



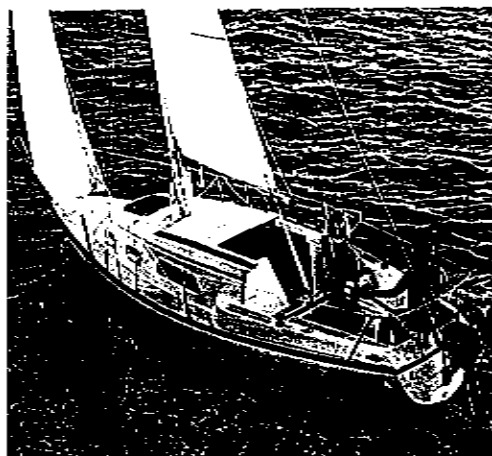
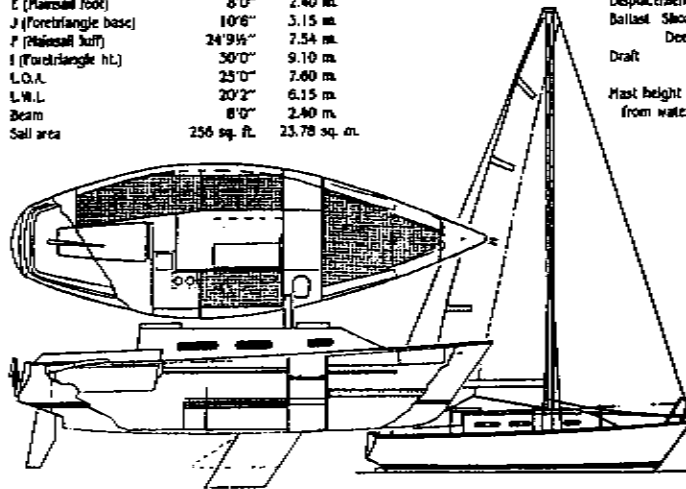
Hunter 25



SPECIFICATIONS:

E (Mainsail foot)	8'0"	2.40 m.
J (Foretriangle base)	10'6"	3.15 m.
P (Mainsail luff)	24'9 1/2"	7.54 m.
I (Foretriangle ht.)	30'0"	9.10 m.
L.O.A.	23'0"	7.60 m.
L.W.L.	20'2"	6.15 m.
Beam	8'0"	2.40 m.
Sail area	256 sq. ft.	23.78 sq. m.

Displacement	4,400 lbs.	1,995.80 kg.
Ballast	2,000 lbs.	908.00 kg.
Deep	1,800 lbs.	817.20 kg.
Draft	Shoal 2'11"	.88 m.
	Deep 3'11"	1.18 m.
Mast height	28'8"	8.70 m.
from waterline	34'1"	10.32 m.



The ideal small cruiser... big on room, big on performance, and loaded with standard equipment.

The Hunter 25 is the ideal compact cruiser. Loaded with standard features that are rarely found on boats of this size, the 25 is remarkably spacious, both in the cockpit and below. Cabin amenities include genuine teak trim, a stainless steel sink with fresh water pump, recessed teak dish rack, two-burner alcohol stove, folding dinette table, spacious icebox and even a fully-enclosed head. Settee berths port and starboard, a quarter berth and a large V-berth forward provide plenty of accommodations. On deck, the Hunter 25 is

rigged for easy-handling performance. Black anodized toe rail. A full complement of winches. Bow pulpit, stern rail, and full lifelines. One lazarette and two cockpit hatches for ready-at-hand storage. Even an on-deck anchor well.

The Hunter 25 proves you don't have to give up convenience and comfort to own a compact cruiser. Compare Hunter with other 25's. We think you'll agree. It's the perfect small family cruiser.

