

TIMELESS

HUNT YACHTS OCEAN 63 IS A CLASSIC DESIGN FOR
GO-ANYWHERE ADVENTURES

By Zuzana Prochazka



I once wrote a piece on the hidden meanings of boating jargon. For example, “sea-kindly” means slow, “project boat” implies it barely floats, “highly personalized” says you’ll spend years undoing a crazy-bad design, and “classic” means old. And though sometimes classic does indeed mean old, in the case of the recently introduced Hunt Ocean 63, classic translates simply to “timeless.”

The latest design launched in the middle of the pandemic, but that didn’t diminish her appeal. This new expedition hull from the Hinckley Company is designed to globetrot for extended periods of time and go just about anywhere at top speeds. That said, she can also throw a great afternoon party in the harbor for a couple of dozen friends or take out eight overnight guests for a long weekend without a fuss. Let’s meet this grand dame that was created to operate in a very particular sphere.

Performance

Designed by C. Raymond Hunt Design studio, the deep-V hull has a 20-degree transom deadrise that provides a stable ride even in gnarly conditions. Powered by twin 1,000-hp Volvo Penta IPS 1350s with pod drives, top speed is 31 knots at wide open throttle. Cruising speeds are 25-27 knots where you can expect to go 350-plus miles without a fuel stop. At 10 knots, you’ll near a 1,000-mile range, depending on conditions.

The diesels are tucked into a pristine engine room with good headroom and excellent access all around. An IPS joystick, Humphree interceptors and fins (or Seakeeper stabilization), and a suite of Garmin electronics all make easy work of commanding this yacht whether in a roiling seaway or near the dock.

I spoke with owners Cindy and Jim Cuminale about why they chose this yacht and how theirs (hull No. 1 named *Defiance*) runs and handles. Despite the 78,000-pound displacement, the Hunt 63 is light on her feet and carves like a much smaller vessel. “She cuts through five-foot waves even at thirty knots and stays flat, comfortable,





A large glass sliding door separates the huge interior salon from the aft cockpit.

and most important, quiet,” says Jim. He says they cruise at 20-23 knots which is a significant step up from trawler speeds, adding, “Planing makes the boat much more versatile.”

On Deck

The aft cockpit is on the same level as the salon, so traffic flows easily and the border between inside and outside is only a large glass slider. A U-shaped settee is integrated into the transom and wraps around a high-gloss table. With additional chairs, six can enjoy dinner here under the stars because the flybridge overhang extends only part way back. A refrigerator is to port below the slightly curved staircase to the flydeck, while the entry into the crew quarters is opposite.

The flybridge is usually the big draw for both guests and owners. Although the Hunt 63 is available as an express cruiser, *Defiance* has a flydeck with an upper helm, a corner dinette, and twin Stidd chairs facing the centerline dash. An outdoor galley module is optional and the hardtop is standard. This is the kind of space that promises many hours of happy entertaining or solo relaxing watching the sunset.

With an air draft of 20 feet (about four feet more with the mast) it's likely the Hunt Ocean 63 could be stored for winter in many popular East Coast boathouses which adds flexibility to berthing options.

Interior Options

Hunt's Ocean series includes three models; the 63 is the middle child. Personalization opportunities abound in two possible layouts including three or four cabins and an option for a galley-down arrangement. Given Hunt's more traditional leanings, the 63 is chock-full of stowage lockers and cubbies in the spacious salon, galley, and cabins below. If you prefer to have the galley on the main deck so you can entertain and stay social, the space below can convert into an office to port, which is perfect for couples who cruise and keep tabs on a business back home, and a fourth cabin with twin bunks to starboard.

Defiance has the galley down with an L-shaped settee and table opposite on starboard. If the yacht is crewed, it's likely to have the galley on the lower level but for owner-operators who like to entertain, the galley in the salon will be the ticket. The galley-up arrangement takes the place of the companion seating to port of the helm.

The lower helm on starboard has a Stidd captain's chair, Garmin MFDs, and Side-Power thruster controls. The joystick on *Defiance* is integrated into the chair armrest on the right, a favorite feature for Jim, as is the access to the side deck via the pantographic door. “It's easy to get outside quickly to help with lines,” he says. There's also a dynamic positioning system that gives the Cuminales time to get the boat ready



to set up for docking, anchoring, or to wait out bridge traffic. Another refreshing feature is that the windshield lowers to let air in to cool the interior as the boat sits or swings at anchor.

Accommodations

Below, the full-beam master suite has a chaise to port and the head in the forward starboard corner. The crew cabin tucks in behind the master suite and just ahead of the engine room. Although crew quarters normally would be all the way aft with entry via the hydraulic swim platform, the pods sit far back in the hull and take up this premium real estate so the cabin moved forward. What's good, though, is it serves as a noise buffering zone between the machinery space and the master cabin.

On *Defiance*, the entire interior gleams. From the teak and holly sole up to the whit slatted headliner, everything seems to reflect the warm glow of the upmarket cabinetry, and the joinery is exceptional. There's very little white space on board which differentiates a Hunt from so many contemporary Euro-designs that opt for the cool, minimalist approach. Owners can work with Hinckley's preferred designers (free of charge) or enlist an outside team at their own expense.

Besides the appeal of a truly spacious salon, details

like the elongated overhead handrail are a nod to maintaining safety under way, and that's the mark of a brand that builds boats for the ocean, not for the boat show.

Personal Experience

The Cuminales are knowledgeable boaters—the Hunt 63 is their fifth boat. A few years ago, they were searching for something bigger than their Eastbay 50 but found it a tough pursuit. They say they're typical Northeasterners, fond of the Downeast aesthetic, which is why they went with Hunt. Once they poured themselves into the project, they found that working with Hinckley's customer service was a great experience. The Hunt team asked for feedback for changes on succeeding hulls and even accepted their suggestions on hull No. 1. That curved staircase to the flydeck is an inspired focal point of the cockpit and was Jim's suggestion.

The Hunt Ocean 63 is a looker, not in a pop sugar Taylor Swift kind of way, but rather like Lauren Bacall making a red carpet entrance. She's classic, which in this case, translates to "refined" and "timeless"—no hidden meaning involved. 🍷

Clockwise from top left: Converted lower cabin; master suite; galley-down arrangement

SPECIFICATIONS

LOA: 69' 6"

Beam: 18'

Draft: 4' 2"

Displacement: 78,000 lbs.

Fuel/Water: 1,070/300 U.S. gals.

Power: 2x Volvo Penta 135

@ 1,000-hp

Max/Cruising Speed: 31/26 knots

Price: \$4.4 million

Contact: Hunt Yachts

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