



# HUCKINS YACHT FAIRFORM FLYER

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HUCKINSYACHT.COM

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## RESTORING A HUCKINS' CLASSIC

Huckins' yacht *402* was under construction when Paul Rogers joined the Huckins service crew in 1970. Paul played an integral role in every aspect of *402's* creation and, after nearly 35 years, he was given the opportunity to work on this magnificent yacht once again.

Owners John and Mary purchased *402* in Melbourne, Fla., while vacationing with family. Drawn to classic styles of yachts, the couple discovered that finding a yacht to fit John's 6'5" stature took some searching. In the end, John was thrilled to learn that the Huckins Offshore 65' fit their needs.

The yacht was in less than favorable condition when they first took possession. It was in need of many repairs. To get the job done, John and Mary brought *402* back

to the Huckins yard where she was originally built.

The restoration project was divided into segments (Huckins completed two to three months of work at a time) allowing the family use of the yacht in between tasks. In all, the restoration was a three-year project.

"We worked meticulously to ensure *402* was fully operational between tasks," said Paul Rogers. "We didn't want to tie up their yacht for 18 months or more."

Internal and external systems were repaired on *402*. The plumbing, wiring and air conditioning were all replaced. Huckins craftsmen restored the interior, and built new pieces to match the original work. They added teak and holly soles and fine joiner work such as tables inside and out for dining. Huckins also completely restored the engine room by filling old holes, remounting filter systems, and repainting it with high gloss paint for added beauty and easy maintenance.

Externally, deck box seating was altered to comfortably suit the couple's drastic difference in height; in contrast to John, Mary is just 5'2". In addition, the yacht's varnish work was stripped, sanded, repaired, and brought to new condition. The hull was restored and *402* was completely repainted.

"We were committed to making *402* look as original as possible," said Paul Rogers. "The classic 1970s style is visible throughout every detail of the yacht."

*402* is due back in Jacksonville next fall for one final project: repower. Stay tuned for the final update. ■





# LETTER FROM THE SERVICE MANAGER

At Huckins, we provide our customers with more than just beautiful custom yachts. We offer an experienced service team to repair or rebuild your yacht. With more than 40 years of custom boat-building experience, our staff is qualified to service any boat.

Experience in custom yacht building, extraordinary craftsmen, and dedication are what separates the Huckins service department from our competition. We confidently take on many projects that other service yards are hesitant to attempt, and we work diligently to ensure that your yacht leaves the Huckins yard looking and running its best.

In addition, we're happy to have our customers watch the progress of their restoration and ask questions. Our goal is to provide you with the knowledge to fully enjoy your yacht. On behalf of everyone at Huckins, I look forward to working with you.

Sincerely,

Paul Rogers



## HARD-TO-FIND PARTS MADE EASY

When it comes to yachts, Huckins has “been there and done that” for over eight decades. We build them. We service them. And now, to better serve our customers, we offer a wide selection of parts in one convenient location. If you need it – from hard-to-find screws and bolts to hose clamps and fiberglass – chances are we have it.

You can view a complete list of parts by visiting our website at [huckinsyacht.com/service.php](http://huckinsyacht.com/service.php). Categories include carpentry, dock, electrical, fiberglass, mechanical, and paint. Contact the purchasing department at [groland@huckinsyacht.com](mailto:groland@huckinsyacht.com) or (904) 389-1125 for more information or to place an order. ■



## HUCKINS PAINT DEPARTMENT

Huckins is recognized for its unparalleled reputation in custom yacht building and restoration. Working with the finest craftsmen from around the world, we're renowned for our ability to handle all types of boats and projects. In every sense of the word, Huckins stands for perfection, and our paint department is no exception.

Comprising painters with nearly 40 years of Huckins-trained experience, the paint department is the backbone of our service yard. We pride ourselves on meticulous attention to detail and the finest paintwork on the water today.

The Huckins paint department is led by supervisor P.J. Rogers, who joined Huckins in 1994. After 14 years of specialized training, P.J. became supervisor, teaching his crew that a great paint job requires proper preparation first – sanding, priming, fairing, and build-up. ■



“I CHOSE HUCKINS FOR THEIR REPUTATION.”

