

SIDEKICK - HUNT YACHTS



Builder: [HUNT YACHTS](#)

LOA: 29' 0" (8.99 m)

Year Built: 2007

Beam: 10' 0" (3.20 m)

Model: Surfhunter 29

Max Draft: 9' 10" (3 m)

Price: \$198,000 USD Subject to change.

Cruising Speed: 28 Knots (32.22 MPH)

[See full listing on our website](#)

Location: Mattapoisett, United States

Max Speed: 34 Knots (39.13 MPH)

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OVERVIEW

2007 Hunt Yachts Surfhunter 29 — a vessel where performance and poise meet timeless Downeast character. The hull, drawn by C. Raymond Hunt, is a true deep V that delivers the dry, sure footed ride synonymous with the Hunt legacy, handling a lively offshore chop with the same composed grace it shows slipping into a calm harbor at sunset. Built in the United States from hand laid fiberglass, she balances understated elegance with robust, purposeful construction.

Measuring 29 feet with a generous 10 foot beam, the Surfhunter 29 presents an inviting, social cockpit—open, walk around, and wrapped in a classic low profile that remains ever stylish. The helm is laid out for excellent visibility and intuitive ergonomics that make extended runs comfortable. Propelled by a single Volvo Penta diesel sterndrive, she finds a sweet spot cruise around 28 knots and can sprint to an exhilarating 34 knots when called upon, while a 150 gallon fuel capacity ensures she is primed for bold coastal hops and spontaneous weekend escapes.

Below, the accommodation is bright and well proportioned for her class, offering a comfortable berth for two, ample stowage, and an enclosed head that provides privacy for impromptu overnights or an elegant day afloat. A practical freshwater supply supports easy cleanups and light weekend use, and quality hardware, sound insulation, and considerate detailing reinforce a build that favors quiet luxury and lasting enjoyment.

Refined with the signature Hunt touch and loaded with options, this Surfhunter 29 is a rare synthesis of classic lines and modern performance—equally at home as an effortless dayboat, a capable weekender, or a distinguished express. Currently lying in the United States, she is a quintessential New England-born beauty with true blue water pedigree.

Downeast. Express Cruiser. Dayboat. Weekender. Picnic Boat. Coastal Cruiser.

Sport Cruiser. Deep V. Diesel. Fiberglass. Hunt Yachts. Volvo Penta.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2007

Sub category:
Cruisers

Country:
United States

Model Year:
2007

Dimensions

LOA:
29' 0" (8.99 m)

Max Draft:
9' 10" (3 m)

Beam:
10' 0" (3.20 m)

Speed, Capacities and Weight

Cruise Speed:
28 Knots (32.22 MPH)

Water Capacity:
28 Gallons

Max Speed:
34 Knots (39.13 MPH)

Fuel Capacity:
150 Gallons

Accommodations

Total Heads:

1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

C. Raymond Hunt

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

Deep Vee

Engine Information

Engines:

1

Engine Type:

I/O

Manufacturer:

Volvo Penta

Fuel Type:

Diesel

GALLERY









DETAILED DESCRIPTION

Remarks

The acclaim for the Surfhunter 25 naturally inspired a larger sibling with more capacity and length for confident open water passages and truly cozy overnights, and the Surfhunter 29 answers that brief with a more generous cockpit and accommodations, standing headroom belowdecks, and a large, enclosed ensuite head with shower that makes extended day running and spontaneous weekends feel effortless and surefooted.

Description

Head turning good looks make this Hunt designed and Hunt built Surfhunter 29 uniquely compelling; conceived by her original owner with a sleeker, custom one off profile originally without a bow rail—now complemented by a low profile bow rail—and with opening ports in the trunk cabin, she presents a stunning silhouette. Her Blue Tone White gelcoat hull, custom dark blue double boot stripes, and all white coach roof, non skid, and deck deliver a crisp, modern palette, while powder coated all white windshield framing and optional trunk cabin handrails, the white Stamoid Bimini convertible top with side and back curtains and covers, and the optional upgraded all white Ultra leather seating heighten her tailored, distinctive character. The aesthetic is further refined by optional bright varnished teak toe rail with pop up bow chocks and optional bright varnished teak cockpit coaming boards, a combination that completes the design with an elegant, maritime finish and draws admiring eyes wherever she goes. She is equipped with a bow thruster and a quiet, fuel efficient Volvo D 6 fully electronic common rail diesel paired to a jack shafted sterndrive with counter rotating propellers, a configuration that confers shallow draft capability and exceptional directional control at

speed and in reverse, making even the most challenging docking maneuvers feel intuitive. The legendary Hunt deep V hull delivers outstanding handling, with a substantial flared bow and a continuous deadrise that begins at fifty seven degrees and fairs to twenty two degrees at the transom, a hull form that underpins unmatched directional stability upwind, downwind, abeam, and in quartering seas. Three large below waterline running strakes further enhance acceleration and lift, bringing her effortlessly onto plane at twelve to thirteen knots and allowing her to step down gently and gracefully in a following sea; she maintains a continuous top cruising speed of twenty eight knots and reaches approximately thirty four knots at full throttle. SIDEKICK has been diligently maintained by her current owners at Mattapoissett Boatyard and benefits from a recent sterndrive replacement and a comprehensive, no compromise engine cooling service during which the engine was removed for careful inspection, touch up painting, and meticulous attention to detail.

