



CLOSING UP YOUR BOAT AFTER SAILING

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When leaving your Hunter at the dock for more than a short time it is a good idea to review the following checklist to make sure everything is in order. This will help protect the various parts of your boat and add considerably to their attractiveness and usable life.

CHECKLIST

1. Fold and bag headsails and stow below. Furl mainsail and cover, or remove and also bag.
 2. Remove and stow all portable deck hardware such as snatch blocks, winch handles, etc.
 3. Secure the boom to the topping lift and set it firmly amidships with the mainsheet purchase. It is also a good idea to rig a line from the steering wheel or tiller to a convenient cleat to keep the rudder from swinging back and forth with the motion of the water.
 4. Attach the shackle ends of all halyards to convenient fittings and take up slack.
 5. Cleat and coil halyard tails and permanent sheets, hanging them off the deck to promote drying. Other lines should also be coiled and stowed away.
 6. When leaving the boat for several days or more it is a good idea to cover the winches and steering pedestal.
 7. Close all fuel lines and gate valves, and turn off the electrical system. Pump the bilge.
 8. Check air vents, secure ports, and hatches, and particularly if you have operated in salt water, swab the decks.
 9. As you leave, make a final check of mooring lines, chafing gear, fenders, etc.
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PERIODIC MAINTENANCE

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CLEANING OF FIBERGLASS SURFACES

Fiberglass surfaces should be cleaned regularly. Normal accumulations of surface dirt can be removed simply by occasional rinsings with water. If your boat is operated in saltwater, more frequent rinsing will be required. To remove stubborn dirt, grease or oil, use a mild detergent and a soft brush. Rinse with clean fresh water.

It is also a good idea to wax the fiberglass once a year or so to maintain a deep, glossy appearance. Your local marine supply should be able to supply an appropriate wax.

FIBERGLASS REPAIRS

Your Hunter dealer can supply you with the proper gel coat to be used in repairing any hairline cracks or chips.

1. Using a mild detergent solution, clean repair area completely of wax, dirt or oil and dry completely.

2. To patch "spiderweb" or hairline cracks, begin by widening the crack so that it will hold putty. This is most easily done with an electric drill or router equipped with a V-shaped grinding bit. Also, cut a quarter inch or so beyond the end of each crack to relieve any stress.

3. Brush away all dust from the crack.

4. Following directions on container, mix more than enough patching compound to do the job and stir to a smooth blend. Temperatures should be in the 60's or above, or a heat lamp should be used (according to instructions on container) after putty is applied to crack.

5. Using a putty knife, work the mixture firmly into the crack to eliminate air bubbles. Leave an excess of about 1/16th of an inch above the surface of the crack to allow for shrinkage.

6. Since gel coat will only dry fully in the absence of air, cover the area with a sheet of cellophane or plastic food wrap and tape edges to make the covering airtight.

7. When the putty has reached a tacky consistency, peel back the seal and carefully slice away the excess filler that protrudes above the surface.

8. Replace seal and allow putty to harden. Once hardened, remove seal and burnish the filled crack with a power-driven buffing pad coated with a fine rubbing compound. To avoid damage to the surrounding gel coat, do not overpolish.

SAIL CARE AND STORAGE

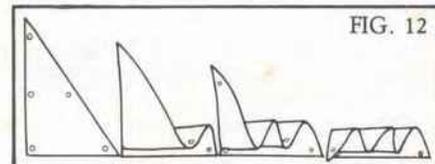
Your Hunter comes with Dacron mainsail and 110% genoa jib. To extend the life of your sails and maintain their best performance:

1. Never use them in wind ranges that exceed their capabilities.

2. Never let them luff for extended periods of time.

3. Rinse your sails in fresh water whenever possible if you sail in saltwater. Tub wash them every few seasons to keep them bright and attractive. DO NOT MACHINE WASH. Use a mild detergent in warm water, and REMOVE ALL DETERGENTS COMPLETELY WITH A THOROUGH RINSING.

For oil and grease stains, use commercial cleaning solvents. Should a yellow stain develop, bleach with oxalic acid and rinse thoroughly. Rust stains should be soaked in a warm solution of two parts hydrochloric acid per 100 parts water, rinsing thoroughly.



After rinsing your sails, spread them and allow to dry thoroughly before bagging. This is a good time to inspect them for minor damage. When dry, fold according to diagram in Fig. 12. First spread sail on flat surface, then fold in a smooth,

accordian pleat from the foot to the head. Next roll the folded sail from the tack to the clew and slide carefully into bag.

