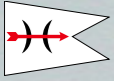
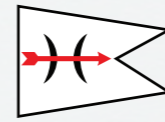


RAY HUNT DESIGN





40 YEARS OF DEPENDABLE PERFORMANCE IN THE TOUGHEST CONDITIONS



Ray Hunt Design has more than 40 years of experience in the design of pilot boats and other commercial vessels.

It has been our privilege to design commercial vessels for the toughest jobs in the marine industry. The rigorous conditions that our commercial vessels operate in have been crucial to the development of our hull technology. We have been asked to develop the most dependable and seaworthy vessels in the world decade after decade. The result, an unmatched pedigree of commercial vessels for fair and rough seas.

Our long standing relationships with ship builders have allowed us to learn the most efficient and practical way to provide the modern commercial mariner with everything he needs to do the job and get home safely.

“What Ray Hunt Design offers to a customer is our experience. The confidence to know that the boat you’ve asked us to design is going to work the first time, right out of the box.”

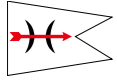
Winn Willard, President



A HISTORY OF PERFORMANCE

Pilot service has changed over the past 20 years, with deeper draft ships requiring longer runs from shore-side pilot stations. Faster ships and lessened turnaround time require higher boarding speeds, sometimes 10 knots or more. The Hunt deep-V hull is not only a proven rough weather performer, but also performs well when boarding, remaining stable when in contact with a ship, with no tendency to become stuck alongside. Over the years, the sophistication of interior accommodations has also changed. Pilots now sit in state-of-the-art Stidd seats, fully adjustable for comfort and support. Noise levels are controlled better and pilot safety increased with wide side decks, heated handrails and rescue systems. Designs take into account the unique requirements and preferences of each pilot organization.





RESILIENT CLASS

38 to 43 FT. LOA



50 CLASS

50-55 ft. LOA

Chesapeake Class

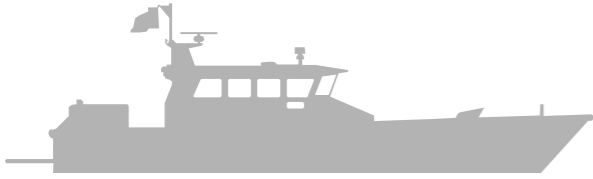
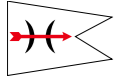
Los Angeles Class

A 43-foot aluminum waterjet driven RIB developed to address the need for a small, maneuverable, shallow draft boat for in or near shore use. Collar options of foam, hybrid foam and air, or air collar are available. Three vessels have been built, the most recent delivered in late 2007.

A 53-foot aluminum pilot boat developed for the Maryland and Virginia Pilot organizations as an enhancement of the St. John's Class design with increased sheer height, beam, and topsides flair for severe offshore service. Eleven vessels have been built since this class's inception in 2001.

A 52-foot pilot launch developed for the Los Angeles Pilots. These vessels were built with moulded FRP hulls and aluminum deckhouses. Two vessels have been built to this design thus far.





60 CLASS

60-65 ft. LOA

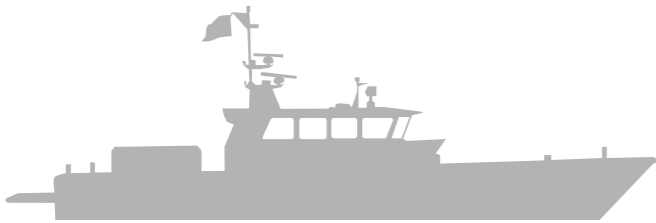
Rescue & Response

St. David was designed and built to Lloyds Register Rules for the Bermuda Dept. of Marine and Port Services. She serves a dual role as Bermuda's primary Pilot boat and as its offshore Search and Rescue boat. St. David launched in October 2011.



Texas Class

A 70-foot waterjet propelled vessel developed for the Galveston Texas Pilots to satisfy the need for a larger, safe, fast and maneuverable vessel that would be capable of higher speeds even when further offshore. A second vessel was built in 2010.



70 CLASS

70-75 ft. LOA

Alaska Class

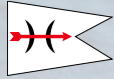
A 75-foot aluminum waterjet pilot boat based on the proven Texas class but designed with heating systems and equipment to operate safely in the cold Alaska waters.



Charleston Class

A 75-foot twin screw pilot boat that was originally developed for the severe conditions in Alaska waters. It was quickly adapted for use in warmer waters of the southern US. Two vessels were built for the Charleston Pilots and a third was delivered to the Lake Charles Pilots.





10 REASONS

FOR THE HUNT DEEP-V

1. ROUGH WATER SPEED

The Deep-V is proven worldwide as the best monohull for speed in rough water. USCG and RNLI rescue boats are Deep-Vs.

2. PROVEN AND PRACTICAL

Since 1978, more practical and cost effective than exotic vessel types such as Catamaran, SWATH, SES, etc. More than 40 boats in reliable service on all coasts.

3. STRAIGHT TRACKING

Boat tracks straight upwind and down. Will not broach in big following seas unlike older round-bilged hulls.

4. DRYNESS

Multiple chines and hull flare minimizes water (and ice) on deck.

