

# Hunt Yachts Hunt 80 (2016-)

## Brief Summary

Hunt Yachts has long built boats from 25' to 36' in length at its Rhode Island yard, as well as 44-, 52- and 68-footers (13.4, 15.8 m and 20.7 m) at its Taiwan facility. Given the quality and market acceptance of these vessels, it was inevitable that the range would keep growing.

## 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.*

## Key Features

- Hunt deep-V hull
- Jet, pod or conventional propulsion available
- Galley with twin pedestal mounted dining table, high-gloss teak veneer finish, with chairs to starboard
- Storage cabinet with wine cooler, AC control panels and locker space underneath deckhouse stairs
- The main aft salon with sofa, arm chairs and end table cabinets
- 55" flat screen TV in salon
- Aft deck wet bar with sink, refrigerator and icemaker
- Molded swim platform with teak decking
- Flying bridge with built-in settee and two helm chairs

## Specifications

<b>Length Overall</b>	88' 1" / 26.85 m
<b>BEAM</b>	19' 6"   5.94 m
<b>Dry Weight</b>	120,000 lbs.   54,431 kg
<b>Tested Weight</b>	

<b>Draft</b>	4' 0"   1.22 m
<b>Draft Up</b>	
<b>Draft Down</b>	
<b>Air Draft</b>	28' 6"   8.68 m
<b>Deadrise/Transom</b>	N/A
<b>Max Headroom</b>	N/A
<b>Bridge Clearance</b>	N/A
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	2,150 gal.   8,138 L
<b>Water Capacity</b>	500 gal.   1,893 L
<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

<b>Time to Plane</b>	
<b>0 to 20</b>	
<b>Ratio</b>	
<b>Props</b>	
<b>Load</b>	
<b>Climate</b>	

Hunt Yachts Hunt 80 running shot

The new Hunt Yachts Hunt 80 has a LOA of 88'1" (26.8 m), a beam of 19'6" (5.94 m) and a hull draft of only 4' (1.22 m).

## Overview

Hunt Yachts has long built boats from 25' to 36' (7.62 m to 10.97 m) in its Rhode Island yard, and 44, 52 and 68 footers (13.4 m, 15.8 m, and 20.7 m) at its Taiwan location. Given the quality and market acceptance of these vessels, it was inevitable that the range keep growing, and indeed that ongoing process and progress is the subject of this review.

While Hunt Yachts has a wide range of propulsion options available, this newest launch, and now flagship of the product line, is powered by Hamilton Water Jets -- a Hunt specialty. Jets give the Hunt 80 a draft of only 4' (1.22 m) -- exactly the hull draft -- that makes her ideal for shallow cruising grounds such as Florida and the Bahamas -- to say nothing of eliminating the problem of lobster pots.

Her fully-enclosed raised command bridge adds a distinctive flair to her profile that, at first glance, seems to fully embody the concept of open air spaces. Let's take a snapshot look at what we can expect.

## Backstory.

The owner of the 80' (24.38 m) Hunt that we are reviewing owned a Hunt 25 as well as a 70' (21.34 m) European built motoryacht. He had his captain take a test drive on the NYPD's 60' (18.29 m) jet boat and he was impressed.

Now it was "game on", starting with a hull design by C. Raymond Hunt creating the deep-V platform. The owner worked closely with Hunt Yacht's design team of Winn Willard and Peter Boyce, originally specifying a 75 footer (22.86 m). The need for more open space demanded an increase to 80' (24.38 m) and the Hunt 80 was born.

The finished product includes a four-stateroom layout with a full-beam master, plus additional aft crew quarters. It also includes the impeccable fit-and-finish and uncompromising craftsmanship that the owner fell in love with on the Hunt 25.

Hunt Yachts Hunt 80 running shot

One of the first images taken of hull #1 shows a graceful lady at cruise speed. Note that the life rafts on the boat deck rails have been moved forward, and the swim platform has removable rails.

