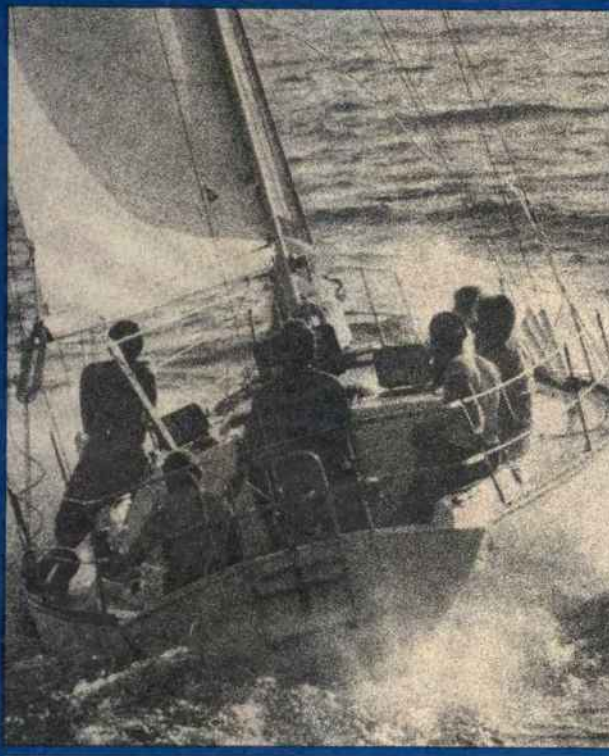
HUNTER

BOAT OWNER MANUAL



Welcome to the Hunter Family.

Congratulations on your new Hunter sailing yacht. We have engineered and constructed your Hunter to be as fine a cruiser as any afloat. In order to get the best performance and most enjoyment from your boat you should be familiar with its various elements and functions. Please take time to study this manual and its recommendations for trouble-free sailing pleasure.

We stand behind the quality of your Hunter with a warranty which you should also review. To insure your warranty is valid, please fill out the attached card and send it to us within ten days of the purchase date. Section 15 of the Federal Boat Safety Act requires first owners to be registered. The warranty data should also be recorded in the space below for your own reference.

You also need to fill out and mail the warranty cards on your diesel auxiliary, battery, stove, head, electric water pump and other accessories. These are enclosed in the manufacturers' manuals which are included in your owner's pouch.

(Hull Indentification Number is on outside of transom, starboard side, upper corner. This number must be given in all necessary communications.)

HUNTER OWNER INFORMATION CARD

DATE DELIVERED TO OWNER _____

Hull# _____

Owner _____

Street _____

City and State _____ Zip _____

Model _____ Size _____ Hull# _____

Engine Model _____ Serial# _____

Name of Boat _____ Propeller Size _____

Dealer _____

Street _____

City and State _____ Zip _____

Dealer's Signature _____

Owner's Signature _____

HUNTER
WARRANTY CARD

Date delivered to customer _____

Hull# _____

Customer _____

Street _____

City and State _____ Zip _____

Model _____ Size _____ Hull# _____

Engine Model _____ Serial# _____

Name of Boat _____ Propeller Size _____

Dealer _____

City and State _____ Zip _____

Dealer Signature _____

Customer's Signature _____

IMPORTANT To insure full coverage of your service and warranty, please fill out this card and mail to Hunter Marine Corporation.

A COPY OF CHAPMAN'S **PILOTING, SEAMANSHIP AND BOAT HANDLING** IS PROVIDED WITH YOUR HUNTER AS PART OF THE STANDARD EQUIPMENT. ANY QUESTIONS REGARDING THE MEANINGS OF TERMINOLOGY USED IN THIS MANUAL MAY BE REFERENCED IN YOUR CHAPMAN'S.

Limited Warranty

HUNTER MARINE warrants to the first use purchaser for a period of twelve (12) months from the date of sale any part manufactured by HUNTER to be free of defects caused by faulty workmanship or materials under normal use and service.

