

# INSTALLING & USING THE HUNTER 40 SERIES DAVIT SYSTEM

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The Hunter 40 series davit system will fit the Hunter 41, 426, and 44 models. The Hunter 40 series davit system has been designed and engineered to fit directly onto the existing cockpit arch so no holes will be needed to be drilled into the arch or boat and a minimum amount of tools will be required to complete the installation. The davit system kit also contains all the necessary hardware to install and operate it so there will be no need to purchase any fasteners or other components. This manual will cover the following: A check list of components that come with the davit system, a list of tools needed to install the system, a step by step installation guide with pictures to make the installation a smooth process, operational instructions on how to raise, lower, and secure your Liberty dingy, and a list of safety issues that should be followed. These instructions are for the davit & the Liberty dinghy. If a dinghy besides the Liberty is used than prudent judgment should be used to make modifications to that dinghy so it can be secured to the davit system in a safe manner.

## COMPONENTS SHIPPED WITH THE HUNTER 40 SERIES DAVIT SYSTEM

- 1) Main Davit Frame
- 1) Port Extension Frame
- 1) Starboard Extension Frame
- 4) Two Piece Clamps
- 16) Stainless Steel 3/8-16 Acorn Nuts
- 16) 3/8" Stainless Steel Lock Washers
- 4) 1/2-13 x 1-3/4" Stainless Steel Carriage Bolts
- 4) 1/2-13 Stainless Steel Nylon Insert Lock Nut
- 4) 1/2" Stainless Steel Lock Washers
- 2) Harken Block & Tackle Assemblies
- 2) Stainless Steel Safety Pins

## TOOLS NEEDED TO INSTALL THE HUNTER 40 SERIES DAVIT SYSTEM

- 1) 3/8" Drive Ratchet
  - 1 ) 9/16" Socket
  - 1) 3/4" Socket
- It will also take two people to install the davit system.

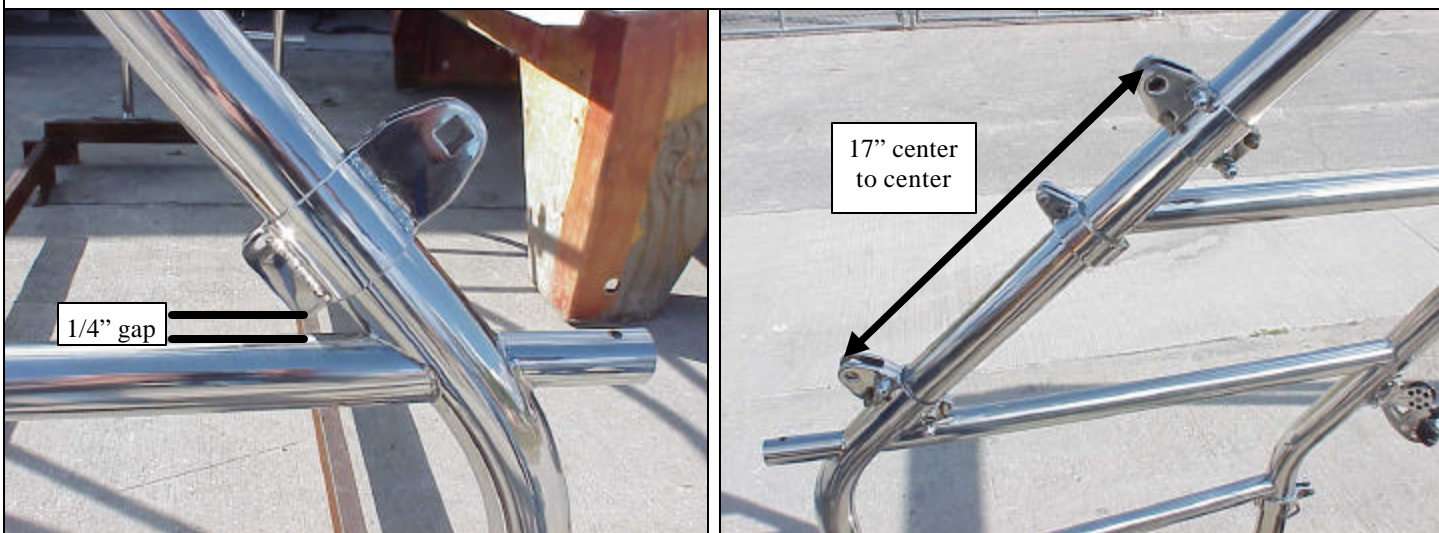
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## STEP ONE: MOUNTING THE FOUR STAINLESS STEEL CLAMPS ONTO THE ARCH



Mount the four stainless steel clamps onto the arch as shown, two on each side. The bolts should be facing in-board, if owner prefers the system can be attached with the bolts facing outboard. Place two lock washers & acorn nuts on the clamps as shown then loosely tighten them by hand.