## Customizable Design

Hunt Yachts starts with a proven hull form and standard engineering and structural details. From this starting point, the builder offers a high degree of personalization. This has special appeal to the owner who has had a number of yachts previously and knows what they want. This allows a highly customized vessel

with the lower cost of a stock platform with a vetted engineering package. The original hull design was first conceived as a platform for yachts ranging in size from 63' to 82' (18.90 m to 24.99 m). Inside, the designer worked with the customer to create the interior they want, not only in terms of décor and joinery, but also interior floorplan arrangements.

### Hunt Yachts Hunt 80 running shot

With the enclosed living spaces both on the main and flybridge decks, there is no shortage of areas for entertaining. Side decks to port and starboard provide an easy transition to and from the bow. Forward, a sun pad and lounge seat will be popular venues while underway or at anchor.

## Construction

The hull is a deep-V composite FRP hull molded with integral chine flats and lifting strakes. A 7' (2.13 m) extension was added under the swim platform/jet guard.

All hull and internals are laminated using PVC foam cores and non-woven E-glass fabrics. The deck, superstructure, and flying bridge, along with the upper deck, were molded from several deck molds with custom-made additions to accommodate the larger size of the 80. All structural bulkheads are watertight to the underside of the deck sole and she's comprised of 5 separate watertight compartments: forepeak, collision compartment, owner and guest accommodations, crew quarters, and the engine/jet room. This makes the boat more flooding and fire resistant, and therefore more seaworthy. We should add, that it is also almost unheard of in stock 80' motoryacht.

### Hunt Yachts Hunt 80 cockpit

As one of the first areas that guests will see when boarding the 80, this cockpit makes a welcome first impression.

## Features Inspection

### Main Deck

#### Hunt Yachts Hunt 80 layout

The main deck features a forward galley, centrally located salon, and an open aft cockpit. Interior stairs to starboard lead to the enclosed flying bridge above.

The layout is a variation of the Hunt 68 express cruiser. The deckhouse is much the same as the Hunt 68 with the aft bulkhead moved aft approximately 1' (.31 m). A web frame is built into the stairs and galley framing to stiffen the deckhouse and support the overhead. To port is a flush weather tight door leading to the side deck, again much like the 68. All interior soles are varnished teak and holly. A chilled water system,

which blows air across pipes flowing with cold water, will allow for climate control that will meet or exceed the demands of South Florida climates, according to the builder.

## Aft Deck

The aft deck is protected from rain and sun by the extended overhead above. Decking is unvarnished teak with black seams. Two cabinets are forward, the one to starboard covering stairs to the crew quarters with the port one being for storage. A stainless steel ladder is also to port, and this ladder has teak treads. A sliding hatch is just above.

To the forward end of the aft deck is a fixed settee, and this settee is built with a wet bar to the front side. It includes a sink, refrigerator and icemaker. Aft of the settee is a hi-lo pedestal table. Aft of the table is room for additional chairs.

### Hunt Yachts Hunt 80 swim platform

The molded swim platform is fixed in position. Stairs to the aft deck are port and starboard. The enclosed pilothouse has doors to the aft deck to both sides.

## Swim Platform

To port and starboard are stairs leading from the aft deck to the teak swim platform which covers the water jets projecting out from the transom below. A davit holds the AB/Oceanus 14' (4.27 m) RIB with a 60-hp outboard for easy launch. A 14' (4.27 m) passerelle extends out from the transom for use when moored stern-to- and in the stowed position will lie internally along the engine room overhead. A watertight door leads to the engine room.

## Salon

The main salon is aft on the main deck, with free standing furniture as opposed to built-in modules. The aft most cabinet to starboard also provides headroom for the crew cabin stairway underneath. To the starboard cabinet, there is a 55" (139.7 cm) flat screen on an electric lift. The overhead is finished with valances that house not only window shades but also the AC vents. In this manner, the climate control provides an even cooling to the space in general, eliminating cold and hot spots -- and ugly grates.

## Galley

The galley is forward on the main deck and features Fisher & Paykel and Miele appliances. The range is a four-burner induction type. A double-basin stainless steel sink is recessed into the granite counter. Refrigerated drawers are used to contain items securely after traversing a seaway. All drawer fronts are

varnished teak to match the doors and trim.

## Dining Area

Note that the table is large and can seat eight people for a formal dinner. In our book, this is an important feature and something that is often not seen in a raised pilothouse design. Because the Hunt 80 is a flushdeck motoryacht it can provide this elegant and useful amenity.

