

Screensaver  
Hunter 49 Owner's Review  
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<http://screensaver49.spaces.live.com/>  
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HIN

Screensaver  
Hunter 49 (2008)  
Hull HUN49158K708

## **Introduction:**

To put things in prospective I believe one needs to understand a little about the reviewer. The purchase value was more than the house we lived in, and the cars we drive put together. It's a life style change for us. I consider my self technically competent in a number of area's specifically electronics, IT & Management (my profession), mechanical engineering, business and management. I am from a vendors view a difficult client, because I'm informed with strong ethical views of right and wrong, though I like to think rational and professional, and one who sticks to his word no matter what, written or not, and who's reputation is built on ethics.

This review is my personal prospective (in conjunction with my wife) and while mainly this review focus's on the negatives, or out of the box positives (over and above what I consider normal) I am overall happy with the underlying yacht, design, features, and equipment.

However the experience in some case could have been substantially improved on. I do not attribute blame and one should not read this into it.

We have had Screensaver just over 12 months covered in excess of 3800 nautical miles, and so far been exposed to 45 knots and 4.5 to 5m seas.

The actual options chosen for our configuration can be found on the above website.

## **Review:**

### ***Documentation:***

The manual was supplied in a nicely bound black leather case very nice and well put together. Unfortunately it did not match the boat in a number of areas and this was not due to changes, because on a CD providing softcopies was in fact a later version and more update set of manuals which were available.

Some other Hunter 49 owners don't seem to have been so lucky as to have received the bound binder or the softcopy. I also received some softcopy documentation which for me is invaluable in trying to find things because they can be electronically searched.

### **Preliminary Care check list:**

(This is an extract from the supplied documentation)

Hose clamps tight on all systems below water line tight.

No they weren't hence the water leaks, mainly around Gen-set connections and freshwater

Boat Free if Internal and External water leaks..

No it had a number and still has some.

Hatch in starboard cabin – fixed

Freshwater pressure intake – fixed

Transom shower connections – fixed

Galley sink drain – fixed

Forward shower sump – fixed

Unknown source appearing under Genset – cant find it not fixed.

VHF Antenna installed correctly –

Fixed – Main coil of aerial is installed below the mast head so transmission to station on port side are considerably reduced.

Recently remounted and new aerial fitted

Cabin Lights Not fixed:

Master Cabin delayed turn on, about 1 in every 5

Saloon a light occasional remains on when with switched off 1 in 30

Tri-light: Fixed – Was wired incorrectly

Tank System – Fixed

Forward port water tank didn't breath.

Bilges clean of debris – No.

Considerable building material remained, screws, bolts, washers, wood work, insulation tape, electrical wire, hose clips,

## ***Master cabin***

A great cabin, fit for the skipper. There are two great hatches, and even better they have both blackout screens and insect screen combination which my wife loves.

Personally I would like to have had a couple portholes up the high topsides near the head of bed, to a) allow me to open one eye at night and see we are still where we should be, b) to get that little bit of extra air through at the head of and across bed.

The master wardrobe has a space above it which is not well used, and when one s living onboard for an extended period wardrobe space is premium. This cavity could be easily used, and is left blank for those who might install TV in the master bed room.



We purchased the upgraded memory foam mattress, but the seam after 6 months has



The Hunter comes with Red Led night lighting throughout at floor level so you can see where you are going at night without losing your night vision, a great idea. But the one in the master cabin lines up exactly in your eyes while at the chart plotter or in the cockpit. So we tend not to use them at this point, or until I move it.



There are four swivels down lights, but the two near the head of the bed are not appropriately placed for sitting up reading or solo reading, ie they are too far aft.

Lights for the ladies in the master cabins on suite are excellent, and the on-suite separate shower and toilet (fresh water flush) also work well, although in our case the sump box drain wasn't connected properly initially.

