

30 Years Then and Now LEADERS OF THE INDUSTRY

Offshore Yachts

www.offshoreyachts.net

OFFSHORE YACHTS



PMY: What recent innovations differentiate your boats from those you used to build?

HUNT: Our latest boats utilize such technological advances as Seatorque enclosed shaft systems and ZF joystick controls as standard on all models. Our larger models have incorporated Maretron monitoring systems necessitating the step to add the NMEA 2000 backbone. But even our latest models are still based on our first well-proven hull form created by William Crealock. Influenced by Richard Bertram's desire for a hull bottom capable of taming the Gulf Stream (which resulted in Ray Hunt's design of the deep vee *Moppie*) we began building FRP

ROBERT HUNT

In 1958, Robert Hunt and his brother, Richard joined their father in the boat business. Robert, having lived a life of boating since a small child, built upon his father's early work building FRP boats to create Offshore Yachts. A California native and graduate of UCLA, Robert's extensive boating experience and knowledge have helped guide the company to produce its full line of luxury cruising yachts.

cruising boats utilizing a modified deep-vee hull design that we have not wavered from.

PMY: Is there a milestone that is a turning point in the history of your company?

HUNT: There have been several, including each new model we developed. But being one of the very first to build with FRP, the most challenging obstacle was gaining acceptance of fiberglass boats and convincing boaters that fiberglass was actually stronger than wood. In 1948 we had potential buyers pound on the hull of our first FRP-laminated boat—a 16-foot runabout—with a mallet using reasonable force. We had an old wooden Penn Yan alongside the FRP runabout which was given the same sledgehammer abuse. Soon, the wooden skiff was beyond repair while the FRP runabout withstood the abuse for years having clearly proven the strength and durability of fiberglass. Fifteen years later, this first laminated

fiberglass boat was given to the Sea Scouts in usable condition with no repairs necessary.

PMY: What exciting things are coming in the future?

HUNT: Technology will continue to be developed that will make boating safer and more exciting and we look forward to constantly implementing those advances. However, we believe in some basics of boatbuilding and design that we want to remain intact, in order to provide serious cruisers with safe, well thought-out cruising yachts. I will be excited to see a new generation of boaters grasp the traditional essence of boating and come to appreciate the impact that hull design and high-quality workmanship can have on the boating experience. We will expand our horizons on the technological front and continue to build yachts that do not compromise a soft, comfortable ride while providing the safest and most advanced yacht possible.

A Look Back



1945: Richard Hunt works with the U.S. Navy to develop FRP applications for boats.

1948: We build the first production fiberglass pleasure boats, 14- to 18-foot runabouts.

1960: Influenced by Richard Bertram's desire for a hull bottom capable of taming the Gulf Stream (resulting in Ray Hunt's design of the deep-vee *Moppie*) we build FRP cruising boats using a modified deep-vee hull.

1967: William Crealock begins designing power boats for Offshore.

1970: In collaboration with Ford's William Kanzele we began building and racing the tremendously successful high speed "Marauders," which are based on a William Crealock design.

1983: The first Offshore 48 models rapidly gain a reputation for their extremely comfortable seahandling and establish Offshore's maxim of "the softest ride on the water."

1983 – 2014: Developed many more popular models including the 52'/54', 55'/60', 58'/62', 64', 66'/72', 76'/80', 80'/85'/90' Voyager series, and the 87'/92'.