Hull and deck construction

The hull is finished in Blue Tone White gelcoat above a dark blue bottom paint and accented by custom double dark blue boot stripes, with a white gelcoat superstructure, deck, and molded in non skid; White Stamoid provides the convertible top, side and back curtains, and covers. Interior cushions are upholstered in tan Sunbrella fabric with subtle contrasting flecks, while exterior cushions at the helm, settee, and stern seat are in white Ultra leather. Below the waterline, construction is solid laminate of E glass with vinylester resin and an osmosis barrier; above the waterline, the hull is E glass with a closed cell, non water absorbing flexible foam core. The deck is cored with E glass and a closed cell, non water absorbing, non flexible foam core. The stringer system comprises four full length longitudinal members cored with closed cell, non water absorbing foam, with the two center longitudinals beneath the engine length reinforced by solid E glass lay up and flat stock

steel backing; additional latitudinal stringers throughout the bilge further stiffen the hull, using the same closed cell coring with limber drains to the bilge. Bulkheads are foam cored E glass, and the bilges are finished in epoxy gray paint. A molded in deck anchor locker drains overboard, and molded in transom boxes with lids and drains keep docklines tidy. The teak swim platform features an underside stainless telescoping swim ladder and pop up cleats, and optional painted in the hull engine vents can be color matched to the topsides.

Accommodations

The salon gleams with satin finished cherry and a faux teak and holly sole, brightened by a Lewmar hatch with screen for natural light and ventilation; a comfortable V berth with filler converts to an oversized double with shelf storage above, deep stowage below, padded side bolsters, and excellent forward access to the bow thruster beneath, the berth upholstered in tan Sunbrella with a muted fleck pattern. Illumination includes a stainless overhead light in the salon and stainless directional reading lights to port and starboard in the V berth, while sole lift outs provide bilge access and teak companionway steps lead to the bridge deck. The galley, immediately aft to port, features cherry faced lockers and a built in microwave above a Corian countertop, with a Norcold 12 volt/110 volt side opening refrigerator/freezer below, an adjacent storage locker and cutlery drawer, a single burner butane stove, and a recessed stainless sink with hot and cold pressure water. A large, enclosed ensuite head with shower sits aft to starboard, fitted with a hot and cold pressure shower and an electric push button saltwater toilet; the Corian counter integrates a recessed stainless sink with hot and cold pressure water, while an overhead solar vent and a tank tender indicator add practicality. Outboard cherry faced cabinets, a wall mirror, and a flush mount aft bulkhead access door allow service to the back side of the helm dash

electronics and controls. Tech Edge holding tank level indication, a holding tank macerator pump with Y valve for overboard discharge in permitted waters, an automatic 12 volt shower drain and sump with pump, and a custom stainless towel bar complete the space.

Pilothouse

A white Stamoid Bimini on a fold back stainless frame carries removable side and rear curtains; with the curtains off, the top collapses neatly and rests within its zipper sock for open air use, or stands to create a fully enclosed bridge deck when erected. The helm and bridge deck seating are designed for comfort and sightlines, with a large, plush, portside L shaped settee in optional hand stitched, custom channeled white Ultra leather, raised with fold down footrests to give passengers a full 360 degree view and a removable upholstered bolster that forms a backrest for a forward facing perch at the settee's forward end. Generous deep storage sits within the settee and shallow storage occupies the front side of the adjacent engine box seat; both cushions are hinged for easy access. A custom varnished teak bridge deck table with removable pedestal and padded white Stamoid cover stores within the settee when not in use, and matching white Stamoid covers protect the helm, companionway, and the bright varnished teak glove box. An optional Stidd Slim line pedestal chair, height adjustable with a fold down footrest and upholstered in Ultra leather, elevates the helm experience. Outboard of the helm seat sits the 12 volt/110 volt electrical panel behind a smoked acrylic door, while a bright varnished teak glove box with smoked acrylic door resides to port of the companionway on the dash. The powder coated aluminum windshield frame features forward facing side vent "station wagon" windows. Stainless reinforced Bimini bows with Stamoid top and stainless handholds, a GPS antenna mount on the reinforced bow, and a powder coated radar pod mounted to the Bimini frame

complement the glazing, which is Solex Glass. Teak bi-fold, louvered companionway doors provide passive ventilation, paired with a teak and Lexan bi-fold companionway hatch; a night light glows under the aft Bimini, stainless cup holders grace the engine box top, and a large opening bridge deck hatch with removable two-piece sole boards grants excellent bilge access.

