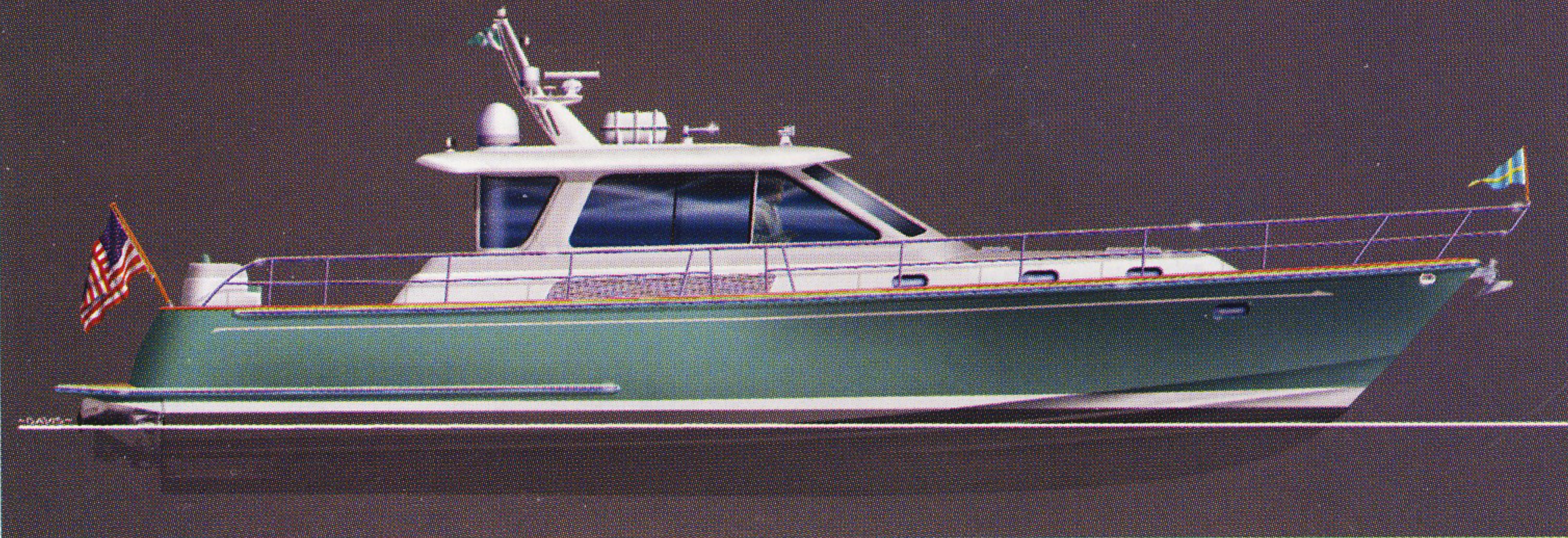


## DESIGNER'S CHOICE

### C. Raymond Hunt Associates 54



The nexus of this handsome project designed by C. Raymond Hunt Associates is lobster pots, or rather the line that connects the buoys to the traps. A New England resident, the client had his fill of lines wrapped around shafts and props and so switched to waterjet propulsion with his last boat, a 38-foot soft-top cruiser built at Maine's Lyman Morse.

"Despite the extra cost and decreased mid-range performance of waterjet propulsion, he liked the boat so much that he used it far more than he thought he would, even taking it south for the winter," says Peter Boyce, Hunt's chief designer. "Two years ago we began discussing a larger, faster boat for him almost by accident." The owner, said Peter, was appreciative of Hunt's performance philosophy but had pigeonholed the company with a Down East styling aesthetic until he saw the

firm's design for the Global Arrow 68.

"His request was for a boat about fifty feet with a clean conservative look, not arbitrary, but not old-fashioned, either," recalls Peter.


The hull is designed for speed with a sharp, shallow forefoot, lifting strakes and a 20° deadrise at the transom. A swim platform covers the waterjets. Advanced construction techniques—infused e-glass over Corecell PVC, a carbon-fiber transom door and an interior of veneered, honeycomb panels—should bring the boat in at a dry weight of around 49,000 pounds. Using carbon fiber shafts for the 10-and-a-half-foot run between the engines and the Hamilton waterjets cut the shaft weight in half.

The jets occupy a separate watertight compartment from the engines. If either compartment was to flood, pressure sensitive seals guarantee integrity—and

buoyancy—of the other compartment.

Among the yacht's interesting design features are the long (11.5') aft deck and twin staircases flanking the garage for a 10' inflatable tender. "He could have carried a thirteen

foot tender athwartships on the transom, but he prefers the garage for aesthetic reasons. A carriage system powered by hydraulic ram managing a continuous loop cable launches and retrieves the dinghy.

Optimized for the lifestyle of a cruising couple and their dog, the lower deck has one comfortable stateroom forward and an ensuite head on port with a separate shower. A similar head to starboard (but without the stall shower) can be accessed from either the owner's stateroom or the library aft, which also makes into a stateroom with a pullout berth. A compact but well-equipped galley is opposite to port. 

#### Preliminary Specifications

LOA: 55' 2" (Including integral platform)

Beam: 15' 10"

Draft: 2' 11"

Displacement: 56,000 lbs. (est. dry)

Fuel: 800 U.S. gals.

Water: 160 U.S. gals

Power: 2 x Caterpillar C18 @ 1,001 hp

Top speed: 36-37 knots @ full load

#### Contact

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