During this period HUNTER will repair or replace any part judged to be defective by HUNTER free of charge at its plant or at the option of HUNTER, by an authorized HUNTER dealer. Transportation costs are the responsibility of the first use purchaser. The labor cost reimbursement will be based on a labor allowance schedule established by HUNTER and where not applicable, on a reasonable number of hours as determined by HUNTER. All repairs and replacements must be approved in advance by an authorized HUNTER representative.

This warranty does not cover:

(1) Paint, window glass, gel coat, upholstery damage, plastic finishes, engines, engine parts, propellers, shafts, controls, instruments and equipment not manufactured by HUNTER. Any warranty made by the manufacturer of such items will be, if possible, passed on to the first purchaser.

(2) Boats or parts which have been altered or subjected to negligence or misuse.

(3) Commercially used boats.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY AND ALL OTHER REMEDIES AND EXPRESSED WARRANTIES. ANY IMPLIED WARRANTIES, INCLUDING THE WARRANTIES OF MERCHANTIBILITY AND FITNESS ARE LIMITED TO THE DURATION OF THIS LIMITED WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so that the above limitation may not apply to you.

ANY CONSEQUENTIAL DAMAGES WHICH MAY BE INCURRED ARE EXCLUDED AND THE LIABILITY OF HUNTER AND THE PURCHASER'S REMEDY SHALL BE LIMITED TO REPAIR OR REPLACEMENT OF ANY PART OR PARTY JUDGED DEFECTIVE BY HUNTER. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

The purchaser acknowledges that no other representations were made to him with respect to the quality and function of the boat.

This warranty gives you specific legal rights and you may have other rights which vary from state to state.

This warranty shall not be effective unless the **HUNTER warranty card and predelivery service record are completed and returned to HUNTER within ten (10) days after the date of sale to the first use purchaser.**

HANDLING AND OPERATING INSTRUCTIONS

OPERATION OF THE DIESEL AUXILIARY ENGINE

THIS INFORMATION IS PROVIDED FOR GENERAL REFERENCE ONLY. READ THE YANMAR MANUAL INCLUDED IN YOUR OWNER'S PACKET THOROUGHLY BEFORE OPERATING.

NOTE: before starting the engine, make sure no tools, etc. have been left in the engine compartment where they might contact moving parts.

STARTING:

1. Visually check engine compartment to see that the throttle linkage, shifting controls, electrical connections and fuel lines are properly secured.
2. BEFORE EACH START check oil in engine and transmission.
3. Insure that engine shut-off cable is properly secured and operating.
4. Place the shift lever (Fig. 1a) in the neutral position.

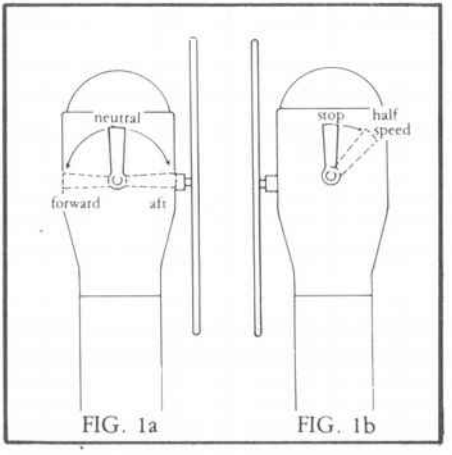


FIG. 1a FIG. 1b

5. Move the throttle or "fuel" lever (Fig. 1b) forward to approximately the half speed position.
6. Insert the starter key and turn to the "ON" position.
7. Wait until buzzer and/or light goes off. Press the starter button and hold until engine starts, then release.
8. Back the throttle off to an idle position (700-800 rpm) allow cold engine to warm up a minimum of 5 minutes.
9. Check to see that the lube oil pressure warning light and the charge lamp go off.

If any of the warning lamps do not go off above 1000 rpm, the engine is malfunctioning and should be stopped immediately. Consult your nearest Yanmar dealer.

NOTE: To stop engine at any time, pull "fuel" lever all the way aft (Fig. 1a). Before stopping, however, it is a good idea to idle the engine in neutral for about 5 minutes, then race it in the full throttle position for a moment, then return to idle and stop the engine.