## MONTANA EAST

When *Montana East* owner, Bill Morin, needed to restore his 1989 48’ Californian, he enlisted the help of Huckins’ service and paint departments. Huckins expertly refinished the boat, a process that took just a month to complete.

First Huckins removed all hardware, repaired all areas with stress cracks, replaced two aft roof supports, and repainted the entire vessel using Alexseal® Premium Topcoat system. They polished all hardware and reinstalled it.

“I chose Huckins for their reputation and competitive prices,” said Morin. “They did a beautiful job. The 20-year-old boat looks brand new.”

Morin splits his time between a relaxing ranch in Montana and an apartment in the heart of Manhattan. Each year he spends a month on *Montana East*, which is docked at the Huckins yard. While in Jacksonville, Morin and *Montana East* captain, Bryan Bliss, spend their time cruising the St. Johns River. ■



# WINTER SERVICE SPECIALS

Huckins' winter specials are here, and we have something for everyone. Huckins is here to help ensure you get exactly what you need to complete your own restoration projects.

BUFF & WAX (HULL)	(WAS \$14.00/FT)	NOW \$12.00/FT
BUFF & WAX (SUPERSTRUCTURE)	(WAS \$17.00/FT)	NOW \$14.00/FT

Gift certificates are available in any denomination and can be used for all service projects, or for purchases from our stockroom or company store. We have hundreds of parts available for sale. If we don't have what you're looking for, we'll order it. For a complete list of parts available, visit the Service section of our website. If you think you missed out on that great bottom-job price, we're still offering it:

UP TO 44'	WAS \$34 PER FT	NOW JUST \$27/FT
45'-50'	WAS \$36 PER FT	NOW JUST \$30/FT
51'-59'	WAS \$38 PER FT	NOW JUST \$32/FT
60'-65'	WAS \$40 PER FT	NOW JUST \$34/FT
ABOVE 65'	ASK FOR ESTIMATE	

**DIY** In addition, we've opened spots at the Huckins yard for people who like to do-it-yourself. We'll do our best to answer any questions you may have while you restore your boat. If the job gets too big, let us know and we'll supply an estimate to help finish it.

**WE'LL COME TO YOU** For those who can't get their boats to us, we'll send a mobile service to you. For the bigger jobs, we're happy to pick up your boat and deliver it back to you when complete. Outside contractors must supply proof of insurance.



## 2010 BOAT SHOWS

Huckins will not be attending boat shows in 2010, but that doesn't mean we've gone quiet. Our newest boat, the Atlantic 44 Jet Drive, was proudly featured in the September issue of *Yachting* magazine. Other designs are currently on the drawing board including the newest Huckins Pod-Drive. Huckins is also busy completing numerous service and refit projects. Although we won't be attending any shows this year, we hope to see you at an upcoming Huckins Rendezvous or at our yard in Jacksonville. Naturally, we're always available to discuss construction plans with prospective Huckins owners for both prop-driven and jet-driven custom yachts. ■



## RENDEZVOUS IN NEWPORT

On September 3, Huckins owners and guests gathered at Block Island, R.I., for a weekend of blue skies and fresh air. While enjoying each other's company and camaraderie, the fleet traveled to Narragansett Bay—where they were honored guests at the Museum of Yachting's 30th Annual Classic Regatta.

The highlight was on Sunday morning, when the Regatta's annual yacht parade turned the waters into a panorama of majestic sails and classic boats. Sailboats and yachts assembled smartly, tracing a course around the harbor before heading to the parade's endpoint near the Museum of Yachting. Huckins was the first power yacht manufacturer ever invited to participate and, without a doubt, the 1920s and 30s fleet added to the classic ambiance.

The Huckins Northeast Rendezvous concluded with a sunset cocktail party followed by an awards dinner at which worthy honorees were recognized—from Best Sailboat and Best Powerboat to Most Patriotic and Best Overall. Stay tuned for announcements about the next Rendezvous. ■

# FROM THE DESIGNER'S DESK

## PODS FOR HUCKINS?

BY JON HALL

For some time Huckins has been following the progress of the latest propulsion innovation to date. Generically speaking, this is referred to as the POD Drive. These units combine inboard/outboard technology with the added advantage of keeping the propellers under the hull. Propulsion efficiency is significantly increased due to less drag caused by standard underwater components and counter rotating propellers per each drive unit. This theory allows the props to be smaller in diameter reducing draft somewhat however, having the ability to absorb more horsepower.