To starboard of the galley is a twin pedestal mounted dining table with a high-gloss teak veneer finish.

## Pilothouse

The flybridge deck offers an enclosed pilothouse along with an open-air gathering area for all sorts of entertaining. (It is not hard to visualize the aft bulkhead pulled back to create a skylounge.)

To starboard on the main deck is a laminated wood stairway to the pilothouse with solid wood treads and trim. A storage cabinet with wine cooler, A/C control panels and locker space beneath the stairs highlights the use of space.

In a departure from the Hunt 68, this flying bridge is fully-enclosed, leaving no need for a lower helm station. Hunt includes a \$150,000 electronic allowance to include a GPS plotter, two VHF radios, X and S band radars, SSB radio, AIS, cellular and satellite telephone and complete vessel monitoring system.

Hunt Yachts Hunt 80 entertaining venues

Here are two distinct entertaining venues, both with cooking and refrigeration. Notice the life rafts to the outboard sides of the flybridge rails.

## Ride and trim control

is provided by Humphree. These 3'3" (1 m) interceptors allow for automatic trim, list and turn control when the boat is on plane at high speed. Hull stabilization is also provided by a pair of SeaKeeper 8000 gyro stabilizers, one under the sole in the forward passageway, the second in the centerline of the engine room. Between the Hunt hull, the Humphreess interceptors and the Seakeeper stabilizers, this should be one comfortable platform at sea.

The DC switch panel is built into a console adjacent to the helm. A chart table does double duty as an office desk mounted next to the helm. A slide-out desktop is built in and can easily accommodate a laptop and incidentals.

A bulkhead encloses the aft end of the pilothouse and just abaft is a settee and table protected by the overhang of the extended pilothouse top. This exterior area also includes a propane barbecue, bar sink, refrigerator and Corian countertop. Deck space further aft will accommodate three teak deck chairs that are included with the yacht. A pair of six-person life rafts are mounted to the outside of the rails.

## Bow

The trunk cabin is in the same design as the Hunt 68 with the notable exception of the seat built into the forward end. This requires extending the trunk approximately 24" (61 cm), not only to allow for the seat, but for a storage locker underneath as well.

## Lower Decks

Hunt Yachts Hunt 80

The lower decks are again, quite similar to the Hunt 68 with changes consisting mostly to joinery, shower stalls and structural bulkheads.

The Hunt 80 is a four-stateroom yacht with three heads, and additional living space is provided for a crew of up to four people. The master is full-beam, VIP is forward, and guest staterooms are to port and starboard. The Hunt 80 has a 500-gallon (1,893 L) potable water capacity, resupplied from a 900-GPD Sea Recovery reverse osmosis water maker. Water heaters are tank-less (on demand) and provide instant hot water.

## Silence is Golden

A key feature worth noting is Hunt Yacht's attention to noise attenuation. The goal was to achieve no more than 80 dBA in the lower accommodation spaces and no more than 75 dBA on the main deck while at full throttle. This is a bold objective and is achieved -- according to the builder -- by utilizing Sounddown treatments in the fiberglass, foam, acoustic vinyl and carpet underlayment.

Damping tile is used in the hull at the forward stateroom where the main impact area is in a seaway. Approximately 75 sq. ft. (6.97 sq. m) of the same material is used in the engine room. Lastly, all pumps, fans, compressors and other sources of noise and vibration are elastically mounted.

Hunt Yachts Hunt 80

Free standing deck chairs are included with the Hunt 80 and this boat deck makes a welcome place to put them, particularly when the vessel is underway, because the ship's tender is on the swim platform.

## Master Suite

The master is full-beam with an en suite head. This stateroom is further insulated from the sound of the engine room thanks to the placement of the fuel tanks and crew quarters.

## Crew Quarters



The crew is quartered forward of the engine room in three spaces, including a main cabin with lower berth, folding berth, hanging locker and bureau, head and toilet, vanity and separate shower. A vestibule provides access to the engine room via a watertight door. Stairs lead to the aft deck. A high berth with storage lockers below can also be used as a solid surface for a workspace.