CAUTION: DO NOT TURN SAFETY MAIN SWITCH TO "OFF" WHILE ENGINE IS RUNNING. THIS CAN SERIOUSLY DAMAGE THE ALTERNATOR.

MOTORING:

When engine is warm, you may move the "shift" lever either forward to go ahead or aft to move in reverse (Fig. 1a). CAUTION: your rigging will conduct electricity. Always check for overhead high tension wires before proceeding. Once clear, you may increase your speed in a reasonable and safe manner as desired.

IMPORTANT: do not shift from forward to reverse or back without first lowering engine rpm.

ELECTRICAL SYSTEM

Your Hunter is fitted with an electrical system designed to be easily switched from AC to DC. While in port, you can operate any tool, appliance or other device designed to function on regular house current (120V) simply by plugging your dockside power cord into a convenient outlet on shore, and switching your main breaker to the AC position(Fig. 2). (DO NOT ALLOW YOUR DOCKSIDE POWER CORD TO COME IN CONTACT WITH THE WATER. NEVER OPERATE ANY AC POWER TOOL OR OTHER ELECTRICAL EQUIPMENT WHILE YOU OR THE DEVICE ARE IN CONTACT WITH THE WATER.)

When leaving port, disconnect the dockside power cord and switch the main breaker to DC. This allows you to use the ship's lights and other equipment designed to operate on direct current. Keep in mind that your DC power source is a 12-volt battery and, just as with your automobile, it must be charged regularly by operating the engine. Unless a state of charge is maintained, there may not be enough power to operate the starter motor. Dangerous situations can result if the engine cannot be started when needed.

Make a regular visual check of battery(ies) to insure proper water level and to inspect terminals for signs of corrosion. If your boat sits for long periods without use, it is often a good idea to remove the battery(ies) and attach them to a trickle charger to keep them fully charged and ready for use.

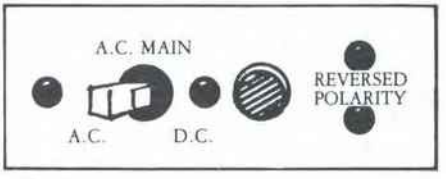


FIG. 2

TUNING THE RIGGING

FIG. 3

After you have sailed your Hunter a few times, you should readjust or "tune" the rig to insure proper balance and maximum performance.

First check to make sure your mast is vertical athwartships (90 degree angle to surface of the water). This can be done by stretching the main halyard first to a point on one side of the boat and then to a corresponding point on the other side. The distance should be equal. If not, adjust turnbuckles on shrouds accordingly. Adjustment of both upper and lower shrouds is necessary to avoid bending the mast at the spreaders.

If your boat exhibits either lee helm or excessive weather helm, additional adjustments are indicated. A slight degree of weather helm (the tendency for the boat to round up into the wind when steering

is released) is considered desirable. If weather helm is excessive, it can usually be corrected by raking the mast forward until proper balance is reached. If this does not quite achieve the balance you want, try storing additional weight aft (under the cockpit seat).

Lee helm (the tendency to fall off when steering is released) can usually be corrected by following procedures opposite those outlined for weather helm.

After adjustments are made, be sure to tape the cotter pins on the turnbuckles to protect sails from chafing and snags.

DOCKING CONSIDERATIONS

Docking your boat should be handled carefully to avoid potential damage. Under normal wind and water conditions, the following considerations should be made:

1. Whenever possible, your approach should be made against the prevailing wind and current to assist in stopping the boat. Where these conditions are contrary, the strongest should be used to determine approach.

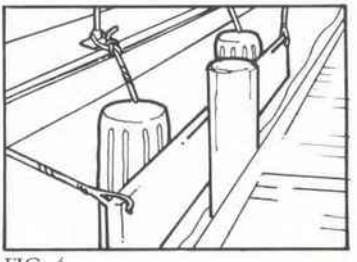


FIG. 4

2. Approaching the dock — dock lines and fenders should be at ready, loose gear stowed and decks cleared. Determine the direction of wind and current, and, once you decide which side of the boat will be against the dock, rig dock lines and fenders on the appropriate side. One dock line should be attached to the bow cleat, another to the stern cleat opposite the side that will lie against the dock. NOTE: If the boat is to lie against a piling, rig a fender board across 2 or more fenders (Fig. 4).