Volvo is credited with introducing the first production units about three years ago called the IPS (Inboard Performance System). Their units featured forward facing propellers. Their claim while unprotected from debris, significant efficiency is gained. Because at the onset their units were limited to 500 H.P., they were considered inadequate for propelling most Huckins to speed.

A couple of years ago, ZF in partnership with Cummins developed an alternate version called the Zeus Drive. The main distinctive feature of their product was the propellers

faced aft as normal. This allowed them to be protected somewhat by a skeg as on an I/O or outboard engine.

The Cummins ad campaign caught the interest of a potential Huckins owner. Together we researched and developed a preliminary design for a 54' Sportfisher utilizing twin 600 H.P. Zeus units. By the way user tests claim the Pod Drives appear to be more both fish and fisherman friendly for they disturb the water less. Eliminate the through transom exhaust problems with backing down and are much more maneuverable in those exciting moments when landing the big one.

At that time in early 2009, only two engine sizes were available. The Cummins QSB 480 H.P. and the QSC 600 H.P. models. Again, this limited Huckins prospects to the smaller yacht size range to insure expected cruise speeds in the upper 20's.

Additionally, the mechanics of the units limited the interior and profile design of the prospective yacht in order to accommodate the present parameters of drive shaft lever. However, at this writing all the a fore mentioned negatives have been reduced. The Cummins Zeus Drive has been upgraded to 800 H.P. The ZF/Cummins pact has expired and ZF is expanding the playing field to unlimited sizes from larger to 1900 H.P. units that can accommodate all engine manufacturers. These include CAT and MTU.

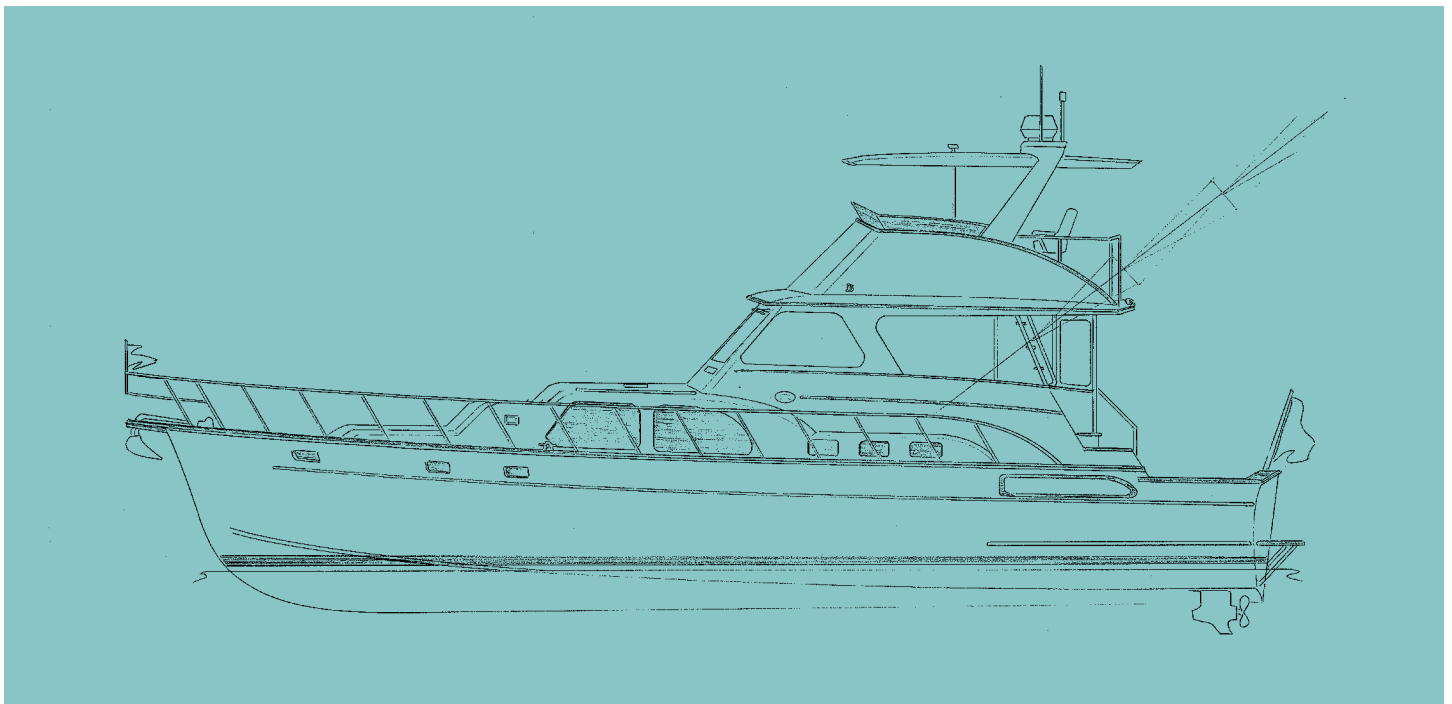
Further Volvo has expanded their line up to 1200 H.P. The advantage of Volvo is their simpler mechanical design making for easier installation. Additionally, Volvo offers