The master cabin shower has a wooden slatted seat and therefore one doesn't slide around, plus it has a sump box with a float switch so it works as needed. (Unlike the main shower)

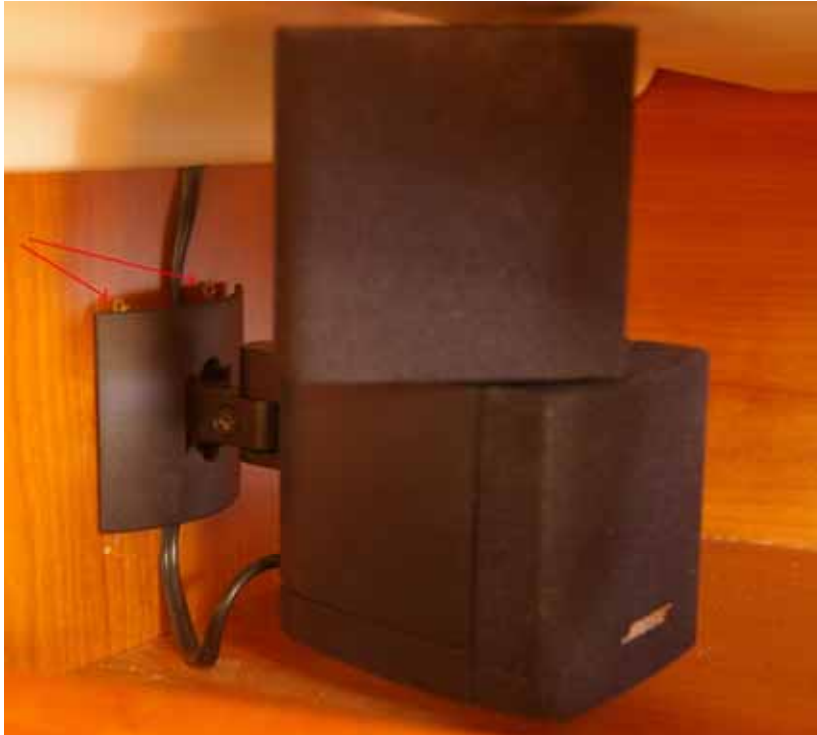
## ***Saloon***

A great cabin in our view, plenty of living space with some innovative ideas, which were important to us.

The drink cabinet, sliding seat is an excellent idea we haven't seen elsewhere and optimizes space well. Plenty of natural light and fresh air, with the block out and insect screens

The placement of the two down/reading lights again does not allow them to be used as reading lights, they literal light up the shelf good mood lights which were perhaps the intention, but each should be another 20mm towards the centre line then they could be used as reading and mood lighting





The Bose speakers have been remounted in the factory and the old screw holes remain visible, as they repositioned the speakers.

Construction material remains scattered through the boat, mainly in inaccessible spots, but initially through the bilges, and transom. I'm still curiously getting metal work appearing on shelves, which look like drillings or filings, finding bolts and washers.



The Saloon also has fan type blinds which work well to reduce prying eyes and the sun, but be wary of the clips, even our dealer broke one and had to replace it. Once you get the hang of it they are fine though.

The table is solid sturdy and works well. The wood work is excellent although our choice of cheery perhaps was not wise as it is very soft and marks easily, and came with some small scratches.

We chose the upgraded Bose System which certainly works very well and if you like your sound as I do, then it's a great choice, all be it that being Bose, it's expensive. The audio from Bose to TV wasn't connected properly so if someone wanted to watch a DVD for example without the great Bose sound but through TV speakers because the skipper was sleeping, then it wasn't possible until I connected the leads correctly.

I have added Windows Mediacenter from a laptop to the combination which provides MP3 capability ( Bose doesn't) and a second DVD player. The sound from the Laptop feeds both the Bose system and external amplifier allowing independent control for the same or multiple sources. The Laptop provides video to both the TV (via Bose) and to the Raymarine E120 located outside. This allows TV DVD, Video music and all the normal media center controls to be viewed on either TV or E1220. Of course it also allows email internet, and local weather radar via the internet to be viewed, inside, on the Laptop, TV, or E120 outside.

There is a water maker on board (under the Saloon seat), which makes a fair amount of noise and requires around 40amps to run. But given what it actually does this is both practical and essential for long term cruising. My wife has what I would call an extreme sense of smell, and very temperamental constitution, and I'm very pleased to say that the water maker got a big tick for its quality. That said we don't run it in the harbour of course.

To my surprise there was no TV aerial, which for the minimal cost surprised me. We have added a Digital TV and aerial to the master stateroom,

### ***Navigation Station***

This is an excellent area, although if you're taller than 6'2" you might be cramped with your knees.

