

# Hunt Yachts Ocean 63 (2021-)

## Brief Summary

The Ocean 63 is the first boat in Hunt Yachts' new series. She's a flying bridge motoryacht with a Downeast look and feel that will appeal to seasoned cruisers. The Ocean 63 has the proven deep-V bottom design that was pioneered by C. Raymond Hunt. She can spend a day entertaining friends close to home or slow down and take some close friends on an extended passage.

## Price

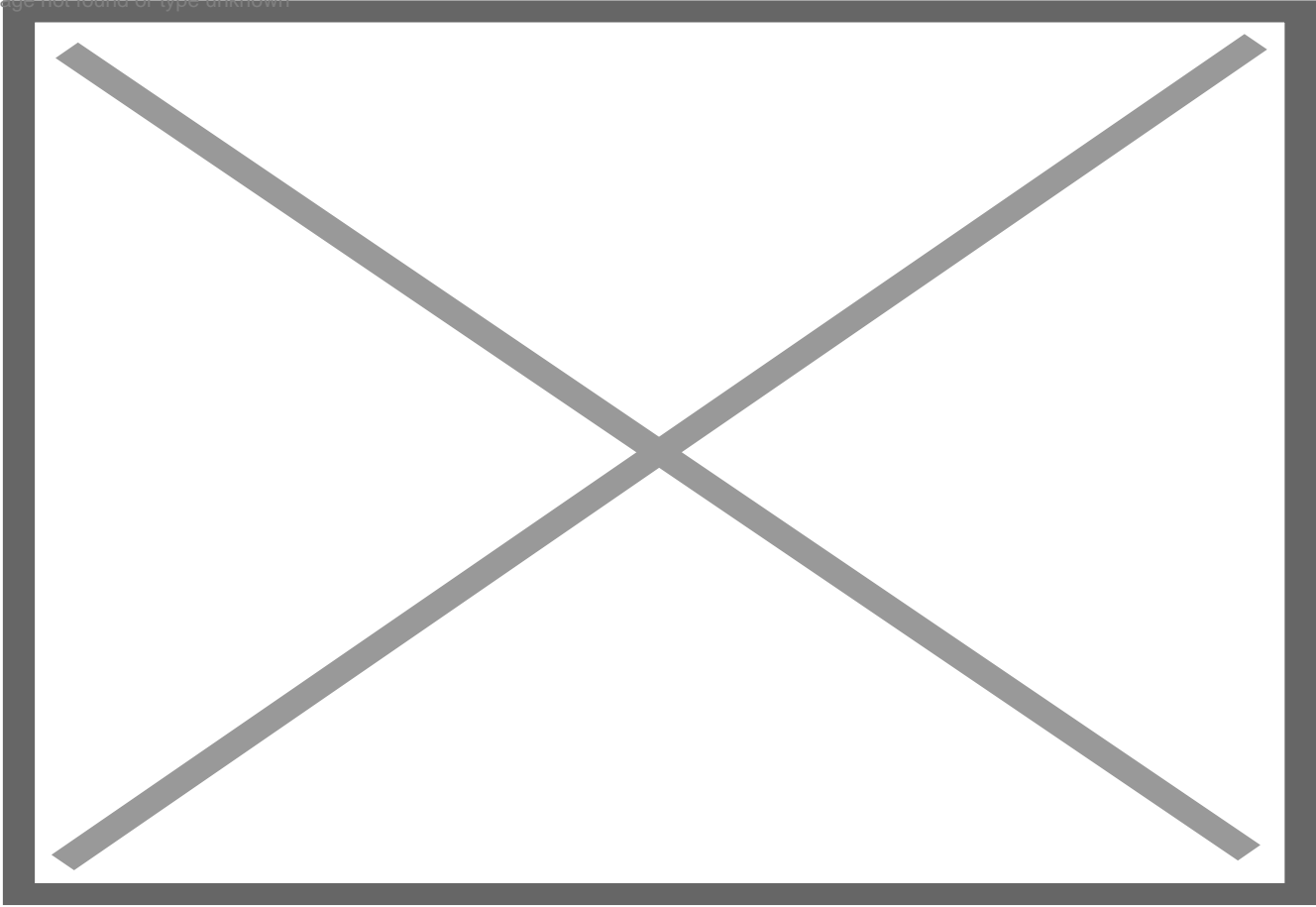
Base Price

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	7.3	6.3	2.8	2.7	2.3	2556	2222.9	58
1000	11	9.6	10.5	1	0.9	1009	877.3	62
1250	13	11.3	20	0.7	0.6	626	544.3	63.7
1500	15.8	13.7	32	0.5	0.4	474	412.2	66.8
1750	21.2	18.4	47.5	0.4	0.4	429	372.9	69.5
2000	26.3	22.9	63.5	0.4	0.4	399	346.8	76.1
2200	30.5	26.5	77.5	0.4	0.3	379	329.6	78.6
2400	35	30.4	91.5	0.4	0.3	368	320.3	78.2
2470	36.6	31.8	99	0.4	0.3	356	309.2	78.2

[View the test results in metric units](#)

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## Specifications

<b>Length Overall</b>	69'6"   21.18 m
<b>BEAM</b>	18'   5.48 m
<b>Dry Weight</b>	78,000 lbs.   35,380.2 kg
<b>Tested Weight</b>	84,683 lbs.   38,411.56 kg
<b>Draft</b>	4'2"   1.27 m
<b>Draft Up</b>	
<b>Draft Down</b>	

<b>Air Draft</b>	
<b>Deadrise/Transom</b>	22 degrees
<b>Max Headroom</b>	
<b>Bridge Clearance</b>	24'2"   7.36 m
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	1,070 gallons   4,050.39 L
<b>Water Capacity</b>	300 gallons   1,135.62 L
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	84,683 lbs.   38,411.56 kg
<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

<b>Time to Plane</b>	
<b>0 to 20</b>	
<b>Ratio</b>	
<b>Props</b>	
<b>Load</b>	5 persons; 706 gal. fuel; 184 gal. water; 50 lbs. gear
<b>Climate</b>	78 deg.; 62 humid.; winds: 5-10; seas: 0

### Hunt Yachts Ocean 63

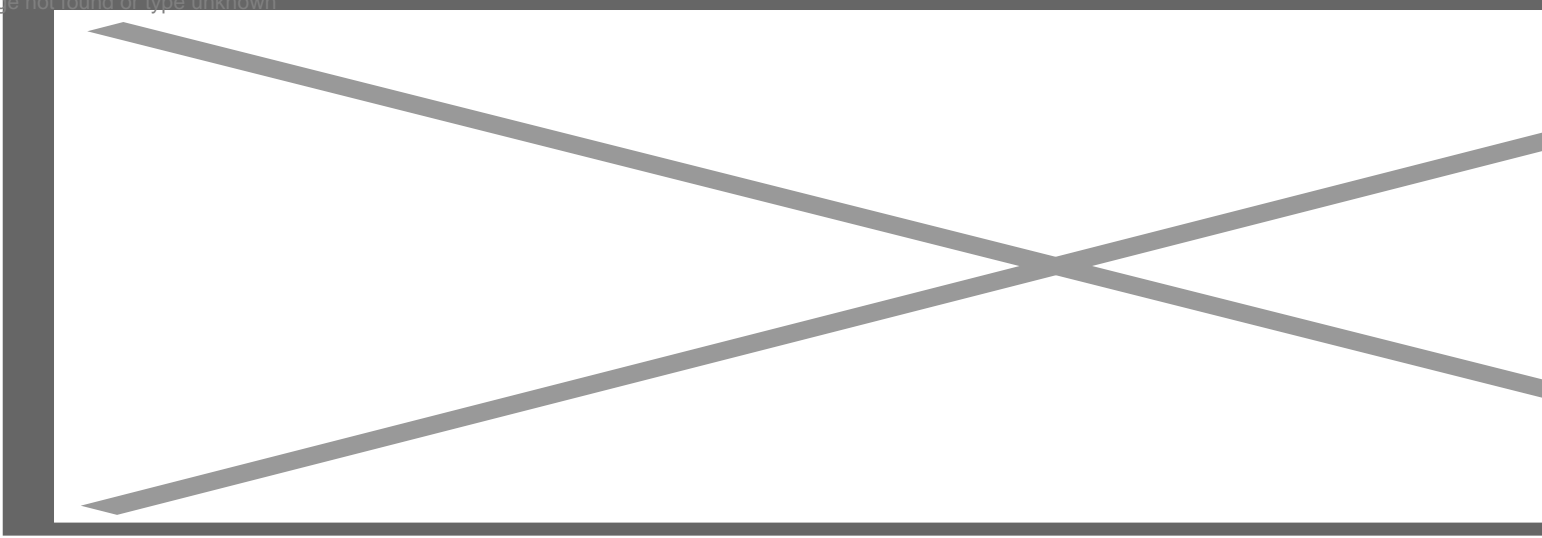
The Ocean 63 measures 69'9" (21.18 m) with an 18' (5.49 m) beam and she's powered by twin Volvo Penta IPS1350s.