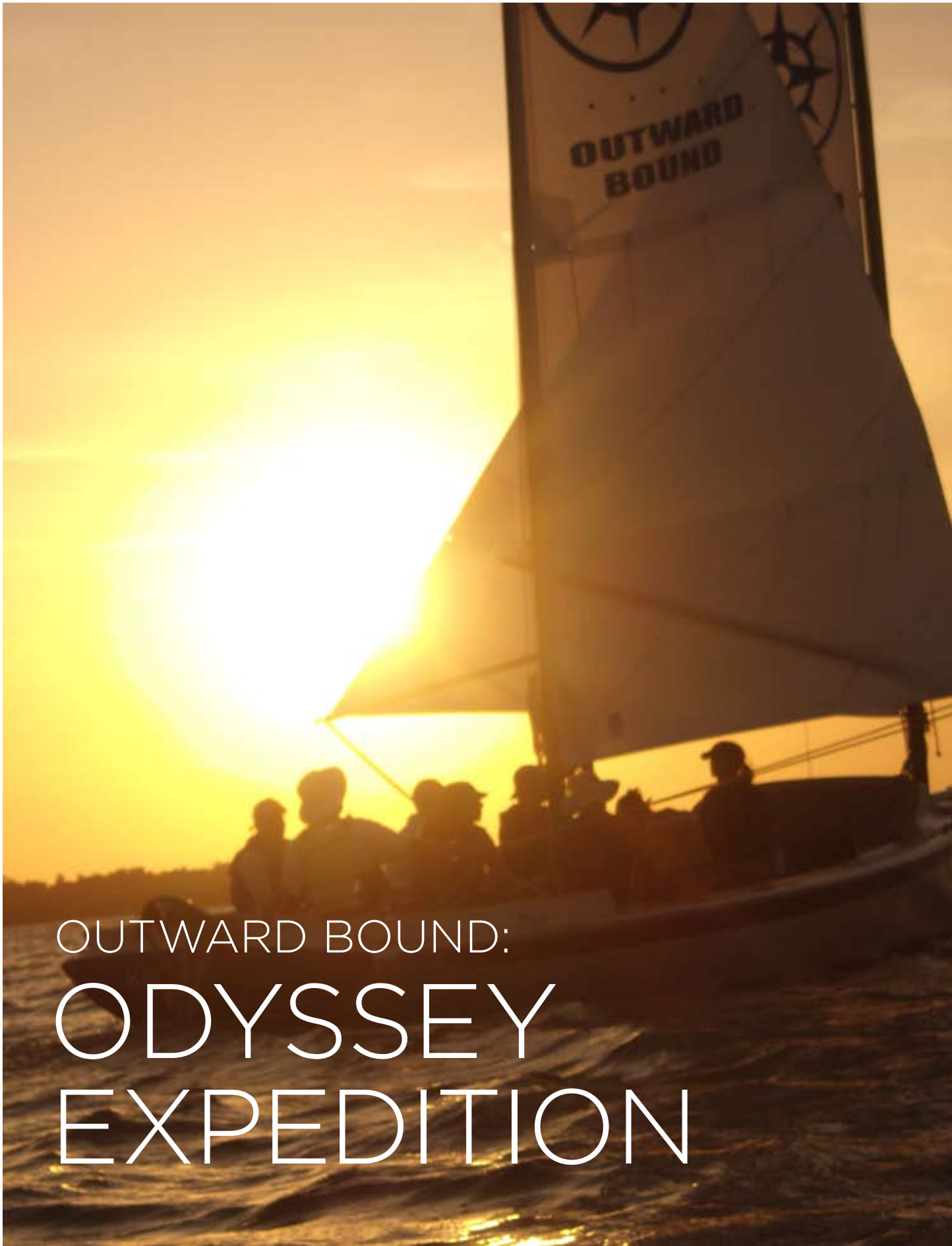
more flexibility of accommodation design by allowing increased shaft lengths and a lower profile that allows a cockpit sole to be lower to the water line.