The VHF Radio came installed and the aerial was installed too far down the mast so that the coil of aerial was below the mast head, thus reducing its range considerably in the shielded directions.

Some added local equipment which was installed had its cutouts done without reference to where I wanted them or what else was going in the Nav station so be sure everyone knows what you want, where to allow for full utilization.



I also had added a Tri-Light which has proved to be a little less straight forward than one might imagine. I did not want an added single odd switch sticking out on its own, that looked like an add-on, so we replaced the existing NAV lights switch with an On/off/On toggle switch, retaining the existing config and providing for my Tri-light. However the Compass lights are on the Nav Lights not the Tri Light and they can't be on both Nav light systems.

The ability to put the E120 /Chart plotter video onto the TV and control it from the Nav station (via external KB shown above) has proved more valuable than I initially perceived.

On a recent trip both crew members were below decks while we were in transit, a practice I don't typically condone for more than second. But we enabled Radar and safety zones along with our other plotter features, put that all up on the TV while we did what we wanted to do below decks, and I felt quite comfortable that we were on course, in the right place on our chart, and nothing substantial was looming over the horizon at 18 + knots.

## **Galley**

Overall an excellent setup. We chose the large ordinary fridge, and two top loading Fridge/Freezer combos, which are working very well. That said the front mirror/stainless finish of the fridge is poorly fitted to the front door.

We also chose the Ice maker which was replaced at day one; very quickly. The new unit has had a minor hiccup once, but otherwise worked very well since.

The oven works fine, but my wife finds the stove slow. After some research this can be attributed to the 800btu jet size. Typically in a house these would be between 1200 and 1800btu.



The dish cupboard combination marketed by Hunter works well, however I doubt the designer every used it while on a heel. We will add a clip to the forward door so that half can remain closed.



Fresh air placement and light is excellent which is essential when cooking below while at sea. Inbuilt kitchen tidy, dual sinks, variable extendable tap all work well.

The Hunter video suggests the trim/fiddle on the bench top can double as a hand grip, but I wouldn't recommend it, as two of ours has fallen off, and it transpires that only small amount glue secures it.

Our bench top has developed a **hair line crack across the corner**, it almost invisible, but it can be felt with the finger nail and was detected during cleaning.



Also our dealer gave us a good tip based on his charter fleet experience, in so much as belts worn by guests often line up with the fiddle height, and as one leans against the fiddle, before long the timber work is marked.

As with the other cabins typically at least one draw or cupboard lock in each cabin will be miss-adjusted, or lose, with the net result being it will come open, while on a tack and damage the wood work as it crashes to the other side. In our case these got me twice and we pride ourselves taking care of the finish, so I wasn't impressed.

The floor however stands up to this very well and is extremely robust.

The ability to shut off the gas at the bottle with the flick of a switch is a great idea, and safety item that we use every time.

### ***Aft – Main Head***

A very practical workable layout, plenty of venting, light. A good size shower, although unlike the shower in the master cabin it does not have any timber on the seat so you tend to slid around, when you're sitting for shower which you have to do if you're sailing. Also if showering when sailing the water can tend to escape the shower base before its picked up by the pump. The master cabin shower has a bigger lip and doesn't have that problem.

For reasons I can't work out this show has no float switch activated sump box. The net result is you must turn on the sump pump before you get in the shower, which means the pump is a) running dry which it's capable off, b) consuming power when it doesn't need to. It also had a very fine filter which meant cleaning it at least every week or two, depending how many people on board.

When I installed a conventional sum box, and float switch, it became apparent that the shower water would not gravity feed quick enough to the sump box, due to the size of the whole in the shower base, and hence you could flood the shower. As it transpired the actual shower base had a larger whole than the fitting which had been used, and once I replaced the shower base fitting with a larger drain whole it all worked perfectly as one would expect, and as per the master cabin which has this setup as standard.

To open the shower door requires an inappropriate level of force, to the point where one is genuinely concerned that they will damage something.