STANDARD EQUIPMENT

	19	22	25	27	30	37
RIGGING						
Dacron sails; main and 110% genoa (w/reef points)	●	●	●	●	●	●
Dacron sails; main, 150% genoa, 85% jib						●
Dacron sails; main, jib and staysail						●
Jiffy reefing, main	●	●	●	●	●	●
Roller furling jib						●
Sheets	●	●	●	●	●	●
Snap shackle jib blocks	●	●	●	●	●	●
Two jib sheet winches	●	●	●	●	●	●
Two, two-speed sheet winches						●
Main sheet winch	●	●	●	●	●	●
Two, two-speed, self-reefing jib sheet winches						●
Jib halyard winch(es)	●	●	●	●	●	●
Double standing sheet stopper	●	●	●	●	●	●
Double line organizer	●	●	●	●	●	●
Internal halyards, pre-stretched dacron	●	●	●	●	●	●
Wire to rope internal halyards						●
Main sheet cleat	●	●	●	●	●	●
Self tacking jib traveler						●
Midboom sheeting	●	●	●	●	●	●
Main sheet traveler	●	●	●	●	●	●
Staysail traveler						●
Hydraulic backstay adjuster						●
Rod rigging	●	●	●	●	●	●
White aluminum mast and boom	●	●	●	●	●	●
DECK						
Bow pulpit, stainless steel	●	●	●	●	●	●
Stern rail, stainless steel	●	●	●	●	●	●
Stern rail, stainless steel w/fender rack						●
Stainless steel swim ladder	●	●	●	●	●	●
Swim platform						●
Lifelines and stainless steel stanchions	●	●	●	●	●	●
Double lifelines	●	●	●	●	●	●
Mooring cleats	●	●	●	●	●	●
Stainless steel dome and dorade vents	●	●	●	●	●	●
Teak handrails	●	●	●	●	●	●
On-deck anchor well	●	●	●	●	●	●
Cockpit seat lockers	●	●	●	●	●	●
Two-tone deck	●	●	●	●	●	●
Anchor roller						●
Anchor windlass						●
Spray dodger(s)						●
Watertight dinghy compartment						●
COCKPIT						
T-shaped cockpit						●
Laminated wood tiller	●	●	●	●	●	●
Pedestal steering, w/engine controls						●
Lighted compass						●
Fold-up cockpit table	●					●
Reversible contoured helmman's seat						●

	19	22	25	27	30	37
Cockpit activated manual bilge pump						●
Wraparound coaming						●
Cockpit loading ice chest						●
Insulated drink cooler locker	●					●
Survival raft storage well						●
ELECTRICAL						
12 volt battery and cabin lights		●	●	●	●	●
Dual 12 volt battery w/switch & cabin lights						●
Dual battery charger						●
Solar panel w/regulator						●
European running lights						●
Bilge pump, automatic	●	●	●	●	●	●
Bilge pump, manual	●	●	●	●	●	●
Bilge pump, electric						●
110 volt dockside power, with 50' (15.2m) coed						●
AC outlets in cabin						●
Mast steaming light and anchor light	●	●	●	●	●	●
CABIN						
Selected hardwood trim	●	●	●	●	●	●
Teak and holly cabin sole	●	●	●	●	●	●
Opening ports	●	●	●	●	●	●
Curtains on ports						●
Tinted forward hatch	●	●	●	●	●	●
Tinted Lexan® slider hatch(es)						●
Tinted mid-cabin vent hatch						●
Dinette table	●	●	●	●	●	●
Full hanging locker(s)						●
Sail storage locker						●
Portable head	●	●	●	●	●	●
Fully enclosed head(s) with mirror						●
Pressure water in lavatory						●
Shower						●
Shower separate from head						●
Vanity in head						●
Navigator's station						●
Gooseneck chart table light						●
Fabric cushions	●	●	●	●	●	●
Dual companionways						●
Teak steps to forward hatch						●
Ice chest	●	●	●	●	●	●
GALLEY						
Stainless steel sink(s)						●
Sink and storage compartment w/cutting board top	●	●	●	●	●	●
Fresh water pump	●	●	●	●	●	●
Pressure water system						●
Hot and cold pressure water system						●
Stove	●	●	●	●	●	●
2 burner stove w/cutting board						●
Fully gimballed stove and oven w/cutting board						●
Formica® counter tops	●	●	●	●	●	●
Icebox(es)						●
Norcold® 110/12v refrigerator w/cutting board						●
Fresh water tank						●
AUXILIARY POWER						
Diesel engine						●
Outboard bracket						●
Transom designed for outboard						●
Fuel tank						●
GENERAL/SAFETY GROUP						
Anchor and line	●	●	●	●	●	●
Life jackets, signal horn, throwable device	●	●	●	●	●	●
Fire extinguisher	●	●	●	●	●	●
Emergency tiller	●	●	●	●	●	●
6-man survival raft						●
8' fiberglass dinghy w/raft						●

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 MERCHANTABILITY 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 precustomer delivery checklist are correctly completed and returned to HUNTER within ten (10) days after the date of sale to the first use purchaser.