**Report by Eric Colby**

## Mission Statement

The Hunt Yachts Ocean 63 was designed for an experienced owner/operator who wants to entertain guests during a day on the water or take a long cruise with the family. She's powered by twin 1,000-hp Volvo Penta IPS1350s that can push her to a top speed of 31.8 knots or she can slow down to 9.6 knots and cover 877.3 nautical miles. Her flying bridge and aft deck have space for guests to enjoy the outdoors and her salon has large windows that provide breathtaking views. She can have the galley on the main deck or below and can have up to three staterooms plus crew quarters.

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The Ocean 63 has a traditional main deck layout with easy passage from the aft deck to the salon.

## Hunt Yachts Ocean 63 Major Features

- Hydraulic Swim Platform
- Garmin electronics suite at both helm stations
- Two Stidd Admiral low-back seats on Flying Bridge
- Twin Volvo Penta IPS 1350s w/joystick control
- Humphree interceptors w/active ride control
- Northern Lights 20 kW generator
- Glendinning Cablemaster w/75' (22.86 m) 50-amp shorepower cord

## Hunt Yachts Ocean 63 Features Inspection

**The Stern.** While there are opening gates in the side rails, most passengers will board the Ocean 63 from the swim platform, which measures 8' (2.43 m) fore to aft and spans the boat's full beam. Our test boat had the optional hydraulic swim platform (\$94,170) that was 6'8" (2.03 m) deep and was fitted with davits to hold a 13' (4.0 m) RIB tender.



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Our test boat's owner upgraded to the hydraulic swim platform to make it easier to load a tender.

**The Aft Deck** has a lounge across the stern with a table just ahead. Two folding chairs can be used on the forward side to add seating capacity. The flying bridge extends over part of the aft deck and has 6'8" (2.03 m) of headroom. If an owner prefers more protection from the elements, an optional shade is available. Our test boat had the optional Volvo Penta docking station (\$24,950) with a joystick and controls for the thrusters to port at the base of the flying bridge stairs. Just inboard of the stairs is a small refreshment center with a sink, ice maker and storage. Opposite to starboard is the primary entry to the crew quarters.

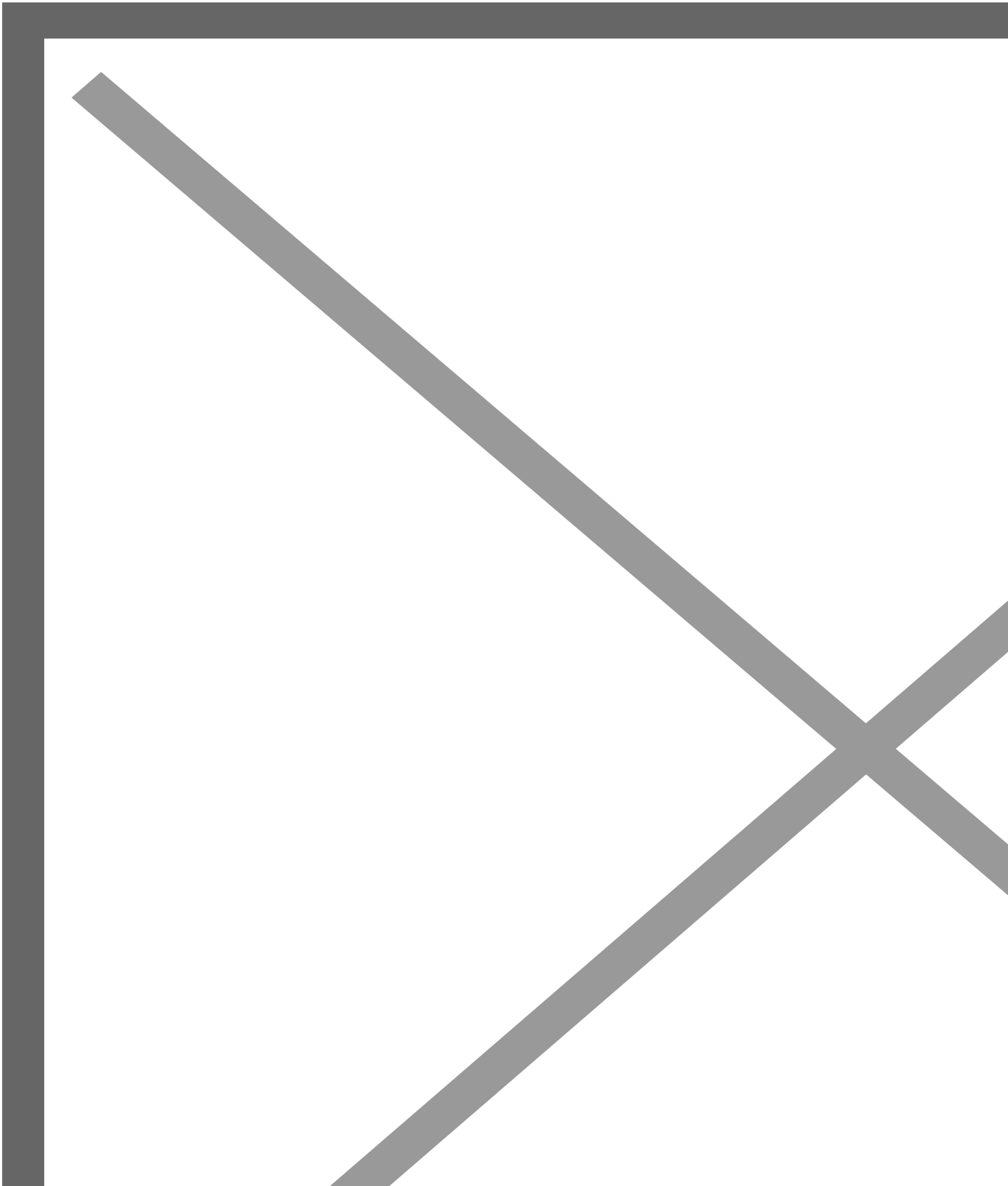
### Hunt Yachts Ocean 63

The aft deck lounge has space for at least six people and notice the rail that fully wraps around the backrest.





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The aft deck refreshment center has a sink and ice maker.



