



## Yankee Pride

The Hunt 52 defines the modern New England design idiom. By Dennis Caprio



evated it to the status of legend. It remains the most copied bottom configuration of all time.

After John Deknatel joined Ray Hunt to form C. Raymond Hunt Associates Inc., later in the 1960s, styling became important. It had to, if the new firm hoped to compete. As the studio won commissions from individuals and builders of production boats, the designs evolved into nicely proportioned, businesslike shapes, finally emerging as a distinctive and definitive 21st century New England style. The 52-footer for Hunt Yachts that we see here is pure Hunt.

Our first clue to this boat's individual character appears in the sheerline. We see that it has only a hint of spring—very unlike the dramatic sweep we find on the traditional boats of New England. The proud bow and pronounced sweep of the sheer that we associate with, and love about, lobster boats and bass boats allow those semi-planing hulls to punch through head seas without shipping solid water over the deck. Back aft, the low freeboard lets watermen easily hoist their catch into the cockpit. This type of sheer on a planing powerboat designed purely for pleasure is an affectation of sorts—a frill. The Hunt 52's sheerline is all business, by comparison, and its seakeeping prowess comes from the deep-V bottom, steep entry, flare in the bow, and effective chines.

Drawings never do full justice to these designs. We have to see them on the water, so imagine you're cruising along and glance aft to find a Hunt 52

Raymond Hunt designed the deep-V hull nearly 50 years ago, yet styling meant little to him. The hull's ability to maintain relatively high speeds in rough water mattered the most, and the success of the deep-V in offshore racing el-

closing on your boat. You'd be tempted to get out of the way, because the steeply raked stem and flared bow may be that intimidating, recalling, as it does, the aggressive demeanor of a military patrol boat. As she passes abeam, we'd notice a certain amount of playfulness, a softening, in the shape of the trunk cabin and the arc that separates the two sections of the side windows in the pilothouse.

We'd have to go aboard, though, to see one of the 52's most endearing characteristics, a single-level sole from the helm to the transom. Winn Willard, C. Raymond Hunt Associates's project manager for the 52, said that the design team's goal was to draw this yacht for the way so many owners use their boats—a couple cruising together and entertaining guests at an anchorage or in the slip. The single head and small guest cabin belowdecks discourages guests from spending more than a night or two aboard. Topside, and in nice weather, the owners will open the doors to the afterdeck and have a spacious, undivided area.

I'll wager that owners of the 52 won't spend a lot of time in the slip, because hustling atop the water will be the ultimate reward. The bottom has 20 degrees of deadrise at the transom and it grows steeper as we follow it to the stem. The chine flats back aft are 6 inches wide. These enhance lateral stability when the boat is at rest or traveling at displacement speeds. The outboard chines emerge from the water at about two-thirds of the static waterline length forward of the transom and continue the upward sweep to join one another at the stem. Strakes molded into the bottom (two to each side) provide additional lift and deflect

spray in the forward sections when the boat's at planing speeds. This type of bottom gives the boat a smooth ride in rough water, great directional stability, and quick response to steering input.

Hunt estimates that the 52, powered by twin C12 Cats, will have a cruising speed of 20 knots and a maximum of 30 knots. The C18 Cats will increase those figures to 30 and 38 knots, respectively. □

Hunt Yachts, Inc., (401) 324-4201; [www.hunt-yachts.com](http://www.hunt-yachts.com)

- LOA:** 52'8"
- DWL:** 47'5"
- BEAM:** 15'8"
- DRAFT:** 4'6"
- DEADRISE:** 20 degrees
- DISPL:** 47,000 lb.
- FUEL:** 750 gal.
- POWER:** 2 x 705-hp Caterpillar C12 diesels;  
2 x 1,000-hp Caterpillar C18 diesels