The distance between the tab on the bottom clamp & the bar on the arch should be 1/4". The distance between the center of the clamps should be 17".



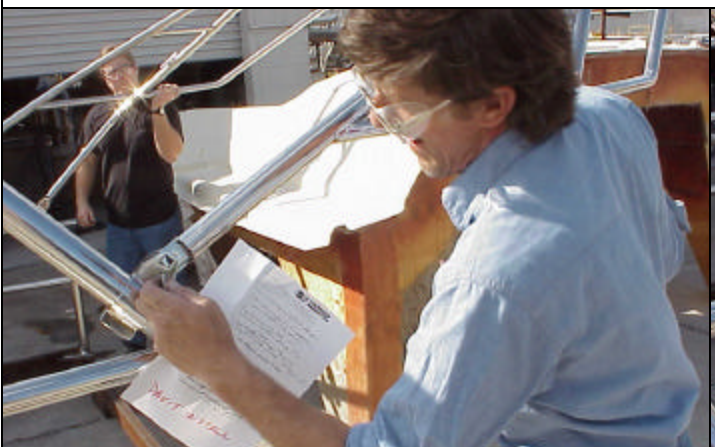
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## STEP TWO: MOUNTING THE DAVIT MAIN FRAME TO THE CLAMPS



Using two people put the lower legs of the davit main frame into the lower clamps on the arch. Insert a 1/2-13 x 1-3/4" stainless steel carriage bolt thru the clamp and davit so the head is outboard (unless the owner wants the bolts to face outboard). Put a 1/2" stainless steel lock washer & 1/2-13 stainless steel nylon insert lock nut on the carriage bolt, do not tighten yet.



Rotate the davit main frame up and attach the upper legs of the davit into the upper clamps in the same manner as before. NOTE: Carriage bolts on right picture are painted for clarity only.



INCORRECT



CORRECT

Push the bottom clamp around to align the ears on the davit leg to the ears on the clamp so they are parallel. The picture on the left is incorrect, the picture on the right is correct. Tighten the acorn nuts on the clamp to a maximum of 20 ft/lbs making sure the ears are parallel and the tab on the bottom of the clamp is still 1/4" above the bar on the arch. Put the lock washers and acorn nuts on the other clamp bolts and tighten them in the same manner. Also tighten the nut on the carriage bolt to a maximum of 20 ft/lbs. Do this same procedure to the top clamps.

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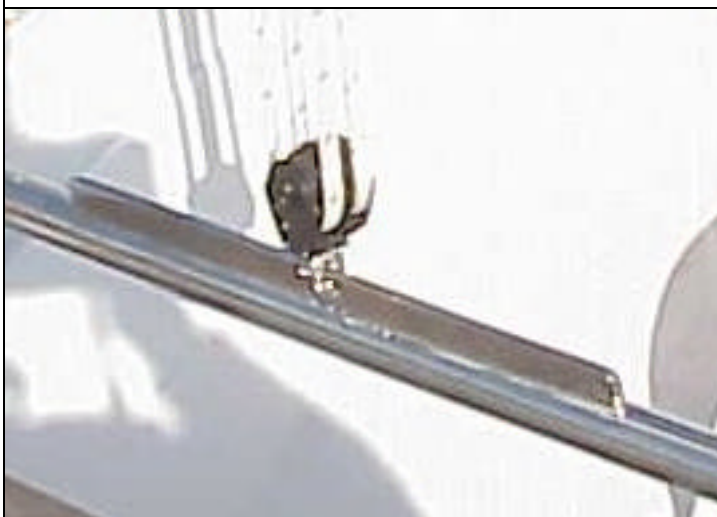
## STEP THREE: ATTACHING THE BLOCK & TACKLE ASSEMBLIES



The longer extension frame goes on the aft end of the dinghy. The aft end of the dinghy will go towards the starboard side of the mother vessel.