## **Arch**

A great idea supporting many benefits, from safety, pleasure and convenience



When combined with the Mike Harker special fitted Biminis including davits, and the solar panels on top, high quality water proof external speakers, BBQ starboard and a couple of stainless down lights, you have the ideal area for entertainment and safety. Everyone is very impressed, and the only slight negative is I believe the Davits will require additional strengthening.

## **Mast/Rig**

We chose in mast furling which was not our preferred choice of furler but our only choice from Hunter as they dropped the use of Furl Boom due to some problems. Much discussion and debate was agonized over the pro's and cons, and to date I'm happy the result and performance.

There was some initial aesthetic shipping damage to the boom on its trip out to Australia which was rectified very quickly and smoothly.

We chose the tall mast (and deep keel) which provided additional main sail area; we also chose to exclude the staysail resulting in a nice clean foredeck and a few less lines, and then the larger Jib. This combination meant we were just a bit short of sail area by comparison to other name brand yachts. (Because we did not have the staysail). The Jib was fairly small and it was my intention to add a Genoa.

This configuration carries a large amount of weather helm, and it tends to balance up better if I don't put all main out. No doubt from a design prospective the Hunter 49 would have been sail balanced (presumably still with weather helm) with a staysail included, so perhaps part of this misbalancing is my doing.

We also found after some time that the forestay had no split pin in the cotter pin which had also started to work itself out. An absolutely horrifying thought given we had been sailing around like this for a couple of months.

The excess weather helm prompted some investigation which lead me to believe the Rig was grossly out of tune and could well be contributing towards the excess weather helm. A weight hung on the main halyard sits approximately 0.5m (19") behind the mast step, along way back or a lot more rake than the 0.025m (1") recommended.

Hunter documentation says:

At this point the masthead should be raked so that a weight hung on the main halyard hangs about 1' behind the mast step.



I cannot accurately measure the bend given it should be measured at its deepest point, but I would estimate its in the order of 100mm (4") about double what it should be according to the documentation:

"The maximum amount of bend should be no more than 1% of the length of "P" for the standard rig and no more than 2" [50mm] for the furling"



One might be tempted to say adjust the forestay some more. The problem with that is it's already fully adjusted or reduced. I have yet to resolve this one way or the other.

I have sought expert qualified advice and confirm that the Rig is not in tune with Hunter specifications, and it can't be adjusted to meet those specifications. It was also noted that the mainsail track visually appeared pinched at the second spreader, the cause unknown.

The dealer states it was right on delivery and this is my problem.

Update: The quote is \$1380.00 to resolve this.



Also the Sail is slightly too big and as can be seen in the above picture you can't tension it up any more, as already the halyard is trying to pull the furler into the mast. So once the forestay issue is resolved (ie shorter) this will then require a sail cut and change, as already the sail has slight wrinkles due to lack of tension.

### ***Helm control***

This general setup is excellent in my view. Neither you nor your crew or passengers are fighting for the same workspace. It can be easily single handedly sailed from the helm position. Crew can also use the winches without getting in the way of the helms person

I discovered after the event, that there is an option provided by Hunter to have dual engine controls which requires some electronics and had I known of this feature I would have chosen it simply to enable more accurate berthing on the starboard side.

In my case some miscommunications lead to instruments being mounted not according to my wishes. The key here is make sure Hunter factor is aware in sufficient time.

In the centre of the cockpit is a cap for the emergency steering. Given our plan to hopefully sail around the world all such safety features were fully tested. I can tell you that I would not like to attempt to steer Screensaver with emergency steering tiller on my own, in any more than 5 - 10 knots without considerable leverage from winches being attached to the tiller. The tiller is solid enough to stand adding lines from it to winches and it would most defiantly need this extra purchase in anything over 5 knots.

### **Cockpit**

Again this is ideal, very workable, comfortable, and nicely setup.

We did not take the external stereo option and instead fitted our own stainless steel down lights with dimming option to the Biminis, and added relatively large hi quality speakers under the rear push pit rail seats. This has proved to work very well.

The Gas Bottle compartment has two gas bottles located in under the starboard cockpit seat. Located between the bottles is a solenoid which can be activated from the galley and effectively shuts off the gas. This solenoid is miss placed, such that you can't actual remove the rear bottle without leaving the solenoid forward and out of the way



The Cockpit and Helm position has to be one of the safest I have seen or been on. I was recently on board another manufactures new 525, and in every way with the exception to the teak deck I much rather preferred the Hunter.