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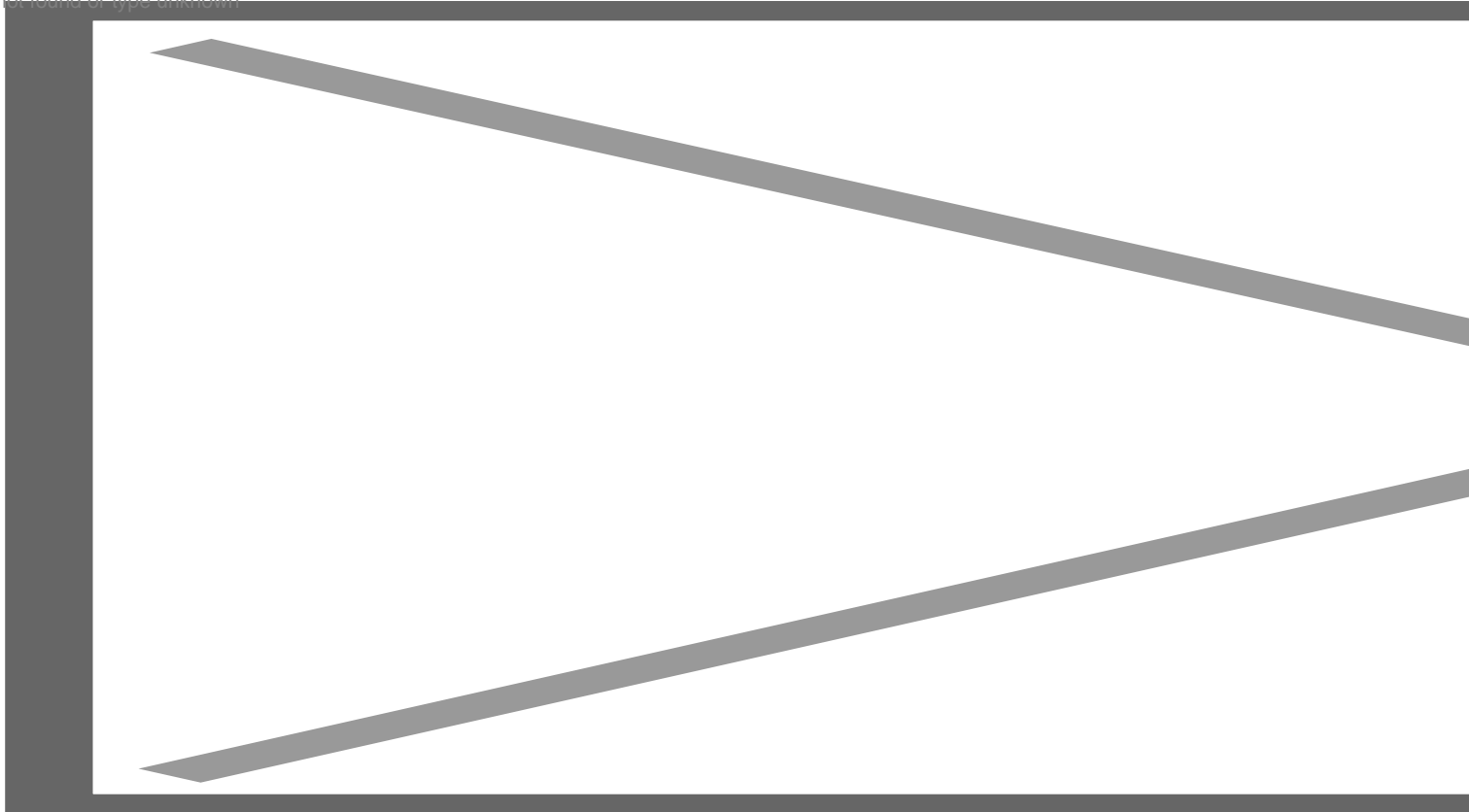


Based on our experience with it, the aft docking station could be a worthwhile investment.

**The Bow.** Stepping up onto the side decks, we noticed that the 12" (30.48 cm) stainless-steel cleats were inside the caprail, which creates more of a tripping hazard. We'd like to see them on top of the caprail. Not only would this be safer, it would make it easier to tie up from the dock and eliminate the need for a chock. As we head forward, the side decks are 21" (53.3 cm) wide and the rails come up 35" (88.9 cm). We did notice that the amidships cleats are mounted on top of the caprail.

Our test boat's owner opted to leave the trunk cabin finished in nonskid, but Hunt will fit it out with lounges or a sunpad. Forward, the ground tackle sits on a heavy-duty stainless-steel plate and includes a 60-lb. (27.2 kg) plow anchor, a Maxwell windlass and two rollers.

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On the aft side decks, the cleat is inside the caprail, which we feel could be tripping hazard. We'd rather see it on top of the caprail like the forward cleats.



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Having the ground tackle mounted on a stainless-steel plate is an example of the heavy-duty approach Hunt takes to installing equipment.

**The Flying Bridge.** On our way aft on the side decks, we noticed the windshield is formed out of three 4' x 4' (1.22 m x 1.22 m) panes with a 26" (66.04 cm) deep brow extending forward. Back on the aft deck, we got a look at Hunt's ability to customize a yacht. The owner of our test boat asked for curved flying bridge stairs. Hunt supplied them with open treads so as not to restrict the views from the salon, put LED courtesy lights on each one and custom-fabricated stainless-steel rails.



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The custom flying-bridge stairs are a work of art that make it easier to ascend.

Once on the upper level, we found a lounge to starboard with a triangular table that makes it easier to pass by. Opposite, there's a bar with a refrigerated drawer, a freshwater sink and storage. The flying bridge electric grill is aft to starboard, which keeps the area under the hardtop free from smoke. There's 6'8" (2.03 m) of headroom beneath the hardtop, which is standard.

The upper helm is centrally positioned with a compass in line with the fixed steering wheel and two 17" (43.18 cm) Garmin multifunction displays. In the lower flat to the left side of the wheel are a smaller Garmin data screen, the Volvo Penta engine monitor and controls for the ACR spotlight and windlass. To the right of the wheel are accessory switches, the Humphree Interceptor panel, Volvo Penta controls and toggles for the thrusters. We like that the horn button is separated from the other accessory switches. The captain and a companion travel in Stidd low-backed chairs. The seat directly abaft the steering wheel has a joystick in the right armrest and the controls for the two Garmin chartplotters are to the left. Each seat has a foldup footrest as well. Two larger lockers are in the base of the upper helm console on each side and they provide access for rigging.



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The triangular shaped table is a smart choice because it makes it easier to move about without sacrificing space for grabbing a bite to eat.





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Opposite the lounge, the flying bridge bar has a refrigerated drawer and a sink, plus an open counter for whipping up a snack.



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The hatch above the flying bridge grill opens on twin stainless-steel struts and has a heat shield and automatic shutoff switch.