Cockpit

A full width, stainless, removable frame stern bench seats four to five in comfort and is upholstered in optional supple white Ultra leather protected by a white Stamoid cover; the tubular frame is sectional with self-supporting outboard sections and a removable center crossbar and cushion, creating an easy boarding path to the standard teak swim platform by sitting on the transom and swinging each leg over. Teak steps are fitted port and starboard, and midships boarding steps carry optional solid natural teak tops. The aft-facing back of the molded fiberglass engine box seats two, with white removable optional Ultra leather seat and backrest cushions that stow inside when not in use. Cockpit foot lighting sets the mood, varnished teak coaming boards add warmth, and Wichard padeyes provide dependable tie-downs; a teak swim platform invites a dip, two D-rings on the transom are ready for towing toys, and four rod holders set into the coamings welcome the next bite.

Deck

A bright varnished teak "Harrier style" toe rail with pop-up bow chocks frames the foredeck, which carries a single stainless cleat; optional cabin trunk handrails are painted to match the deck gelcoat, as are the windshield's curved handrails, and four pop-up cleats deliver clean, snag-free utility.

Mechanical

Power is courtesy of a Volvo Penta D 6, 350 hp diesel with electronic common rail fuel delivery and electronic fly by wire throttle and shift, turning an aluminum sterndrive with counter rotating three bladed stainless steel propellers. A Sidepower electric bow thruster with joystick helm control refines close quarters handling. Mechanical amenities include a 12 volt electric engine room blower, Lectrotab trim tabs with position indicators, a raw water intake strainer with seacock and thru hull, EVC helm control for digital engine readout, and a sterndrive trim switch and gauge for up/down control, with an optional Racor fuel filter/water separator for added protection.

Electrical

A 12 volt/110 volt electrical panel with breakers resides in a bright varnished teak trimmed box with a smoked acrylic door, conveniently outboard of the helm seat; optional remote battery switches at the helm actuate solenoids for remote battery on/off. Shore power is via a 30 amp Hubbell 110 volt inlet with cord and a 20 amp Guest battery charger. A BEP Voltage Sensitive Relay (VSR) manages charging, while a Xantrex PRO 1800 watt inverter converts 12 volts to 110 volts, with a dedicated battery and a helm remote. A battery parallel switch stands ready, and upgraded AGM batteries serve engine start, ship's service, and inverter loads. A galvanic isolator protects the shore power system, 110 volt GFI outlets serve the galley and head, and a PAR MAX 2+ house freshwater pump with accumulator tank supplies the head, galley, and cockpit shower.

Helm/electronics

The helm console, trimmed in bright varnished teak, carries full Faria

analogue engine gauges, trim tab controls, electronic engine controls, a fuel gauge, sterndrive trim controls, engine room blower, and light and wiper switches. Navigation and comms include a Garmin GPS plotter/sounder/radar, Simrad AP16 autopilot, and an ICOM IC M504 VHF, complemented by a Ritchie Powerdamp compass with Hunt logo on a varnished teak base; the Sidepower bow thruster is joystick controlled. Pantograph windshield wipers with washers clear Solex glass, an AFI flush mount 12 volt air horn stands by, and a 12 volt socket outlet serves handhelds. A sculpted teak instrument cluster, a shelf with teak fiddles atop the helm, and an optional teak and chrome wheel complete the helm. Entertainment is by a Clarion CMD4A Sirius ready AM/FM/CD stereo with four waterproof speakers and a waterproof helm remote, with an audio jack provided at the head unit below.

Safety

Thoughtful safety gear includes a high water alarm at the helm, a low profile stainless bow rail, one 12 volt, 2000 gallon per hour midships bilge pump, and one 12 volt, 1100 gallon per hour aft cockpit bilge pump, backed by a 12 volt high water bilge alarm system and one handheld back up horn. Four life jackets are aboard, with a fire extinguisher mounted outboard of the helm. Optional cabin trunk handrails, windshield handrails, and aft Bimini frame stainless handrails assist boarding and movement to and from the side decks from the cockpit, while teak varnished companionway handles, a stainless transom handrail above the swim ladder, and a stainless handrail atop the engine box add secure touchpoints.

Miscellaneous equipment

Ground tackle and essentials are aboard, including a 22 lb Delta anchor with fifteen feet of galvanized chain and 175 feet of rode, four braided dock lines,

two portable handheld fire extinguishers, three fenders with covers, and one varnished transom ensign staff with flag, along with full equipment manuals.

Additional comments

The Surfhunter 29 has proven a remarkably versatile design, with approximately 87 hulls built to order to date; it excels as a supremely capable day boat that readily accommodates occasional overnights for two, combining a large, comfortable enclosed bridge deck with a generous cockpit and practical below deck accommodations, including a galley and an enclosed head with shower—ideal for a couple planning an overnight or a weekend escape. Her Volvo D 6 fully electronic common rail, fuel injected diesel with electronic controls and sterndrive is notably efficient, bringing her onto plane at twelve to thirteen knots with ease; she sustains a continuous top cruising speed of twenty seven knots and reaches approximately thirty four knots at full throttle. Handling, performance, and manageability are deeply impressive—she is, quite simply, a joy to drive.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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