## ***Cabintop***

The setup for the halyards and lines and furling is very easy and simple. My wife and my son have each respectively completed a full days sailing of Screensaver from berth to 10km off shore and back each on their own, while I was present merely as a precaution. I have since sailed a number of legs solo.

The furling line for the Jib runs along blocks on the stanchions. This route causes the fuller line drag across the corner of the cabin top and has worn a groove through the gel coat. The block also seized, and slid up the stanchion giving it extra leverage then substantial bending stanchion. Firstly the block should not have failed; the cleat should not be mounted where it is such that the furling line is drawn across the deck.







When we took delivery we were warned about the Jib sheets catching the forward hatches if they were not closed properly. For example you might be tempted to secure the hatch on one of the settings which allow minimal (5mm) air gap, rather than locking them down, especially while in the harbour or in very calm sea's. In the picture below the hatch is fully locked down, and you can see in this worst case simulation that if that sheet was to pull it would rip the hatch open or off. Clearly this has happened to others hence the warning, however maybe the others were not sure whether it was fully locked down or not.



### ***Side Deck***

I personally find these a bit small to traverse with ease, but this is clearly a trade off in space in the cabins below. Unlike some other yachts the stanchion height is much better, and not the typical low ones which in my view serve only to assist flipping you and falling over the side.

Two round marks have appeared in the foredeck and look like they are pre cut for some option, or addition. The a few more appeared and it became apparent that the water and waste filler wholes had be pre drilled in the wrong place in the factory. These were later repaired but not like new.



A few air pockets have resulted in the gel-coat falling out mainly round the cockpit area. As these weren't done by us, I can only assume they happened somewhere between the factory and delivery, and the repair or touch up has dislodged.



A stress fracture has also appeared.



I'm told these sort of things are not warranty. But its not "fair ware and tare" or damage by us.

### ***Transom***

The Transom setup is excellent nicely setup and works very well in every respect. The water connection for pressurized water has a one way valve on it. In our case this valve was faulty and resulted in on board pressured fresh water slowly accumulating in the bilge

Unfortunately we had a number of water entry points which were often eluded that the presence of this water in the bilge was normal, so the onus was on us to prove it was from a source which should not have leaked. Once this was done the problem was rectified.

## **Port Aft Cabin**

The Aft head having a second door almost making it an on suit to this cabin is an excellent idea, and works well. The bed in this cabin is an excellent size allowing one to sleep anyway around they need too. Ventilation is also very good. Lighting and storage is all very good.

Entry to the rear engine compartment is obtained through the closet ( a smart idea), to access water intake filters and propeller shafts etc. A light is installed, but it has a tendency to shine in your eyes, where you are trying to look.



## **Bilge**

We were impressed that Mike Harkers bilge was completely dry and had the expectation that ours would be similar. At the outset we were along way off, and over time we have slowly got the majority of the sources under control. These have typically come from hose clips not being tight enough. **There is still I believe one more water leak which I have yet to find.**

Underneath the main engine and the generator, is what effectively amount to molded trays in built into the bilge, so any fluids which leak out from say the main engine remain trapped under the main engine until there is approximately 4-5 cm of fluid depth where it will then overflow into the next down line chamber under the generator.

Under the generator a similar arrangement exists only this is probably about 10 cm deep with what appears to be a drain whole leading from that pan area through the wall into the main bilge compartment where the bilge pumps are. Fluids are not escaping through this “apparent drain” and there is no respective whole on the other side, thus it appears as if they forgot to complete the whole to allow the fluid to drain into the bilge.

When I asked the dealer about this I was advised no this is not a drain, there is not supposed to be a whole linking these. With that thought in mind and given the mounting position of the generator, by the time it gets 10cm worth of fluid buildup under the

generator it will have made contact with the electrics of the generator before it can escape.