One block on the block & tackle assembly has a jam cleat fiddle block with becket, this end will attach to the davit main frame by attaching the shackle to the tab on the aft end on the davit.



The other end of the block and tackle assembly will attach to the extension frames as shown. The upright end on the extension frame will be towards the mother vessel. The longer extension goes to the starboard side.



Slip the hooks on the extension frames through the eye pads on the dinghy, remember the aft of the dinghy goes to the starboard side of the mother vessel. All hooks will be facing towards the center of the boat.



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## STEP THREE: SECURING THE DAVIT TO THE MOTHER VESSEL



The dinghy can now be raised. Remember to follow all safety issues listed on page 6.



When the dinghy has been raised enough, slip the extension frame over the post welded on the main davit frame and insert safety pin.



The spring lines should be securely attached to the eye pads in side the dinghy on the port side (of the dinghy), one forward and one aft.



Run the forward spring line aft and the aft spring line forward. Attach the loose ends of the spring lines to the cleats on the davit main frame, tighten well.



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## SAFETY ISSUES: SECURING, OVERLOADING, LAUNCHING, & INSPECTION

It is your responsibility and duty to be prudent about safety issues on your vessel, this includes your dinghy and davit system.

### SECURING

**ALWAYS** make sure your dinghy is secured to the davit as per the instructions in this manual. The dinghy should not be able to move side to side or forward to aft. Make sure the spring lines are in place and taut. A loose dinghy can cause wear and tear on the lines through chafing. Also, damage could be caused to the dinghy, davit system, and mother vessel if the dinghy is loose enough to impact other components. Always secure the excess lines well so they do not get tangled with anything (especially the propeller under the mother vessel). Also remove the drain plug when the dinghy is secured (this is covered again in the “overloading” section below).

### OVERLOADING

**NEVER** exceed the carrying capacity of the davit system (275 lbs). Your davit system has been tested far beyond the rated load in *static load* tests, but remember that the pitching of the mother vessel will cause the *dynamic load* on the dinghy, davit, lines, hooks, eye-pads, blocks, and other components to increase several fold depending on how rough the seas are.

**NEVER** leave any water in the dinghy. A US gallon of water weighs 8-1/3 lbs (3-3/4 kg), (a UK gallon weighs 10 lbs (4-1/2 kg)). A cubic foot of water weighs 62-1/2 lbs (28-1/3 kg). It can be hard to realize that there are 7-1/2 US gallons in a cubic foot, but it is a fact. What seems to be little water can be extremely heavy. Also water in the bottom of the dinghy can not be secured and will shift freely, this will magnify the dynamic load. Remember that the dinghy is being hoisted in two locations, each davit extension has a carrying capacity, the overall rating cannot be put on just one of the extensions. Even after the dinghy has been hoisted and secured without any water in it, there is the possibility it can fill up with rain water, so always remove the drain plug from the dinghy when it has been hoisted.

**ALWAYS** make sure any load in the dinghy is as close to the centerline as possible. It is highly recommended that everything in the dinghy is removed, including the outboard motor, when doing passages where inclement weather is possible (and weather can change quickly). But when out in calm seas the weight of the dinghy should be on centerline to reduce the tilting of the dinghy when lifting or lowering, also the weight should be distributed equally to the aft and forward end so both davit extensions carry equal loads.

**NEVER** lift or lower the dinghy with anyone aboard it. Just don't do it.

**FINALLY**: For long ocean passages it is recommended that the dinghy be removed entirely. Any prudent seaman should anticipate the worst conditions and prepare accordingly.

### LAUNCHING

**ALWAYS** make sure you put the drain plug into the dinghy (remember it shouldn't be in when the dinghy is hoisted).

**ALWAYS** check that the load in the dinghy is distributed properly, along centerline and equally loaded forward and aft.

**ALWAYS** launch the dinghy as per the instructions in this manual.

### INSPECTION

Again, as the operator of this vessel it is your responsibility and duty to make sure everything is in a safe and operable condition.

As with all lines on a boat the lines used to raise and lower the dinghy and the spring lines used to secure the dinghy should be inspected for wear and tear on a regular basis.

Inspect the bolts securing the davit to the radar arch for tightness on a regular basis.

Inspect all other hardware (blocks, cam cleats, eye-pad, etc.) on a regular basis.