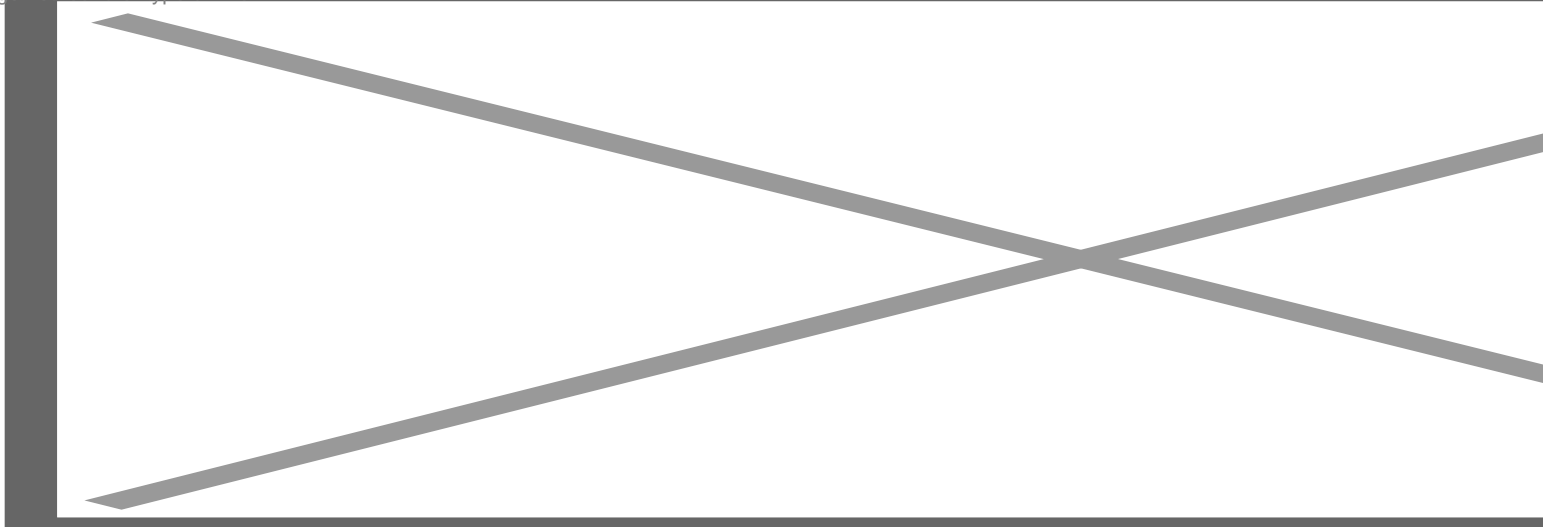


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The flying bridge helm is compact but has everything a captain and companion need to navigate and keep an eye on the engines.

## Hunt Yachts Ocean 63 Main Deck

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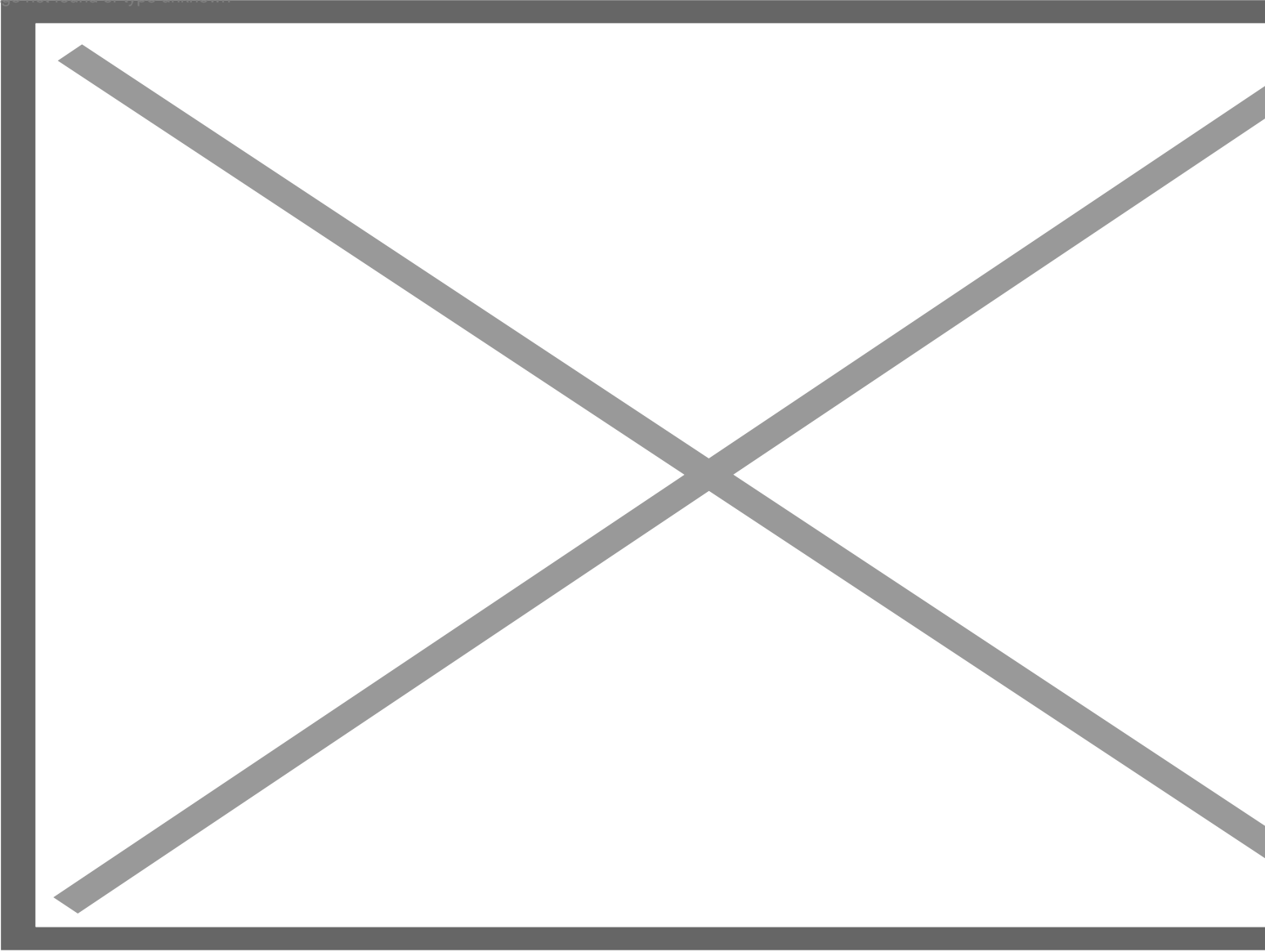


Here we see the Ocean 63 with the galley on the main deck opposite the helm. Our test boat had the galley on the accommodations level.

**We enter the Ocean 63's salon** through double sliding stainless-steel doors that have an opening that's 39" (99.06 cm) wide. Inside, the boat has what Capt. Steve called a "yachty," contemporary look and feel. Extra-large windows let in abundant natural light and we were impressed by the clarity of the contoured corner windows. While most builders would use a fabric headliner, our test boat had a finished solid overhead and a grabrail running down the center. Blinds are integrated into the window frames and the air conditioning is distributed even through decorative soffits. The air conditioning is rated at 48,000 BTUs for the salon and four 12,000 BTU systems for the rest of the boat. For fresh air, there are opening windows in the salon and the bottom section of the center windshield opens as well.



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The salon is all on the same level as the aft deck, which gives the Ocean 63 a spacious feel for entertaining.



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For versatility, the salon has a folding table and two pull-out ottomans. Notice that the windows extend below the backrests to provide the best outdoor views.



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Two freestanding chairs can be moved as needed to accommodate guests.





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Even when the TV is in use, there are still good views of the outside world from the Ocean 63's salon.



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Storage in the salon includes dedicated racks for bottles and stemware.