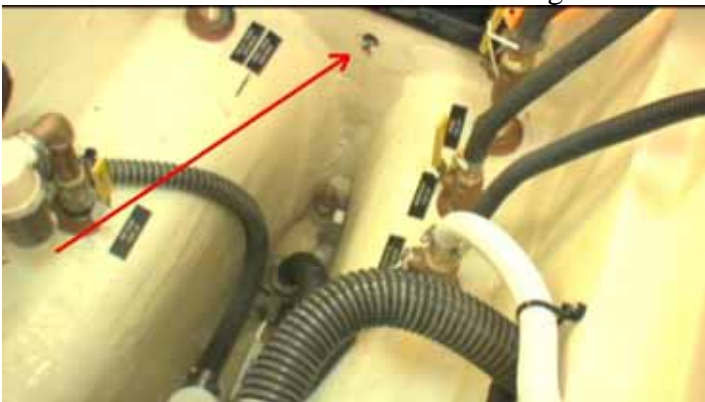
The interesting thing is on the Hunter video (bottom image) it shows what appears to be the whole I'm looking for interconnecting the generator compartment with the main bilge



Generator side drain going no where



Our bilge



The bottom image taken from Hunter video showing what appears to be the missing drain

## ***Engine Yanmar***

We chose the upgraded horsepower version and as with any diesel reliability is a given and no exception. Hunter (or Yanmar) provides a nice flyer with power curves, fuel consumptions curves torque etc. Naturally given we bought a yacht we were not in a hurry so, we saw no need to run down the harbour at full throttle and instead we chose the ultimate fuel consumption revs (1600-1800), which produced a boat speed around 4-5 knots. But running a turbo diesel at these revs for hours glazes the cylinders and Yanmar advised me to run down the harbour WOT (wide open throttle) and then in the future make sure I take it up to at least 2600 every hour or two for at least 5 – 10 minutes. In running at high rev' I note that once I return to Idle the oil pressure is considerably reduced, a not unusual phenomena due to reduced oil thickness, but the drop is far more than I'm used too.



We have also had our Yanmar connected to the E120, so that the engine information is available to Raymarine and Raytech. This was something that no one was keen to do but it all works fine. What's more I believe it's better, because the alarms are louder, they are right in front of you, where you are already looking, where as the Telflex is very quiet and not in your vision. Our Telflex is on all the time and this has come about from connecting the Engine data and Raymarine Data.

As a precaution I had the Yanmar technician trigger each of the engine sensors to ensure the E120 saw them correctly and the alarms were triggered appropriately. I'm glad so say all worked fine.

## ***Fischer Panda Genset***

I did not support the need for such a large 12kva generator. My dealer encouraged me to take it, and while I still think it is very large, I would not now have objected. I may still have down sized it, but certainly not as far as I thought at that time. The unit is very quiet nice and simple, very straight forward, **It has exhibited on a relatively small number of occasion (10-20) difficulties in starting.** The first such example was after a very rolly long trip, and I attributed it to that, but I'm not convinced. The error flashes up low battery for a second, as it stalls, and behaves as if its not got enough fuel. This problem also exists on another Hunter recently delivered and I believe the technician has changed a circuit board.

The alarms on the Fischer Panda are very quiet also, and they cannot be herd outside. I am hopeful it has enough smarts to shut down should for example it go over temperature due to an impellor or clogged filter.

## ***Electrical***

Gone are the days of simple electronics, we want these full features in our cars and yachts, well they come at a complexity cost, even more so behind the scenes if one is trying to make them idiot proof as in the case of the Hunter 49.

### **Bose/TV.**

Where we live 230 volts is the mains supply, and I asked before purchasing if the appliances were 230v or 110. I was told they were 230V and in fact the Bose and TV are not. There is in fact three inverters for the Bose/TV combination from 12v to 110V. The Bose Media Centre, the Sub/Amplifier and the TV each have their own inverter. One of which has failed and been replaced.

You hear things today about soft on and off, the ability to push a button on your remote to turn something on. Clearly for this to work something needs to be on the first place to know you have pushed the on button ( ie Bose and TV are not off but in standby)

At home this is fine, although in this country they are now suggesting its not, and the greenies don't like it, but on the Marina it's also fine, but on a long term cruising yacht this is not good. The system continues to draw some 4 amps when turned off, so in our case we must go to the circuit breaker and turn the Entertainment system off.