## Engine Room

The engine room is accessed from either the crew quarters or the transom, and the single space contains the main engines, water jets and two gensets. Above, an 8 x 8 (2.44 m x 2.44 m) "soft patch" is built into the main deck to allow for engine and waterjet removal. To either side there is ample storage for deck and docking gear with easy access provided from the transom. All engine displays from the helm are duplicated in the engine room for local operation. Engine room insulation is capable of fire and heat shielding for up to 30 minutes, according to the builder.

Engine cooling is via a centerline seachest, which significantly reduces the amount of thru-hull fittings, increasing seaworthiness. The engines are wet exhaust, discharging through the transom above the waterline. Risers are stainless steel and water-jacketed.

## There is a separate fuel system

for each engine -- something that is not seen on many production boats. Fuel capacity is 2,150 gallons (8,138 L) in two tanks with each engine having its own direct supply and return to the individual tanks; a service (day) tank is not necessary. A fuel transfer pump is fitted should there be a need to balance uneven loads, and overflow expansion tanks are fitted to the vent lines.

## Performance

We have not tested this yacht and as she's a new launch, her sea trials haven't been concluded as of this writing. She's powered by a pair of twin 1600-hp MTU diesel engines turning Hamilton HM651 water jet drives through a 72" Cardan shaft.

The jets are naturally protected, with the impellers inside the hull and the inlet grates flush with the bottom, giving her real shallow water maneuverability and a top speed that should approach, if not exceed, 31 knots, and a cruise of 25 knots, according to the builder.

Hunt Yachts Hunt 80 launch

Shown here during launch, the Hunt 80 has a distinctive Hunt hull form, with high chine elevation, fine entry, deep deadrise and a mix of running strakes and chine flastats.

## Controls

The MTUs are fully electronically integrated with the Hamilton MECS waterjet system. One control station is provided in the pilothouse and a remote control can be carried out to either bridge wing or the aft deck. The helm includes a steering lever or a more traditional steering wheel. A joystick provides responsive and predictable low speed maneuvering control, says the builder. Dual levers control the throttles and reverse buckets.

As for close-quarters handling, she has no bow or stern thrusters, and should not need them because of the powerful thrust vectors of the waterjets.

## Observations

The Hunt Yachts Hunt 80 is a good example of a motoryacht built through a collaboration between a knowledgeable and experienced owner and builder. The owner knew what he wanted and what was practical in a large motoryacht designed to be seriously used. Some of those elements were --

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### **A deep-V bottom**

for high-speed riding comfort combined with a SeaKeeper gyro stabilizer to resist roll at low speeds and at rest.

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### **A "flush deck" design**

with a pilothouse above to maximize usable space on the main deck. By maximizing entertainment areas on the main deck there is no need to create a skylounge and the pilothouse can be limited to one function -- piloting.

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### **Large on-deck spaces**

for entertaining and sunning. The aft deck on the Hunt 80 is one of the largest we have seen on this size motoryacht and has been designed for large group day-boat entertaining, evening cocktail parties, and possible other uses.

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### **The large, fixed swim platform**

with a davit is somewhat unusual. While we would prefer to stow the tender on the boat deck above, this owner clearly prefers to have the tender close to the water for quick, easier launching.

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## **Jet Drives.**

There are not many boats this size with waterjets, primarily because they are expensive, heavy, take up room, and are not the norm. However, they are preferred by many cruising motoryacht veterans. That says something important. There is nothing easier to damage than running gear, and doing so can instantly ruin a planned cruise. Other advantages are 1) shoal draft, and 2) better directional steering in a following sea.

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## **Location of Crew Amidships.**

The bulkheads for the crew quarters and the location of fuel tanks, as noted, reduces noise in the master stateroom when underway. It also makes way for the large Hamilton jets where crew quarters would normally be.

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## **Minimum Top Hamper.**

This helps keep the CG low, reduce roll, and makes the boat more seaworthy.

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## **Large Tank Capacity.**

At 2,150 gallons (8,138 L), this owner obviously plans on moving fast and wants to have decent range. She has a 500-gallon (1,893 L) water tank.

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## **Sound Attenuation.**

Hunt's efforts to reduce sound are admirable and we will be interested to find out how successful they were when running at high speed.