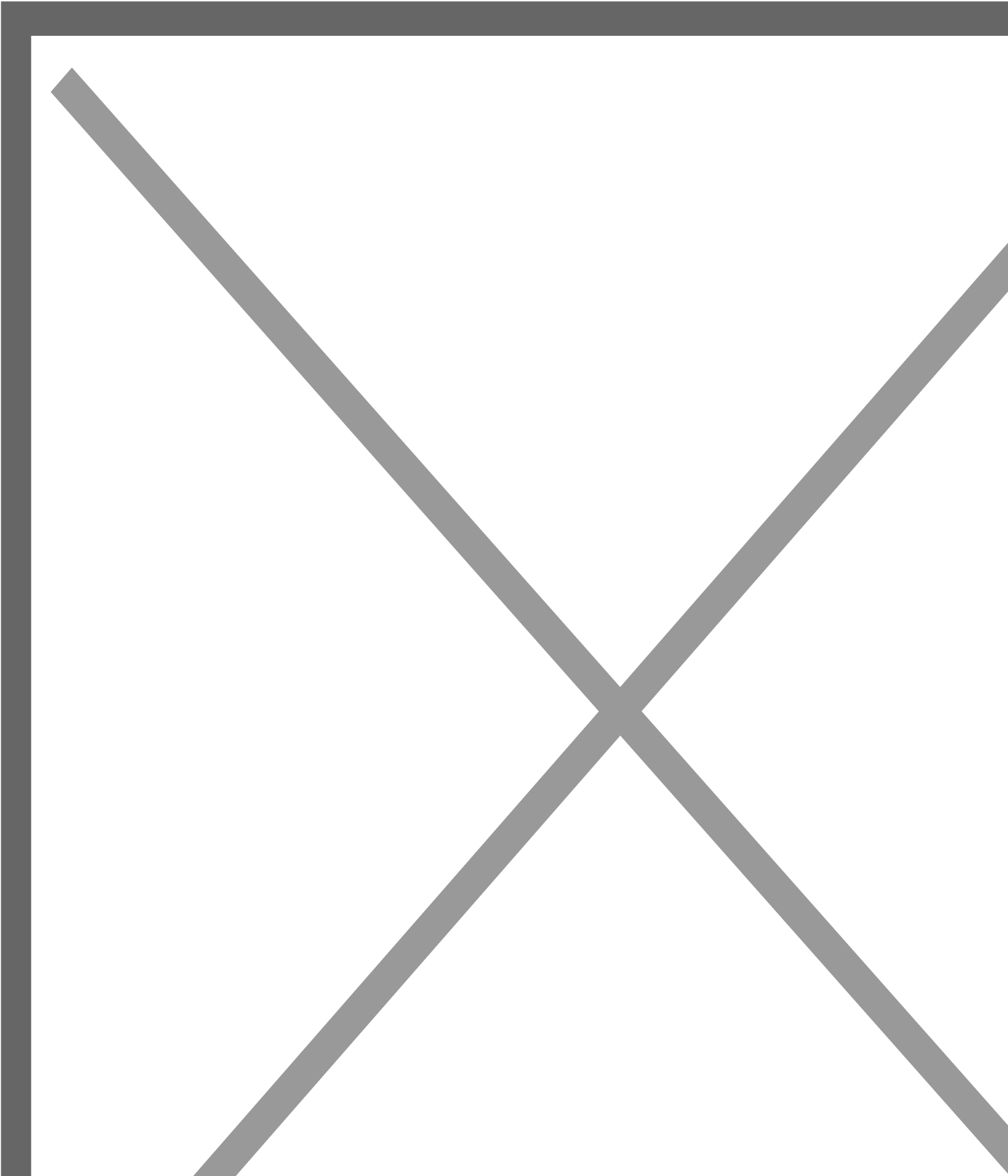
## The Lower Helm

Forward and to starboard, the lower helm has twin 17" (43.18 cm) Garmin MFDs with a compass up top that's in-line with the steering wheel. To the left of the displays on the vertical section are the VHF radio microphone and speaker. In the flat between the steering wheel and the vertical panel are a smaller Garmin data center, forward-looking infrared camera control, the Volvo Penta engine monitor, chain counter and windshield wiper and spotlight controls. To the right are the Volvo Penta digital engine controls and thruster switches. Above the windshield are a tank monitor and vessel alarms. The single Stidd helm seat has the toggle for the Garmin screens in the left armrest and the joystick in the right. To the right, Hunt gets a gold star from Capt. Steve for supplying a door to the side decks.

To port, there's a raised bench seat with a backrest. The observer's or companion station has a pop-up chartplotter and open countertop for old-school navigators who like to use a paper chart.



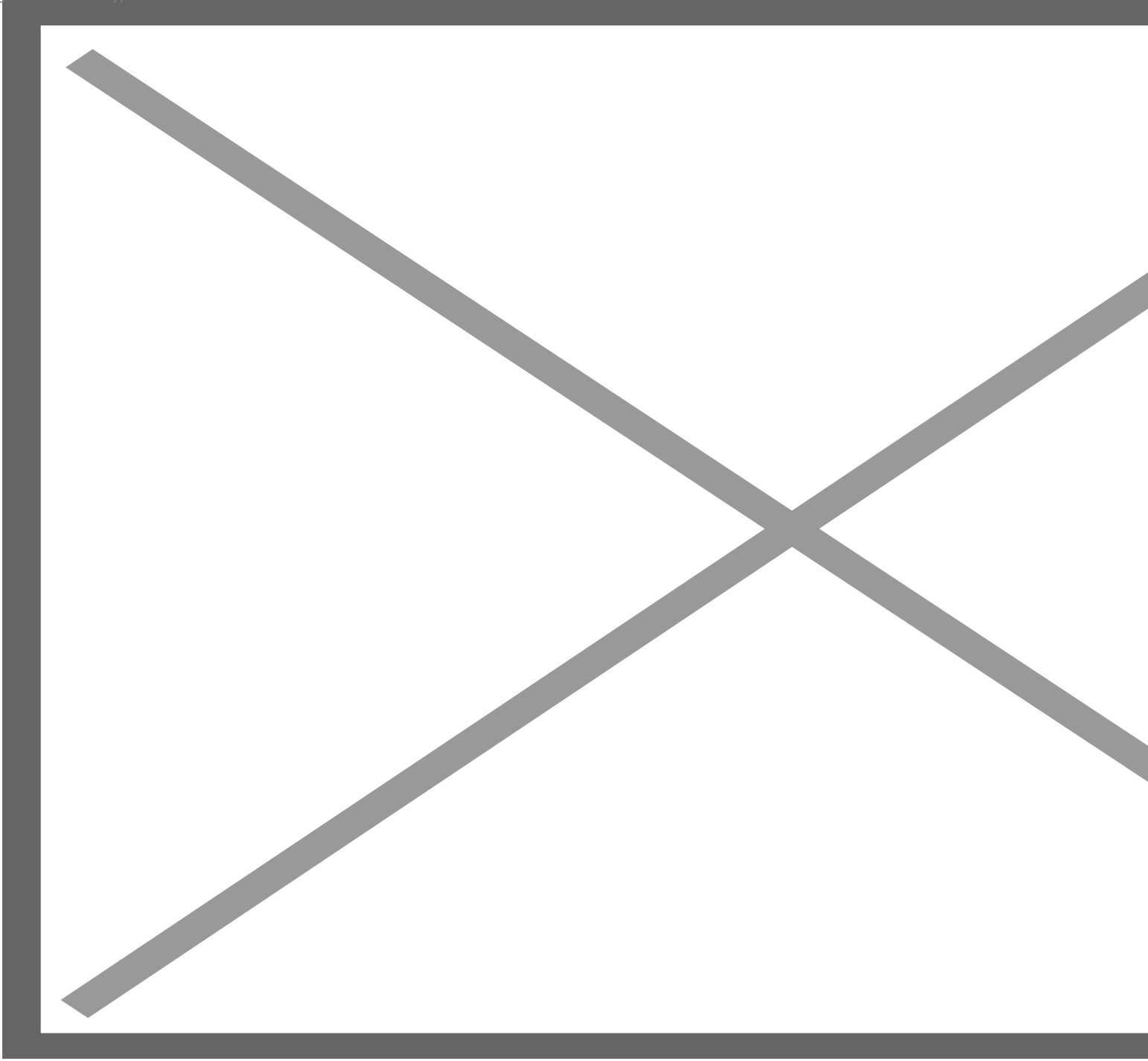
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The lower helm shows Hunt's ability to marry classic woodwork with modern technology.