PRE-DEPARTURE CHECK-LIST

- Check bilge for excess water.
- Check weather conditions and tides.
- Check food supply.
- Foul weather gear.
- Linen, sleeping bags.
- Fuel.
- Water.
- Sunscreens and sunglasses.
- Tools.
- Docking and anchor gear.
- Check radio operations.
- Navigation charts and instruments.
- Float plans to a friend or Coast Guard. *(See next page.)*
- Fuel for stove.
- Cooking and eating utensils.
- Check battery water level.
- Oil level, tight V-belts.
- Check for loose electrical connections in engine room.
- Secure tools or any loose equipment in engine room so as not to get fouled in engine.
- AC systems off; electrical cord stowed.
- Doors and drawers secured.
- Check steering lock to lock.
- Check mast for rigging irregularities and tightness.
- Halyards and sheets are clear and ready to run.
- No lines or other obstructions near the propeller or bow.
- Anchor ready to run.
- Check lifelines for tightness.
- Turn on fuel and water lines.
- Stow all loose gear.
- Turn on engine cooling water intake thru-hull valve.

FLOAT PLAN

1. Name of person reporting and telephone number:

2. Description of boat:

NAME _____ TYPE _____
MAKE _____ LENGTH _____ REGISTRATION # _____
HULL COLOR _____ STRIPE COLOR _____ DECK COLOR _____
OTHER DISTINGUISHING MARKS _____

3. Persons aboard:

			NUMBER
NAME	AGE	PHONE #	_____
ADDRESS			_____
NAME	AGE	PHONE #	_____
ADDRESS			_____
NAME	AGE	PHONE #	_____
ADDRESS			_____

4. Engine:

TYPE _____ H.P. _____ FUEL CAPACITY _____

5. Safety equipment:

PFDs Flares Mirror Flashlight
 Food Water EPIRB Raft/Dinghy

6. Radio:

TYPE _____ FREQUENCIES _____

7. Trip expectations:

DEPARTING AT (APPROX. TIME) _____ ON (DATE) _____ FROM (LOCATION) _____
GOING TO (LOCATION) _____ RETURNING (DATE) _____ IN NO EVENT LATER THAN (TIME & DATE) _____

8. Automobile:

LICENSE # _____ STATE _____

MAKE _____ COLOR _____ PARKED AT _____

9. If not returned by _____, call the Coast Guard or:

at: _____

CLOSING UP YOUR BOAT AFTER SAILING

When leaving your Hunter or Legend at the dock for more than a short time, it is a good idea to review the following check list 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.

- Fold and bag headsails and stow below.
- Furl mainsail and cover, or remove and also bag.
- Remove and stow all portable deck hardware such as snatch blocks, winch handles, etc.
- 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.)
- Attach the shackle ends of all halyards to convenient fittings and take up slack.
- Cleat and coil halyard tails and permanent sheets, hanging them off the deck to promote drying.
- Coil and stow all other lines.
- Cover the winches and steering pedestal when leaving the boat for several days or more.
- Close all fuel lines and gate valves.
- Turn off the electrical system.
- Pump the bilge.
- Check air vents, secure ports and hatches, and swab the deck, particularly if you have operated on saltwater.
- Make a final check of mooring lines, chafing gear, fenders, etc.

FOR SAFE BOATING

BE PREPARED

Take a safe boating course from the Coast Guard. You can call 800-336-BOAT for information on courses in your area.

