishing. At 0730 Josh reported a teaser bite from a 500 pounder but faded off the lure, at 0830 Post One was hooked up and released a 300-pound blue at 1130 "hooked up" was again reported over the radio. As I type Post One is 2 for 3 blues with plenty of daylight left. Let's see what they do.

Tomorrow is arrival day. Post One will get a sudsy bath, the crew will get some rest, and we will spend a few days exploring the island. As some of you may know the runway was closed nearly 2 years ago which has brought tourism to a standstill and the population has been reduced to just a few hundred. I'm sure we will get a couple days of trolling in over the weekend. Ascension is home to some of the largest marlin, tuna, and wahoo in the world. Fingers crossed.

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## Logbook Update: Day 9

So not everything goes as planned. Our arrival into Ascension was on Thursday was more or less typical. We found our way into Clearance Bay slowly and anchored Dorothea as per instructions from Port Control. Post One followed and anchored down as well. Fueling had been in the works since June and monthly/ weekly emails concerning logistics/ visas / and marine entry/exit were exchanged. The officials greeted me at the bottom of the pier and mentioned on my walk to the port office that fueling opps were ready to begin. Just prior to all this, the weather had changed and it was recommended that we hold up in Ascension for 8-10 days to give the next round of trades a chance to subside. The only issue with all of this is that Dorothea would need more fuel to account for generator time while not making way. As it turns out, the island and port had no more fuel to give. Further, the officials said the next opportunity for them to receive fuel was January ~maybe. Life on an island that lies 2000 miles from land! Anyway long story short, we took the allotted fuel in Dorothea, gave Post one a bath, and serviced machinery. At 1830 GMT both boats lifted anchor and are underway for Rio De Janerio - 2100 nm SW of Ascension. Sometimes things don't go as planned...

At 1730 GMT Dorothea and Post were located at 08 30s / 17.21w or 1925 nm east-northeast of Rio. ETA Rio is 25 November. All is well here. We will check back in with further updates.

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## Logbook Update: Day 13

At 1430 GMT Dorothea and Post One were located at 11.37.0s / 30 22.0w or 550 miles east of Salvador, Brazil and 1050 miles from Rio De Janeiro. We have been fueling Post One daily since leaving Ascension in anticipation of conditions to increase above our normal travel constraints. Latest weather indicates the SE swell will increase tonight and remain thru Wednesday when conditions will begin to subside. So far so good for both boats. We've now traveled just under 3000nm since leaving Cape Verde and all is well. Captain Heater reports all systems operating. Our ETA into Rio is Saturday morning 0900 LT. We are in the home stretch—5 days to go!

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## Logbook Update: Day 16

Happy Thanksgiving everyone! At 1200 GMT Dorothea and Post One were located at 18.48.0s / 37 51.0w or about 485nm NE of Rio De Janeiro, Brazil. So far we have traveled 3550 miles since leaving Cape Verde. Post One made a slight detour yesterday to fish the fabled waters of the Royal Charlotte bank. Captain Josh reported 1 for 2 on Blue Marlin having released nice fish around 400#. This morning the spread was back out just South of the Inverie Bank where Post One and crew pulled the hook on a big fish over 700# and released a 350#. Josh is scheduled for replenishment at 1300 LT when she will take her last load of fuel underway. I'm sure lines will be back out this afternoon as we make our approach to Vitoria Bank, yet another Brazilian hot spot for Blue Marlin.

From all of us here we want to extend a very Happy Thanksgiving to everyone at Hatteras Yachts. You have built us an incredible boat that simply amazes us day after day.

ETA for Rio De Janeiro is Saturday 24 November at 0900 LT.

Till then Dorothea and Post One standing by.

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## Logbook Update: Day 18

At 0900 LT on Saturday 24 November Post One pulled into Marina Gloria in Rio De Janeiro after traveling nearly 4000 miles over 18 days. In total, Post One has traveled over 22,000 nm and has 2285 hrs on her main engines since leaving the factory in mid-January! Simply amazing. After successfully completing the first Atlantic crossing as tandem earlier this year we knew it was possible however this voyage was different. First, the Dorothea doesn't have the fuel capacity to keep up with the consumption of both boats for the length of this journey so we knew a fuel stop was necessary. Second, we also knew that the weather was going to be an issue. When traveling such distances it's impossible to keep conditions following, and even harder to keep them below our constraints. When you combine all of this you end up with a fuel stop in Ascension that was unknown and extremely difficult due to ocean swell and wind-driven seas. Long ocean swell that reached 7-9 feet for days at a time and underway replenishment in conditions that some may have thought to be impossible. This was all completed successfully with Captain Josh Heater at the helm of Post One and his amazing crew that was always in good spirits no matter the situation. Josh, you did an amazing job—you made it look easy! Few people will ever really understand the complexity, logistics, dangers, and situations (good and bad) surrounding a voyage of this magnitude. I do. And because of this, I can say great job and congratulations—proud of you!

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