### **Batteries**

We had added to our battery bank at order time because I was lucky enough to sail with Mike Harker for a few days (thanks to Mike and my dealer), and I got some firsthand experience on what was going on. With all the wizardry on board this clearly comes at a fairly heavy power consumption rate. So adding batteries provide more capacity and with the large (12kw) FP Genset we would be able to replace power consumed relatively quickly.

Neither the batteries added here nor the original Hunter Battery is very secure. If by some chance Screensaver happened to do a 180 right now and turn upside



down, I expect all batteries including the starting battery would only remain in place due to the very heavy cables need to provide some of loads being drawn, and not the securing straps. The floor access panels would also do some major damage to anyone inside at the time. Keep in mind the Hunter 49 is targeted at Blue water sailing.

### Charging system

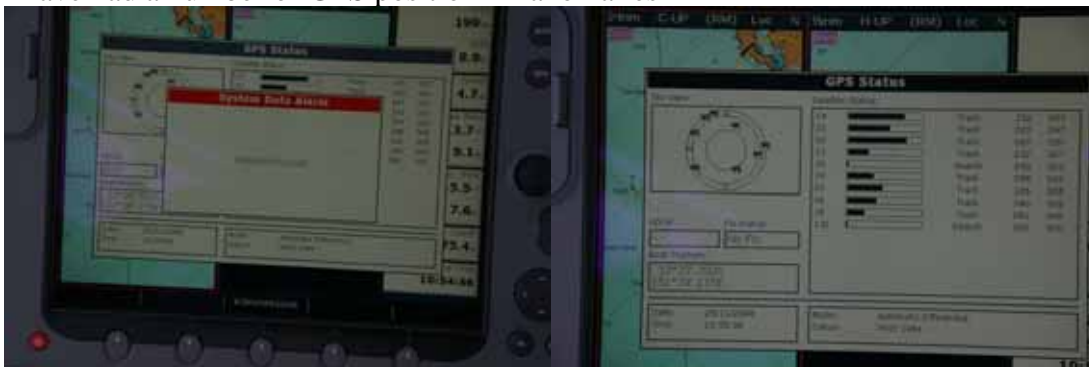
In our case there are a number of ways to return charge. I am now aware of 3 49's that have had alternator issues, me being one. In my case the regulator failed first followed by the alternator, and



I chose the high power alternator as did the others, and each of us had the additional batteries. Both main engine and genset /xantrex/freedom charge system have a tendency to run flat out for a period of time ie 100amps and 120 amps respectively. The freedom unit currently will overload ( @ around 130 amps) if its asked to recharged a set of 50% depleted batteries, which is the maximum they should be allowed to run down to. The charging system can reach 14.2v at times. While typically its only for a few minutes I believe (yet to be proven though) that this is or will contribute to failures. In my case I'm will be seeking to limit the charging systems to not exceed 80% of their respective capacities.

### GPS

I have had a number of GPS position fix anomalies





To date these have not been resolved and Raymarine seem to just accept them because of their low frequency. Should this occur at a crucial time the results could well be catastrophic. To date I have probably had about 6-10 occurrences of this.

#### E120 Chart plotter:

The unit has been replaced once due to it flashing bright and dark, or sometimes losing its screen altogether only when dimmed though. I implied to Raymarine that this was a design fault because again I know of three (including mine) Mike Harker being the first that show exactly the same fault. Raymarine acknowledged that there was an issue with the earlier units, but this should not have been applicable to my unit. None the less they tried to find the problem, could not replicate it, and so swapped it out. **Mine still has the fault**, but like Mike I know how to manage it. It occurs if you run the E120 dimmed for an extended period of time, ie if your doing a nonstop night. I'm now convinced the problem is triggered by both being dimmed and a voltage supply in excess of 13.5 volts as you would expect to get if you're motoring through the night.

#### MOB

Because we plan to do a number of long voyages, and we are a crew of two we purchased additionally the MOB ( Man Over Board Option). On any voyage where there is only one person on shift and others sleeping I see these as a very small cost for the level of protection. On a couple of occasions we have inadvertently set them off, and on at least 2 occasions when these were accidentally triggered the alarm sound was not enough to wake the crew member. With the engine running and sailing, combined with typical ocean noise, these can be easily missed, so one should add external alarm system. A kit is available. It should be noted this is exactly what bought Jessica Watson unstuck, as she did not hear her AIS, or Radar proximity alarms

#### VHF Radio

The radio supplied as standard comes with DSC, and the Hunter 49 comes with GPS, yet they are **not connected in the factory, I had paid for this?**

### ***Livability***

We have been living on board now for approximately 6 months and it works very well. We have almost all the luxuries of home living, from big 5.1 surround sound, though to washing machine dryer, microwave, leather lounge, phone, fax internet, dimming lights, ice maker, fridge freezer, drinks fridge etc.