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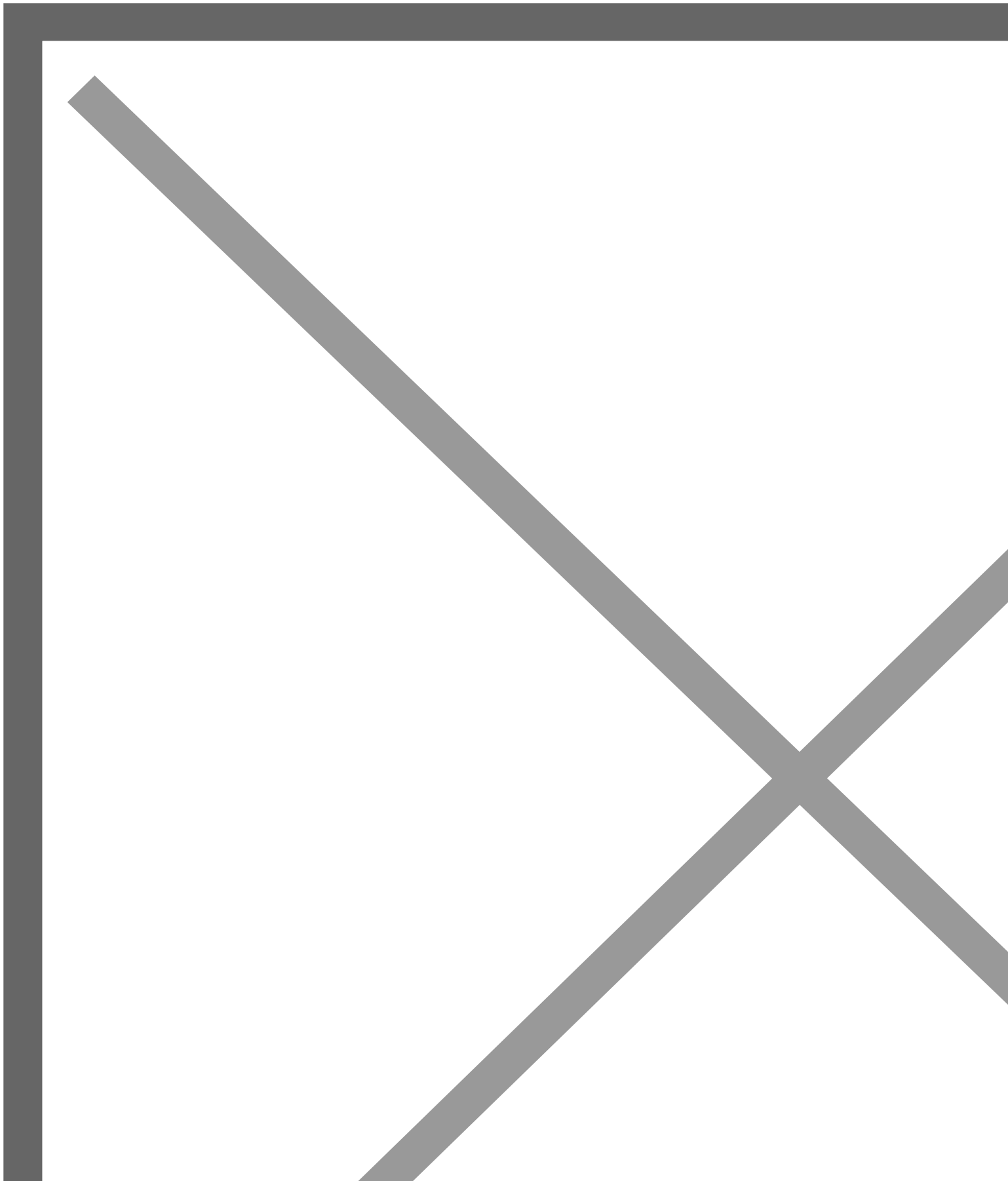


To port, a third plotter pops up out of the countertop so a navigator can plan the next day's cruise.





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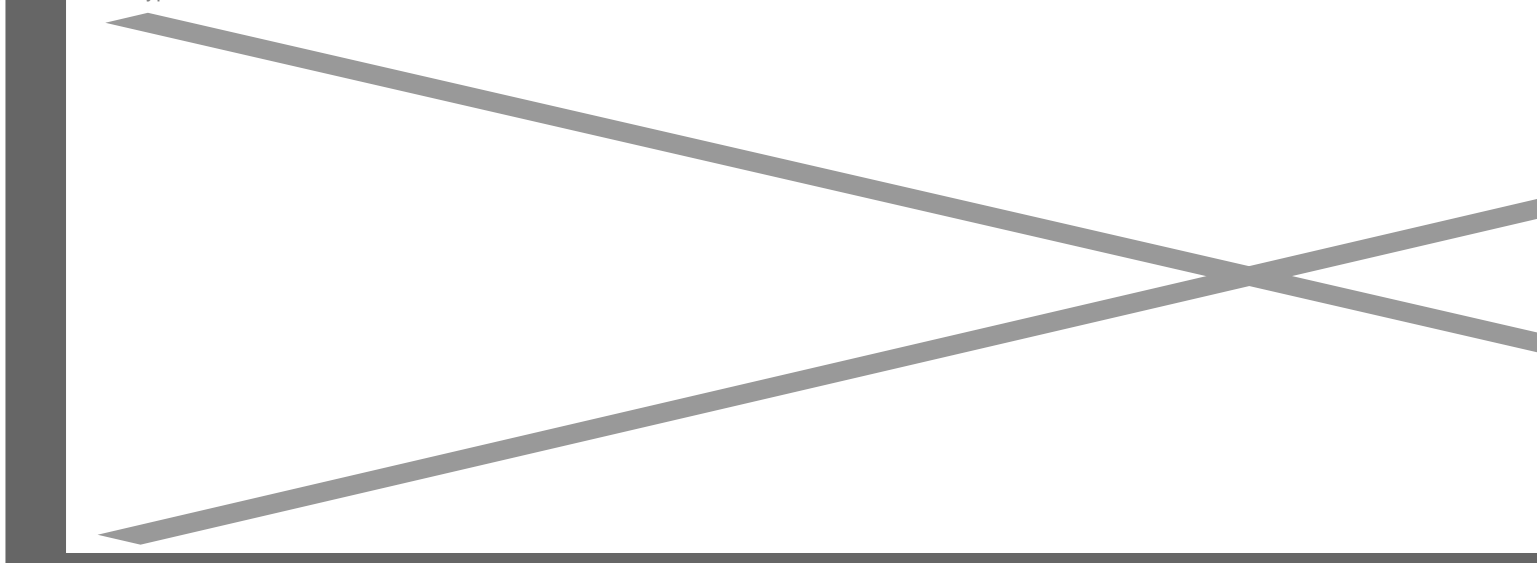


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Capt. Steve always appreciates it when a manufacturer puts a door alongside the helm.