Carry all safety equipment required by federal and state law. Federal requirements are discussed in "Federal Requirements for Recreational Boats" which can be acquired from U.S. Coast Guard Office of Boating, Public, and Consumer Affairs, Washington, D.C. 20593. State requirements will come from your local State Boating Administration. The Coast Guard also recommends a first-aid kit, a pump or bailer, a transistor or weather radio, extra fuel, a paddle, anchor and line, and extra drinking water; also, if not a requirement, flares.

Get a Coast Guard Auxiliary Courtesy Examination. This is a free, confidential safety inspection. Call your local Coast Guard Auxiliary for details.

Be familiar with the use of distress signals and PFDs.

AVOID FIRES

Handle fuels carefully.

Read the engine owner's manual for proper fuel-system maintenance and inspect your engine's fuel system periodically.

Heed fire extinguisher regulations and keep them in good condition.

While refueling:

- a. Fill the portable tanks on the dock.
- b. Tie the boat securely.
- c. Extinguish cigarettes and all flames on the boat. Turn off all engines and electrical equipment.
- d. Keep the hose nozzle in contact with the fuel can or fill.
- e. Wipe up all fuel spillage.
- f. Ventilate the engine and fuel compartment.
- g. Check boat for fumes.

BEFORE GETTING UNDERWAY

Leave a float plan. (See example on page I-5.)

Perform pre-departure check list. (See check list on page I-4.)

Check the weather: do not venture out if the weather is threatening.

WHILE UNDERWAY

PFDs should be worn by children and non-swimmers at all times. *Everyone should wear them if conditions become hazardous.*

Do not operate a boat if intoxicated, fatigued or stressed. These human factors cause 50 percent of all boating accidents.

Keep a good lookout. This is especially true of sailboats. Keep a watch to leeward under the headsail. Keep away from swimmers, divers and skiers.

Obey state and federal laws. Know your local laws and "rules of the road."

Respect bad weather: try to get to shore if the weather turns bad. Get and carry a radio with a NOAA "weather band" on FM 162.40-162.55MHZ.

FOR SAFE BOATING *(Continued)*

TROUBLE OCCURS

Radio for help. Use the emergency VHF channel (i.e., 156.8MHZ).

Put on PFDs immediately.

Stay with the boat. In cold water, huddle together to prevent hypothermia.

BOAT PLAN

Make copies of the example on page I-5 and use one before each trip. Fill out and leave it with a reliable person who will notify the Coast Guard or other rescue organization if you fail to return on time. Do not forget to cancel float plan upon your return.



DIESEL ENGINE

An engine owners manual is supplied with your boat and should be read thoroughly. The manual contains technical specifications, running instructions and maintenance schedule on lubricants and fluids. For long engine life, follow routine maintenance schedules.

You should check engine oil, transmission fluid, and coolant levels. Water, rust, scale and dirt will cause serious damage to the injectors on diesel engines. You should check your filters frequently and change when necessary.

If you start your engine, run it a minimum of 15 minutes to bring it up to operating temperature. This insures that any condensation is evaporated. Your engine should "run-out" at 3/4 throttle, at least once a month to clean out carbon build up and moisture.

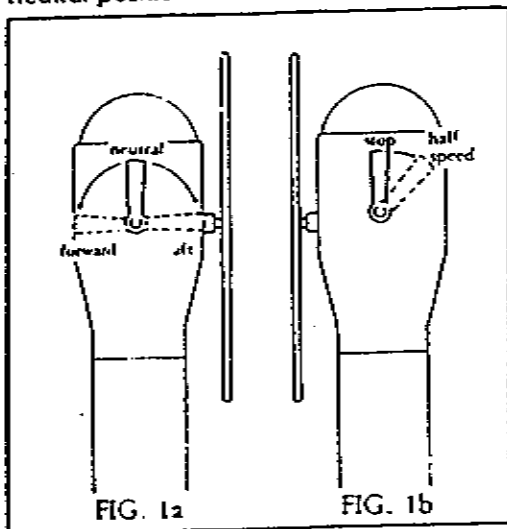
STARTING:

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.



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. Press the starter button and hold until engine starts, then release. The buzzer and/or light should then go off.

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 engine dealer.

NOTE: To stop engine at any time, pull "fuel" lever all the way aft (Fig. 1b). 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.