3. Tying up — attach bow and stern lines to dock, hauling boat in with fenders against dock. Rig crossing spring lines (Fig. 5) to limit motion forward and aft. Be sure to allow some slack in all lines to compensate for tidal activity if present. Never use bow rail, stern rail or stanchions to secure vessel, even for brief periods.

For other types of moorings, or for abnormal wind or water conditions, consult your *Chapman's* or other approved boating guide.

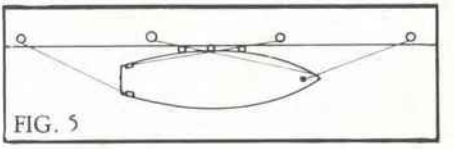


FIG. 5

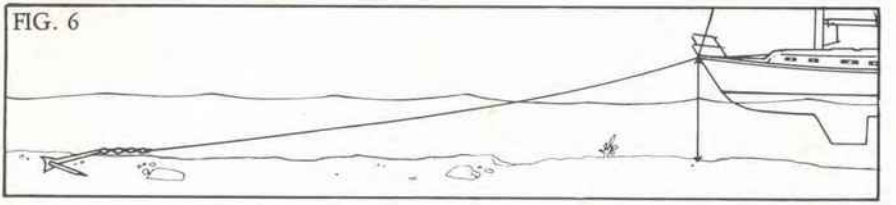
ANCHORING SUGGESTIONS

Your Hunter comes with an on-deck anchor well and a burying-type anchor as standard equipment. The anchor is selected to suit the size and weight of your boat under normal anchoring conditions, and provides its best holding characteristic in muddy or sandy bottoms.

When anchoring, pay particular attention to the scope of your anchor rode, i.e. the relationship between the depth of the water and the length of the rode (Fig. 6 overleaf). A good rule of thumb is to allow a scope of about 7 to 1 (a rode seven times as long as the vertical distance from the bow to the bottom). A helpful aid is to mark the rode every 20 feet or so with knots or other types of indicators. Before dropping anchor, make sure the bitter end is secured to the cleat in the anchor well.

Also, be sure to consider wind direction, currents, mean low tide depths and other local conditions when anchoring, as

FIG. 6



well as the positions of any boats already anchored nearby.

CAUTION: anchoring in unusual water and/or weather conditions will require additional precautions. Consult your *Chapman's* or other approved guide for suggestions.

To weigh anchor, motor or sail (under main only) slowly forward. When at a point directly above the anchor, a quick tug should free it from the bottom. Take care not to damage the topsides when hauling the anchor aboard. It is good practice to thoroughly clean the anchor prior to placing it in the anchor well.

REEFING THE MAINSAIL

Your Hunter is equipped with an easy-to-use jiffy reefing system. To reef the main:

1. Ease boom vang and mainsheet — make sure topping lift is secured in position.
2. Lower main halyard so that tack reef cringle (1) can be placed on gooseneck reef hook (2). Re-tension main halyard when hooked in place.
3. Clew reef line (3) must now be tensioned so that clew reef cringle is brought down snugly against boom.

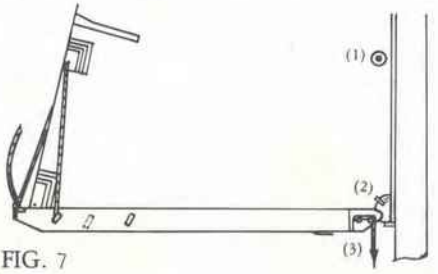


FIG. 7

4. Re-adjust mainsheet and boom vang.
5. Use similar method for 2nd reef.
6. The reefed folds of cloth can be rolled up and secured with short lines through the reef points and around the folds and boom.

IMPORTANT: be sure to untie these first when shaking out the reef.