At the end of each season, it is good practice to have your local sailmaker inspect your sails for signs of wear and tear.

CARE OF RUNNING RIGGING

To protect your running rigging (sheet, halyards) from damage, wash with cold water (and a mild detergent, if necessary), especially after exposure to salt water. Rinse thoroughly and coil. Hang the tail ends of halyards off the deck to promote drying. Sheets should also be hung to dry, usually in a cockpit seat locker.

Inspect all lines periodically for fraying and other damage. Lines showing substantial wear should be replaced.

CARE OF STANDING RIGGING

The stays and shrouds on your Hunter are highly durable stainless steel to insure years of reliable service. To protect your standing rigging, keep it clean, and, whenever possible, rinse thoroughly with fresh water. Check occasionally for "fishhooks," strands of wire that have broken and curled outward. These can snag sails and inflict painful cuts in bare hands. Broken strands indicate the wire is deteriorating and should be replaced.

Also inspect turnbuckles regularly and replace any missing cotter pins. Occasional lubricating improves both the life and the function to turnbuckles.

WINCH MAINTENANCE

Your winches should be periodically disassembled, cleaned and lubricated. To

inspect, remove the snap ring (1) at the top of the winch using a small screwdriver. (Use a spiral motion rather than straight up.) Lift the drum (3) with the cover still in place (2) from the base (6).

Next, insert a handle and rotate the mainshaft in both directions. If winch does not operate freely, continue with complete disassembly procedure, outlined in winch manufacturer's manual. If winch *does* operate freely, remove the bearing (4) and clean the bearing spindle and drum interior of any dirt or salt deposits.

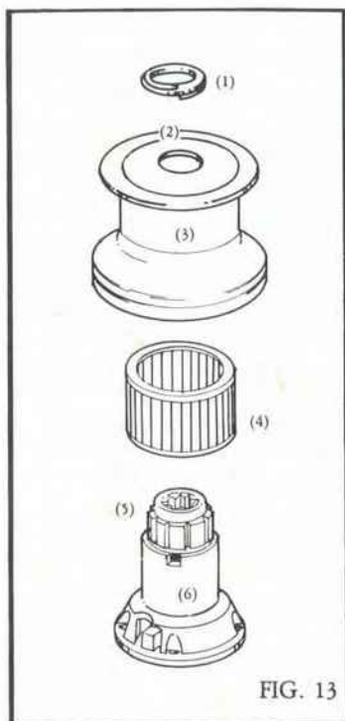


FIG. 13

Lubricate the mainshaft (5) with light machine oil. Crank the winch while lubricating to be sure the oil is worked along the length of the mainshaft.

Grease the bearing surface of the base (6).

Reinstall the drum per the proper reassembly procedure.

GENERAL MAINTENANCE OF HARDWARE

Check all fittings regularly to be sure screws are tight. Occasionally lubricate all moving parts on such fittings as blocks, turnbuckles and cam cleats, as well as the locking pins of snatch blocks, track slides, spinnaker poles, etc.

Inspect chocks, cleats and fairleads for roughness and smooth with finegrained emery paper if necessary.

Also, replace any missing or damaged cotter pins and circlips in turnbuckles and shackles, and either tape them or use protective covers manufactured for that purpose.

TEAK CARE

As your teak weathers, you can maintain an even ash white color by washing it periodically with a household scouring cleanser. Maintaining an unweathered appearance can be accomplished by sanding lightly and applying teak dressing, furniture oil, or by varnishing.

SHAFT LOG ADJUSTMENT

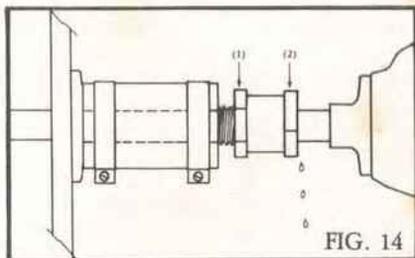
Your inboard engine is equipped with a propeller shaft stuffing box which serves as both a bearing surface and a water seal. Shaft log packing should be checked periodically (at least every 30 days) for proper adjustment.

The stuffing box is located in the stern section of the engine compartment where the shaft goes through the hull (Fig. 14).

To check, note drip rate. It should average one drip every 10 to 15 seconds (This is necessary for proper lubrication).

