

BY KARL ANDERSON

Hunt Harrier 36

It's hard not to like a classic-looking rig, and the designs of C. Raymond Hunt have been turning heads and winning accolades for their fine rides for a long time. It's difficult to be anywhere on the water and not see a boat, or at least a boat bottom, that hasn't been influenced by Ray Hunt's deep-vee design. Today you can see his mark on everything from commercial pilot boats to center-console pleasure craft.

Ray Hunt's legacy lives on in the new boats being built by Hunt Yachts, and we recently had the opportunity to test the new Hunt Harrier 36 in early December out of Palm Beach, Florida, on a day the old-timers would describe as "blowin' like stink." With a southeast breeze blowing at 25-plus knots, I hoped we wouldn't have to cancel,



but Hunt's vice president of New Boat Operations, Peter Van Lancker, was anxious to get the test underway. As we eased toward the inlet, I noticed that the charter fleet had wisely chosen to remain at the docks. We turned the corner and headed east, closing the windcreens as we checked out the inlet. An outgoing tide had created steep, cresting seas in the middle of the channel, so we slipped out the south side and turned down the beach on a course for Hillsboro

Inlet. In the steady six- to eight-footers, the Harrier clipped along comfortably, bobbing over the tops of the foamy seas at an unstressful 15 knots. I steadily eased the throttles forward and we cruised up, over and down the backsides of the seas, humming along at 23 knots with nary a bang or thud. We took a bit of spray, but that was understandable. I looked over at Van Lancker and told him we could be in the Keys in five to six hours!

With its lightweight composite construction; fully cored hull, decks and bulkheads; 11-foot beam; low center of gravity and deep-vee bottom, the Harrier loped along effortlessly with the twin 370-hp Yanmar diesels. With this power setup, the Harrier is capable of doing 36.2 knots at a wide-open 3412 rpm, according to the manufacturer's data. At 3000 rpm the boat will cruise along crisply at 28.4 knots, and at 2500 rpm the speed is 23.7 knots.

As we made our way south, it struck me how nice it was to be operating a boat from an on-deck helm station. It's a very social layout, and comfortable for everyone. Don't get me wrong: I love a fly-bridge and tower, but I have fished single-handedly with guests from this type of layout before and it is very user-friendly for those types of situations, and for a day of cruising with friends it's ideal.

SPECIFICATIONS

Length	36' 6"
Beam	11"
Draft	3'
Fuel	250 gals.
Water	50 gals.
Base price w/ twin 370-hp Yanmar diesels	\$395,000

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RAY HUNT'S LEGACY



Easing back on the throttles, we turned offshore and came fully around to run downsea before heading north towards the inlet. With the tabs up, the Harrier ran straight without stuffing its bow into the next wave, unlike some other sharp-entry designs.

The inlet presented little drama as we slipped in on the south side, out of the worst of the seas. Idling past the marinas,

I asked Van Lancker about the boat and the impetus behind its styling and layout. "We had some customers who wanted a bigger boat and others who wanted a smaller boat, but all of them wanted to run the boat themselves and not be reliant on a crew. So the Harrier is really a small boat with big-boat details and custom quality."

The interior features cherry cabinetry with matchbook joinery and pop-out, Euro-style hardware. The

cooktop and a hidden trash bin. There's also a microwave and several storage compartments over the counter. An under-counter fridge and storage compartments make for a very functional interior. The appliances and décor can be designed to meet the particular owner's needs, as the Harrier is basically a custom boat with great flexibility in terms of amenities and layout.

The helm deck is large and sets the helm along the forward bulk-

icious, L-shaped lounge with table. It has storage under, and the companion/co-pilot seat rotates and lowers electronically to extend the settee.

The cockpit of the Harrier can also be customized in terms of fish-box and live well setup. Lazarette access is great, with all running gear easily visible and serviceable. The deck raises via hydraulic rams for complete access to the twin diesels, and all other systems are

LIVES ON IN THIS CLASSIC, GREAT-RUNNING DESIGN.



rich teak and ash floor creates an upscale look reminiscent of the fine wooden sportfishermen of the '50s and '60s. A large island berth with storage under is centered fully forward in the cabin, with a full head, shower, and vanity with sink and storage set to starboard. The galley is to port at the base of the companionway stairs, and features Corian countertops with flush lids that cover a sink, single-burner butane

head to starboard, while the companionway stairs are to port of the helm. The helm itself offers great visibility from its two-person seat and tilts aft to reveal the backside of gauges and dash-mounted electronics. Behind the helm is a cabinet that can be used to house a tackle locker with drawers, an entertainment center, or a wet bar with sink — the choice is up to you. Along the port side is a spa-

easy to service.

With its pleasing continuous sheer, soft-sloping trunk cabin, raked windshield, tumblehome transom and deep-vee hull, the Harrier 36 fills the bill for many applications. If you're searching for something in the mid-30-foot range, this little big boat deserves a close look. *Hunt Yachts, Inc., S. Dartmouth, MA; (508) 994-2000; www.crhunt.com.* ~