7. To unreef, reverse the process.

ROLLER FURLING OPERATION

NOTE: HALYARDS HANGING DOWN FRONT OF MAST CAN CATCH IN ROTATING HALYARD FITTING. TO PREVENT, FLIP THEM BEHIND UPPER SHROUDS AND SPREADERS BEFORE CLEATING TO MAST.

FURLING:

1. To furl the sail, release the jib sheet and pull in on furling line from cockpit. Hand power is all that's needed, only special situations necessitate use of a winch.
2. To roll the jib tightly around the headstay, it is advisable to keep some tension in jib sheet. This can be done by holding the jib sheet and allowing it to slide through your fingers or by leaving two turns around a winch while furling. After jib has been completely furled, furling line should be cleated and jib sheet tensioned.
3. To unfurl, uncleat furling line, leaving one turn around the cleat for friction. This prevents snarls on drum. The jib sheet on leeward side of boat is then pulled to unfurl sail. It may be unrolled part way or all the way, depending on wind conditions.

REEFING:

1. The sail should be tightly rolled to maintain optimum sail shape. Leave two turns around the sheet winch with the tail of the jib sheet held loosely in your hand. Then pull the furling line in against tension of jib sheet to achieve the tightest roll (and, therefore, the best sail shape).
2. You may reef the sail to any point. Most any sail may be reefed except a Genoa specifically cut very full and having a lightweight cloth that cannot withstand the strain of reefing (consult a sailmaker if in doubt).

OPERATION OF THE WATER SYSTEM

The water heater operates either on 120 volts AC or when the engine is running. To obtain hot water from the engine it must run a minimum of one half hour.

CAUTION: do not turn the water heater on until you are sure the tank is filled with water. To do so will destroy the heating element, which would not be covered by the warranty.

Pressure water pumps are the demand type. Once the circuit breaker switch is on, opening the faucet will produce water flow.

NOTE: intermittent operation of the fresh water pump while all faucets are closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and correct.

KEROSENE STOVE OPERATION

To fill — release pressure and unscrew filler cap. Fill tank with a good grade water-white kerosene using a funnel. Replace cap. NOTE: filler cap is equipped with a safety valve and must not be replaced by any other cap.

Preparation — before operating the stove, see that all top burners and the oven burner are closed (fully clockwise). Close the vent cap and pressurize the tank to approximately 10 pounds.

To start — pump 20 times or more to pressurize fuel tank. Burners must be preheated to produce kerosene vapor. CAUTION: Flare-up may occur during preheating and particularly if burner valve is opened before preheating is completed. Follow starting instructions very carefully. If flare-up occurs, shut off burner and restart as per starting instructions.

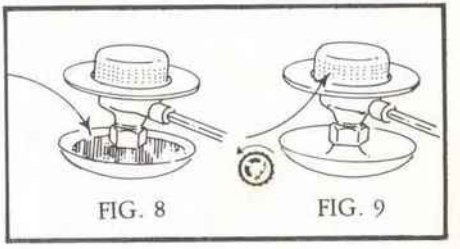


FIG. 8 FIG. 9

Fill priming cup under burner 3/4 full with alcohol stove fuel and ignite (Fig. 8). DO NOT USE KEROSENE TO PRIME BURNERS. DO NOT ATTEMPT TO FILL BURNER FLANGE — PRIMING CUP IS BELOW BURNER BODY. When alcohol is fully consumed, turn control wheel toward open position (counter clockwise) and light burner (Fig. 9).

DO NOT PUT COOKING UTENSILS ON STOVE UNTIL BURNERS ARE FUNCTIONING PROPERLY.

Oven burner — operation of the oven burner is the same, except the baffle plates (located at the bottom of the oven) must be raised to prime the burner. Temperature control is by manual adjustment of the burner flame using the control located under the oven door.

To turn off — turn control wheel to extreme right. Release pressure in tank by loosening filler cap.

IN CASE OF FIRE SMOTHER GREASE AND KEROSENE FIRES, OR USE BAKING SODA OR A CLASS B FIRE EXTINGUISHER

ALCOHOL STOVE OPERATION

1. Fill tank 3/4 full with alcohol stove fuel.
2. Pump tank 15-20 strokes.
3. Momentarily open burner valve till priming cup under burner is 3/4 full(1). Close valve and light alcohol (2).
4. When alcohol is consumed, hold lighted match to burner cap and open valve (3).