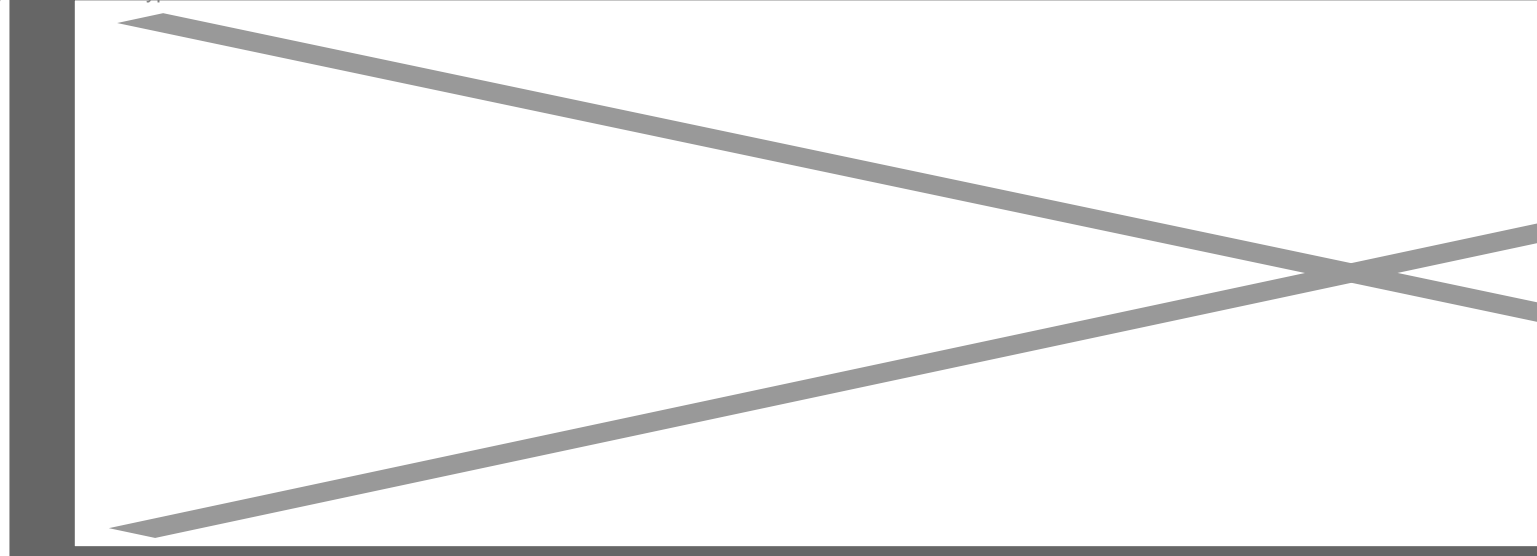
## Hunt Yachts Ocean 63 Accommodations Deck

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Our test boat had the galley down layout with a lower salon and two staterooms.

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Hunt also offers the Ocean 63 with an office replacing the galley and a third cabin for guests.

**The Galley.** Stairs from the salon lead to the cabin deck and at the bottom, the first thing we encountered was the galley to port. Lightly-colored stone counters mixed well with the teak woodwork to create a warm, welcoming aura. Hatches pull up to uncover the sink and wastebasket. Appliances include a convection

microwave oven, two drop-in freezers, a dishwasher, refrigerator drawers and a refrigerator. The distribution panel and battery switch locker are just ahead of the galley in the companionway.



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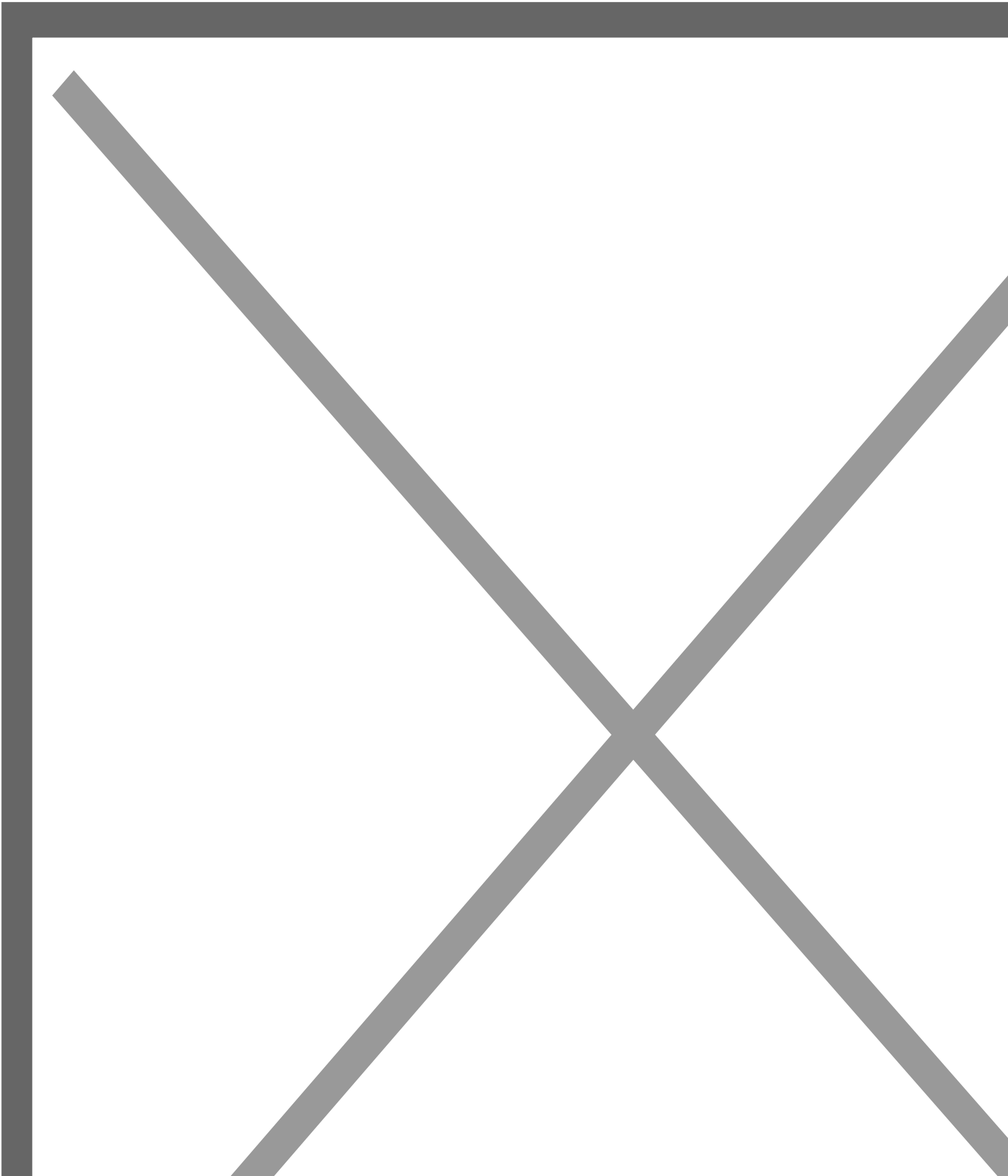
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By using lightly colored stone counters and woods, Hunt keeps the galley from feeling dark.





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The battery switches are in a dedicated compartment in the galley companionway.

**The Den/Office.** Opposite the galley, our test boat's owner wanted pocket doors to access a small dining/relation area that has an L-shaped lounge and a small table. The concept is so well done that it would be easy to walk right past it and miss the area completely.



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Pocket doors from the galley open to reveal a quaint den area that could be a great place for kids to hang out and have some privacy.