The future appears very bright for Huckins Pod-Drives, and allows another power option for future Huckins owners. Additional advantages are very favorable to both construction and end user friendly features. On the mechanical side, the drives feature underwater exhaust, seawater intakes and steering all incorporated in one large thru-hull penetration per unit.

While on the user side the novelty of being electronically interfaced to the GPS satellites, the yacht can virtually maneuver itself with the position holding capability to preset coordinates. Imagine the times of attempting to dock in adverse conditions and of some times panic. The GPS controlled units can take much of the stress away as the propulsion units can safely help you maneuver compensation for current and wind conditions.

The near 30% efficiency claimed is also good news for increased fuel economy. The future fuel bill savings can be looked at as an offset to the initial build cost. This same efficiency can be used to reduce the power plant size normally required to attain desired speed. Smaller engines mean less weight, less fuel consumption, and less cost to build. Couple this with the already highly efficient Huckins hull and we have an outstanding 21st century winner with the traditional styling of timeless elegance, especially so with the renowned Linwood series. ■





OUTWARD BOUND:  
ODYSSEY  
EXPEDITION



Twenty instructors from Outward Bound, a non-profit educational organization, gathered in Key Largo, Fla. on April 17, ready to embark on a bold, seven-week adventure via two 30-foot Sharpie schooners named Ritt and Rip Hudner.

Known as the Odyssey Expedition, it is a rite of passage for Outward Bound sailing instructors. Crewmembers receive a minimal stipend of about \$8 per day for food and necessities while enduring rough seas, sleepless nights and long periods of rowing in light winds. The goal of the expedition is to raise awareness of environmental issues, inspire people to recognize the need for adventure in the outdoors, and provide intensive training for the instructional staff.

While passing through Jacksonville, the Odyssey crew met up with Cindy Purcell and many others at the Florida Yacht Club. Everyone enjoyed an afternoon of sailing and good conversation. Then, crewmembers were given access to the Huckins boatyard and allowed to sleep aboard three Huckins yachts.

“We were overwhelmed by the warm welcome,” said Thor Emory, Sea Program Manager for Outward Bound. “The strength of the Outward Bound spirit in Jacksonville stayed with us as we continued our voyage to Maine.”

Their path took them onward to Charleston, S.C.; Kitty Hawk, N.C.; Portsmouth, N.H.; Annapolis, Md.; Greenwich, Conn.; Newport, R.I. and—the final destination—Spruce Head, Maine. You can read more about the Odyssey Expedition at [outwardboundodyssey.org](http://outwardboundodyssey.org). ■

Outward Bound provides a variety of learning expeditions that inspire character development and self-discovery for people of all ages and backgrounds. This year, Outward Bound will serve 70,000 participants in its wilderness, professional and school-based programs. [outwardbound.org](http://outwardbound.org).

DISTANCE: 2,500 MILES

TIMELINE: 50 DAYS AT SEA

STARTING POINT: KEY LARGO, FLA

DESTINATION: SPRUCE HEAD, MAINE

EXPEDITION MOTTO: CHALLENGE YOURSELF. CHANGE YOUR WORLD.