5. SMOOTHER RIDE

Compared to older style planing hulls, pounding upwind is less, therefore crew fatigue is reduced

6. STABILITY

Proven stable alongside during boarding and in rough seas.

7. ALL-SPEED PERFORMANCE

The dual-mode capability of a deep-V gives excellent performance, handling and stability at both planing and displacement speeds.

8. SAFE GETAWAY

The rounded deck line and radiussed bow and transom corners allow safe and easy getaway from a ship and there is no tendency to become stuck alongside.

9. DECK SPACE

The full deck line maximizes the area available for safe boarding. Minimum side decks are 36 inches.

10. CONSTRUCTION

Proven in pilot service, hulls are available in steel, aluminum, and fiberglass. Designed to classification society rules.

SEAARK DAUNTLESS 34



US NAVY STANDARD 11M RIB



DESIGN VERSATILITY

The United States Coast Guard and Navy rely on our designs to protect their interests offshore and support their troops abroad.

Law Enforcement agencies like the NYPD also depend on our Deep-V hull design to protect their harbors and ports.



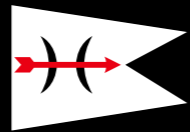
64' SCREENING ESCORT VESSEL



70' TACTICAL RESPONSE VESSEL

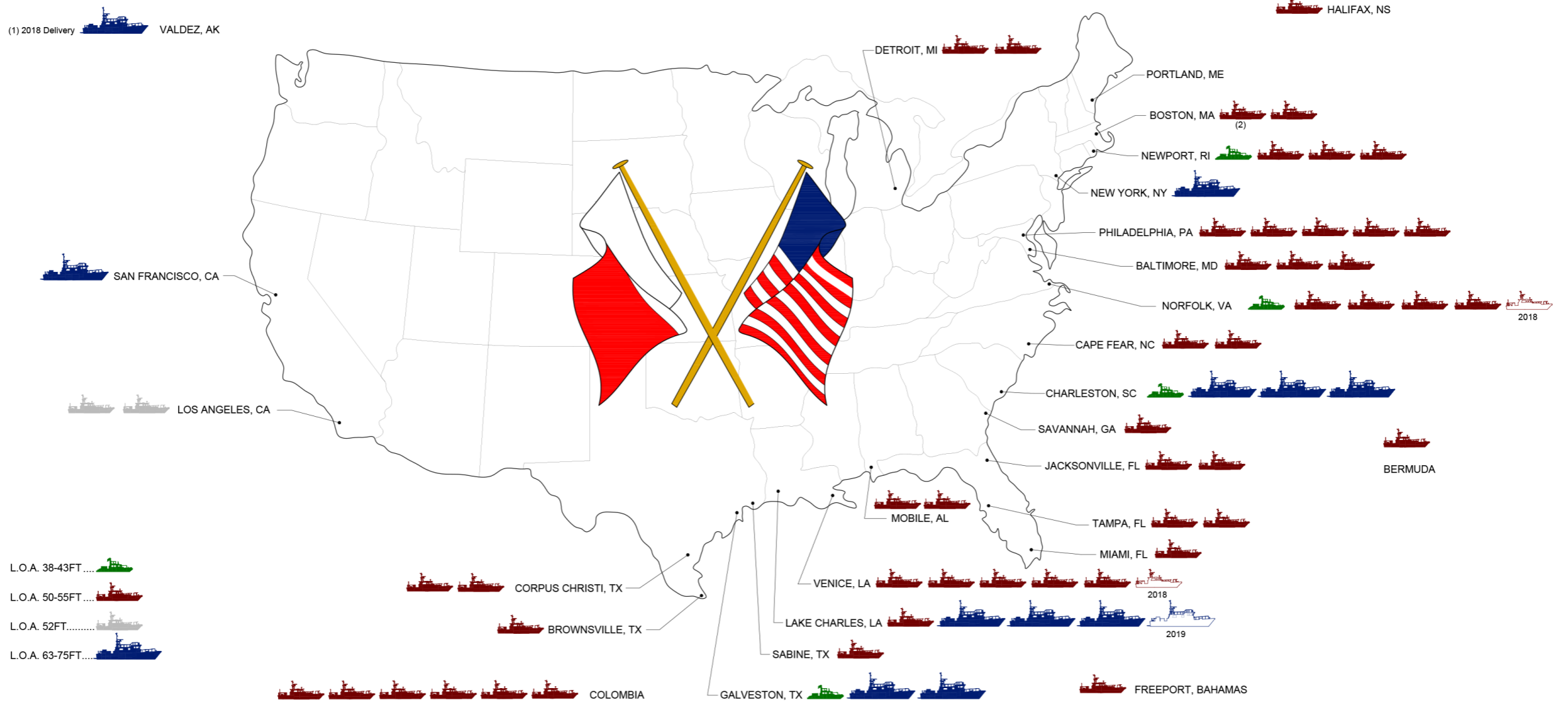


75' FIRE & RESCUE BOAT



RAY HUNT DESIGN

PILOT BOAT LOCATIONS



RAY HUNT DESIGN

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