**Master Stateroom.** A companionway leads aft to the master stateroom. The stacked washer and dryer are behind a door and there's a pantry under the cabin stairs. The 72" x 60" (182.9 cm x 152.4 cm) berth is on the centerline and there's 6'4" (1.9 m) of standing headroom with 4'2" (1.3 m) above the berth. a loveseat and desk underneath to starboard with plenty of storage on both sides. Large hullside windows provide good views. The master head is en suite and has a separate shower stall.



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The master stateroom has some of the largest hullside windows we've seen in class.

**VIP Stateroom.** Forward in the Ocean 63's bow is the VIP stateroom that has a 78" x 61" (198.1 cm x 154.9 cm) berth in the conventional configuration in the center. There's high and low storage on each side plus hullside windows and a 24" (60.96 cm) TV on the aft bulkhead. The en suite has a separate shower as well.





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The VIP has plenty of storage outboard of the berth and in drawers in the base.



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Like the master head, the VIP has a separate shower with plenty of headroom.

**Crew Quarters.** Access to the crew quarters is a hatch in the cockpit. It's set up for one person with a single berth, a 24" (60.96 cm) TV and a wet head. A door in the engine room also leads to the crew quarters.

**Engine Room.** The Ocean 63's engine room is one of the most spacious we can recall with 6'4" (1.93 m) headroom and space for an adult to pass between the IPS1350s easily. The space between the rails is 33" (83.8 cm), but one of the rails is well inboard above the engine. We'd like to see it moved inboard of the engine. The pod drives connect directly to the engines and there's good access to them. The Glendinning power reels are in the aft starboard corner and a crewmember could access the steering abaft the compartment entryway. The Northern Lights 20 kW generator is forward as are the batteries and chargers. Fuel-water separators and raw-water strainers are also conveniently placed for routine maintenance.



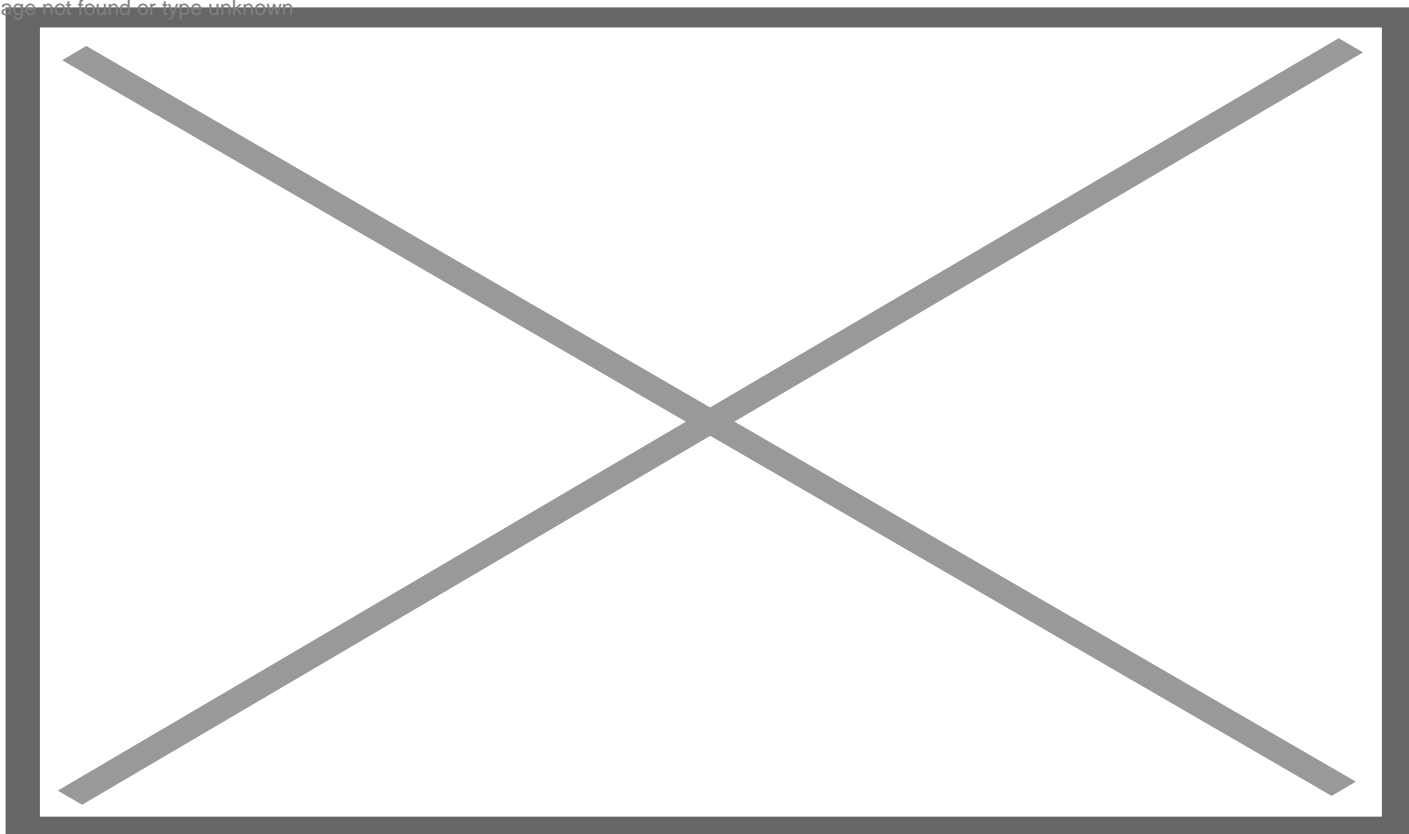
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Opening the hatch in the transom lets in light to improve visibility throughout the engine compartment.

**Construction.** Hunt builds the Ocean 63 with solid fiberglass below the waterline and vinylester infused foam coring above. Composite coring in the stringers and bulkheads help keep weight down and the stringers, bulkheads and decks are all vacuum-bagged with composite coring. The hull and deck are bonded and mechanically fastened and the hull is finished in Awlgrip in the owner's choice of color.

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The Awlgrip finish on the hullsides should hold up over time.

## Hunt Yachts Ocean 63 Performance

The Ocean 63 measures 69'9" (21.18 m) with an 18' (5.49 m) beam and a draft of 4'2" (1.27 m). Her empty weight is listed at 78,000 lbs. (35,380 kg), 69% fuel, 61% freshwater and 5 people, we had an estimated test weight of 84,683 (38,411 kg). With power provided by twin 1,000-hp Volvo Penta IPS1350s, we hit a top speed of 31.8 knots at 2470 rpm. We recorded best cruise at 2200 where she ran 26.5 knots and burned 77.5 gph, which resulted in .3 nmpg and a range of 329.6 nautical miles with 10% of the boat's 1,070-gallon (4,050-liter) fuel capacity held in reserve. To cover longer distances, back off to 1000 rpm and 9.6 knots where she got .9 nmpg and could run 877.3 nautical miles.

**From a handling perspective**, the Ocean 63 was nimble, coming around 180 degrees at 18 knots in 25 seconds and three boat lengths. She needed four revolutions of the wheel to go lock to lock and around the docks, the joystick made docking a non-event.



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The only disappointing thing on test day was the calm conditions. Capt. Steve was hoping to see how the Ocean 63 felt in bigger seas.

## **Base Price**

\$4,615,000 with twin 1,000-hp Volvo Penta IPS1350s.

## **Observations**

Even though the Hunt Ocean 63 has crew quarters, the person who resides in them will most likely be responsible for maintenance while the owner will be the primary operator. She's just too easy of a boat to drive and an experienced cruiser will appreciate that.

There's much to like about the boat and one of the things that we felt set her apart was the customization that Hunt built into her when the owner requested it. The fit and finish throughout is worthy of recognition and her classic lines should appeal to a broad-ranging audience.