# BROKERAGE



## 65' HUCKINS OFFSHORE

**CURRENT PRICE:** \$425,000  
**LOCATED IN:** Jacksonville, Fla.  
**HULL MATERIAL:** Cold Molded  
**ENGINE/FUEL TYPE:** Detroit 8V92 TAs  
 Twin Diesel

YEAR	1967
LOA	65'
BEAM	16'1"
DRAFT	3'10"
BRIDGE CLEARANCE	17'

*Halcyon* is one of Huckins' most popular offshore models, featuring three staterooms. It was repowered in 1993 with Detroit V-92 TAs and Twin Disc 5111 V-drive transmissions. Stored under cover, *Halcyon* is in great condition and ready to cruise.



## 58' HUCKINS OFFSHORE

**CURRENT PRICE:** \$405,000  
**LOCATED IN:** Jacksonville, Fla.  
**HULL MATERIAL:** Cold Molded  
**ENGINE/FUEL TYPE:** Caterpillar 3208  
 TAs Twin Diesel

YEAR	1973
LOA	58'6"
BEAM	15'1"
DRAFT	4'
BRIDGE CLEARANCE	16'6"

*BFB* is a classic offshore model with three staterooms and three full heads, a spacious flybridge, and a lower helm station in the air-conditioned bridge deck. The yacht has been repowered with Caterpillar 3208 TAs, at 435 hp each, and has undergone many additional upgrades. *BFB* is well-maintained and ready to cruise.



## 50' HUCKINS ATLANTIC

**CURRENT PRICE:** \$295,000  
**LOCATED IN:** Hamburg Cove, Conn.  
**HULL MATERIAL:** Cold Molded  
**ENGINE/FUEL TYPE:** Caterpillar 3208  
 TAs Twin Diesel

YEAR	1973
LOA	51'4"
BEAM	15'1"
DRAFT	4'3"
BRIDGE CLEARANCE	14'

*Sea Wagon* is a popular Atlantic model featuring two comfortable staterooms, one forward and one aft, a spacious saloon and adjacent galley, a large bridge deck with centerline helm (offering 360-degree visibility), wide side decks, and a huge cockpit. The current owner, *Sea Wagon's* second owner, has upgraded and maintained the yacht keeping it in outstanding condition for the past twenty years. Your personal inspection will confirm the excellent condition of this classic yacht.

# BROKERAGE



## 46' HUCKINS SEDAN

CURRENT PRICE: \$139,500  
 LOCATED IN: Hamburg Cove, Conn.  
 HULL MATERIAL: Cold Molded  
 ENGINE/FUEL TYPE: Caterpillar 3208  
 TAs Twin Diesel

YEAR	1962
LOA	46'4"
BEAM	13'8"
DRAFT	2'8"
BRIDGE CLEARANCE	14'

*Downwind* is a popular mid-sized Huckins Sedan model with extensive upgrades spear-headed by the current owner.

## 44' HUCKINS ATLANTIC

CURRENT PRICE: \$589,000  
 LOCATED IN: Vero Beach, Fla.  
 HULL MATERIAL: Composite Core  
 ENGINE/FUEL TYPE: Cummins 5.9BTAs  
 Twin Diesel

YEAR	2001
LOA	44'10"
BEAM	13'9"
DRAFT	3'
BRIDGE CLEARANCE	12'

*Five Stars* is a popular Atlantic model with a single stateroom. It has been well-maintained and actively cruised by its original owner. *Five Stars*' exterior was repainted at the Huckins yard in the summer of 2008.

## 44' HUCKINS ORTEGA

CURRENT PRICE: \$695,000  
 LOCATED IN: Jacksonville, Fla.  
 HULL MATERIAL: Composite Core  
 ENGINE/FUEL TYPE: Cummins 370Bs  
 Twin Diesel

YEAR	2003
LOA	44'10"
BEAM	13'9"
DRAFT	3'
BRIDGE CLEARANCE	13'

*Molto Bene* is a two-stateroom model with 7' headroom in the saloon. The saloon provides plenty of space for the interior helm station, as well as a dining area with seating for six. Rich cherry woodwork is seen throughout the yacht. The spacious cockpit has two 6' sun lounges, shaded with a bimini top, and is designed with additional space aft for two fishing chairs. *Molto Bene* is powered with twin Cummins 370Bs, which reach a top speed of 36 mph. It cruises at 32 mph, using less than a gallon of diesel fuel to the mile.



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