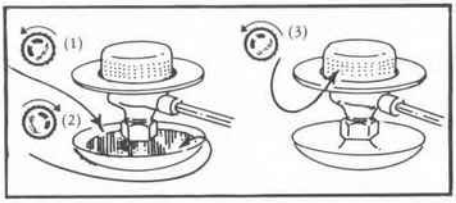


FIG. 10

CAUTION:

- Burner must be above 200 degrees F for correct operation.
- Do not leave operating burner unattended.
- Use alcohol stove fuel only.
- Close valve and release tank pressure when not in use.
- USE WATER ON ALCOHOL FIRE
- USE CLASS B EXTINGUISHER ON GREASE FIRE

TOILET

IMPORTANT: When not in use, lever must be left in depressed position to prevent flooding.

Before using, raise lever (1) and pump slowly to partly fill and wet inside of bowl.

After using: (1) raise lever (flush position), and pump until bowl is thoroughly cleaned. Continue with several more full strokes to flush discharge lines. (2) depress lever and pump slowly until bowl is empty (pump dry position).

HOLDING TANK PUMP OUT:

When the toilet is flushed, waste is pumped directly into the holding tank. This tank is connected to a divided hose, with one side going to a thru-hull fitting and the other to a pump-out fitting on deck. To pump waste overboard where allowed, keep deck pump-out fitting closed, open the valve on the thru-hull or discharge fitting, and work the hand pump. IMPORTANT: VALVE ON DISCHARGE FITTING MUST BE CLOSED AT ALL TIMES EXCEPT WHEN PUMPING WASTE OVERBOARD.

To suction waste out at dockside, open pump-out fitting on deck (making sure valve on pump is closed). When tank is empty be careful to reinstall deck pump-out fitting securely so that rain or seawater does not run into holding tank and overflow.

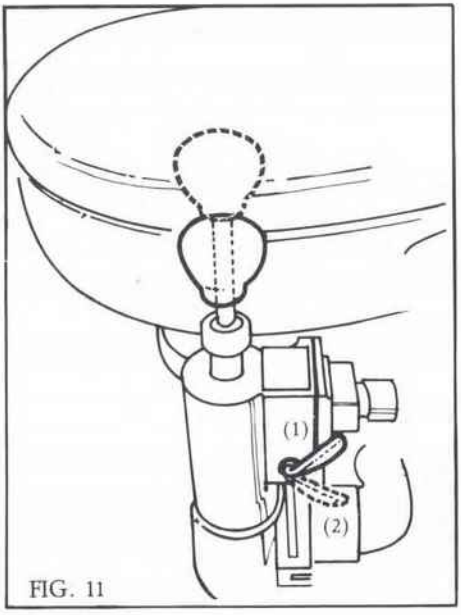


FIG. 11

BILGE PUMP OPERATION

Your Hunter 25 is supplied with a hand-held manual bilge pump in the loose gear kit. This pump should be tested by using a bucket of water to insure proper operation.

BILGE PUMP OPERATION

Your Hunter 27 is fitted with an electric bilge pump, activated by the "Bilge Pump" switch on the electrical panel. IMPORTANT: the pump runs continuously when activated. Since damage will result from running the pump dry, you should closely monitor its operation and turn it off as soon as the water has been eliminated. Damage resulting from operating the pump under dry conditions is not covered by warranty.

BILGE PUMP OPERATION

Your Hunter 30 or 33 is fitted with an automatic electric bilge pump. This pump will be turned on and off automatically by means of a float switch integrated in the pump unit. However, it is necessary to first activate the pump by means of the "Bilge Pump" switch on the electric panel.

BILGE PUMP OPERATION

Your Hunter 36 or 37 is fitted with an automatic electric bilge pump. This pump will be turned on and off automatically by means of a float switch integrated in the pump unit. However, it is necessary to first activate the pump by means of the "Bilge Pump" switch on the electrical panel. An additional manual pump is also fitted and is operated from the cockpit.