I work from home so, I'm here all day and every day, and my biggest complaint in regards to on board living, would be the wake from other boats, and the occasional 40 knots that whistles across the deck 3 or 4 times a year

My wife needs to wear professional clothing ( i.e. almost a suit every day) and most yachts don't accommodate even the mans professional cloths hanging space. To overcome this I have modified the master shower to be a wardrobe with two hanging rails, his and hers, well hers and the one half hers, half mine.

## ***Warranty/Support***

The Hunter motto 'We go the distance' and the support were contributing factors to our decision. I spoke directly to Hunter and of course to the dealer about support, and this was the major reason for us not going directly to the US and purchasing. We felt that if we supported Hunter here that would bode well for us and Hunter generally.

Right now we are lead to believe that the Hunter warranty policy requires we get a quote and it's submitted for approval, and then Hunter will decide what they will and wont pay for. This is not a warranty policy as far as I'm concerned. If we use Hunter ( or its agent) recommended repairers, and its in the warranty time line, and neither the owner nor any of its crew or passengers contributed to its failure, then it should not be subject to any debate on how much they will won't pay for. Not to say its an open book, but once accepted as a legitimate warranty issue it should be resolved at someone else's cost. In our case the dealer would not engage the repairer, because clearly he would then get the bill, and it had not been determined in the dealers mind whether this was warranty or not. Although it would be difficult for a person to blow up a regulator and alternator. So I was requested to engage a consultant to determine what had caused the failure. That determination would then drive the procurement of the parts which I would then either be supplied under warranty or I would need to purchase them. It was determined by the consultant as warranty, so from there my expectation was that they would now engage the repairer, but it appears not. I had to pay for the repairs and then Hunter will determine what they will reimburse. The alternative being I obtain a quote which there consultant could not provide without investigation.

Hunter have agreed to pay a percentage, leaving me with 28% of the cost for what has been agreed as a warranty issue.

The support I have received initially was excellent in every manner, including the limited dealings direct with Hunter. However as time has gone on this has deteriorated substantially to the point where Im being told now "if your suggesting this wasn't right at the outset there will be serious issues" and its being alleged that I'm second guessing what has been done. For me it's fairly basic, if I spend \$ ¾ million on a new car and find out nine months down the line the wheel alignment is out, and anything breaks, or is broken, repaired poorly etc, provided I haven't run up the curb or into the cutter, or caused it then I expect it bought into line with manufactures own design specs or fixed.

Clearly warranty doesn't work how I would image. The stress cracks, air pockets in the gel-coat, alternator, and forestay are some of the rejected warranty issues

## **Summary**

This has been a very detailed review of our experience and our Hunter 49. Before judging this negatively against Hunter, its yachts or dealers, I urge you to keep in mind that I have not been able to find as honest open and comprehensive review anywhere on either other Hunters or other manufactures Yachts.

I have not dwelled here on the positive documented components be they small or large such as the automated fire suppression system, Kevlar collision protection, CO2 detectors, stanchion rail height, safety line clip points, etc But before we purchased our Hunter we did review these features and options and specification across other manufactures taking into account, sail area, engine capacity, fuel capacity, water capacity, ballast, safety equipment etc.

Yes you can spend more and arguably perhaps buy better, but look carefully, my nice BMW convertible with leather seats I find is actually mostly spray on leather, and not the quality of leather in our Hunter 49 as just one example.

We have not yet sailed Screensaver extensively but others such as Mike Harker have I believe the weakest link is human, probably me.

So the question is;

Would I buy this yacht again if I was doing it again, yes I would.

Would I do it differently, yes I certainly would, striving to correct items noted above.

Comments questions criticisms etc can be sent to [general@it4u.com.au](mailto:general@it4u.com.au)