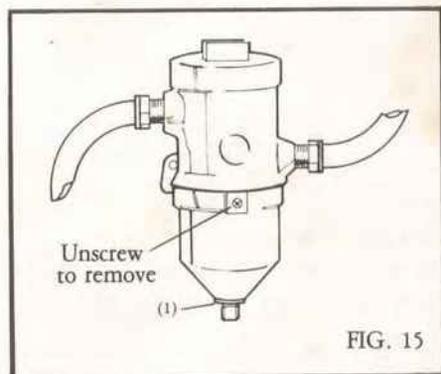
To adjust, first back off the bronze lock nut (1) on the rear of the unit (facing unit, turn clockwise to loosen). Next

tighten or loosen the packing gland (turn clockwise to tighten) until proper drip rate has been obtained (2). Retighten lock nut (turn counter clockwise) to lock packing gland in position.



SERVICING THE FUEL FILTER

Your fuel filter should be changed every year to protect your engine from damage. The filter is located on the fuel line between the fuel tank and the engine. Replace it with a Fram FB-M-1110-PLM special marine filter. Also change the secondary filter nearer the carburetor. Apply petroleum jelly type lubricant to threads on filter cap (1) to prevent water from entering fuel tank. In addition, check all connections, filler hoses and clamps.



SERVICING OF PUMPS

All pumps should be checked frequently to insure proper operation. THIS IS AN ESPECIALLY IMPORTANT REGULAR MAINTENANCE ITEM SINCE FUNCTIONING OF A PUMP COULD SAVE YOUR VESSEL FROM SERIOUS DAMAGE AT SOME FUTURE TIME.

Inspect all hoses for chafing and dry rot. See that hose clamps are tight.

Check to see that pump impeller area is clean and free from obstructions.

Inspect electrical wiring for corrosion.

Make sure float switch moves freely and is making an electrical connection.

BATTERY SERVICE

Check your battery(ies) on a regular basis to insure proper water level. Also check terminals for tightness and corrosion. Clean and retighten if necessary.



STORING YOUR BOAT FOR WINTER

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IMPORTANT: Winter storage should be on the cradle supplied with the boat. The cradle should be blocked level and square to prevent twisting the boat. Damage to your boat, including engine misalignment caused by twisting, is not covered by the warranty.

SAILS

Sails and synthetic lines should be washed and dried thoroughly. Sails should be properly folded and stowed in a dry, well ventilated place. Many sailboat owners send their sails back to the sail manufacturer at the end of each season. The sailmaker will check the stitching and sailcloth for wear and store the sails until the start of the next season.

CUSHIONS

Cushions should be removed and stored at home if possible. If not, prop them vertically to promote airflow around each cushion.

HATCHES

Hatches and floorboards should be left open a crack to provide ventilation for the whole boat. However, it is prudent to loosely cover any open hatches with a tarp or plastic sheeting.

WATER SYSTEM

Open a faucet and allow the pump to empty the tank. Then add approximately 2 gallons of *non-toxic* anti-freeze solution (such as Winterize[®]) to the tank and repeat the pumping out process.

A second method is to disconnect the hoses at the pump, allowing them to drain. Find the lowest point in the system and disconnect the fitting. Open all faucets to allow the lines to drain. If possible, use a short piece of hose on the faucet to blow through the lines to clear all water.

HOT WATER HEATER

Open valve and drain fully. Leave valve open during lay-up time.

TOILET AND HOLDING TANK

Drain and flush toilet (see Periodic Maintenance) and, using automotive anti-freeze (ethyleneglycol) in a 50/50 mixture with water, pump through toilet and into holding tank.

ENGINE

1. Drain the cooling water completely out of the engine and flush the line thoroughly with fresh water. Don't use high pressure through the line.

2. Remove the fuel completely from all fuel lines.

3. Disconnect the main battery cables from the battery terminals.

4. To prevent corrosion inside the cylinders, pour a little lubricating oil into the suction pipe while turning the engine. Enough oil to reach the intake/exhaust valves is sufficient.

5. Put the piston at top dead center of compression stroke so that the intake/exhaust valves are completely closed.

6. Apply a thin anti-corrosion treatment to the plating and exposed painted surfaces.

7. The engine should be in a well-ventilated area, and protected from any kind of dampness.

8. Put a dust cover over the engine.

9. Check Yanmar Operation Manual for engine diagram.



SPECIFICATIONS AND TECHNICAL INFORMATION