HUNTER



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 your operation manual for engine diagram and for **MANUFACTURERS RECOMMENDED WINTERIZING PROCEDURES.**

HUNTER



WINCH MAINTENANCE

Follow the maintenance instructions prescribed by the winch manufacturer.

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 in turnbuckles and shackles, and either tape them or use protective covers manufactured for that purpose.

STORING YOUR BOAT FOR WINTER

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 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. 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.

HUNTER



CARE OF RUNNING RIGGING

To protect your running rigging (sheets, 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.

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.

ENGINE ALIGNMENT

The engine should be aligned by experienced marine service personnel. Final alignment should be done after launching, with all normal gear aboard. A description of the procedure follows.

The coupling flanges must come together evenly at all points, a feeler gauge is used to check the gap. If adjustment is necessary, the engine is tilted up or down, and/or side to side until the flanges meet equally. Severe vibration will result from misalignment and can cause strut bearing and shaft damage.

Alignment should be checked again after several weeks of use.

SHAFT LOG

The stuffing box is held to the shaft log tube by a rubber tube, secured by hose clamps. The clamps should be tight and no water should leak from this location.

A slight drip from the stuffing box at the shaft exit is necessary (4 drops a minute).

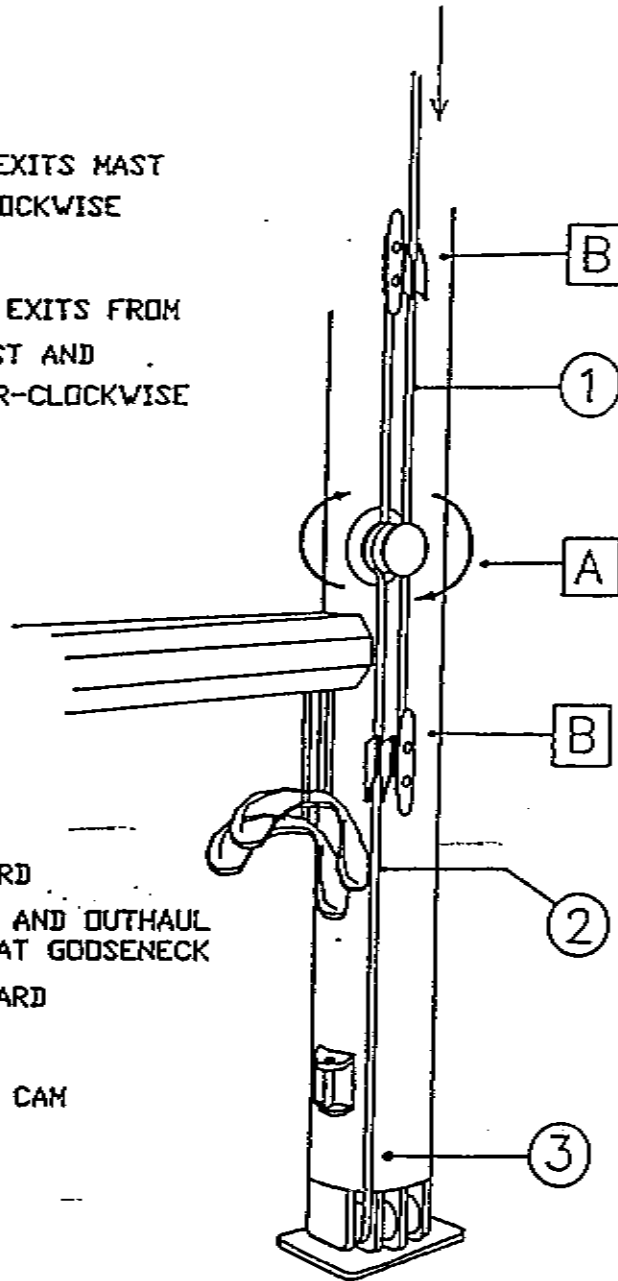
To adjust, loosen lock nut, tighten gland nut 1/4 turn, retighten lock nut. If excessive water flow persists after adjustment, replace the packing and then adjust as above.


FROM EXIT ON MAST

JIB HALYARD EXITS MAST
AND WRAPS CLOCKWISE
AROUND WINCH.

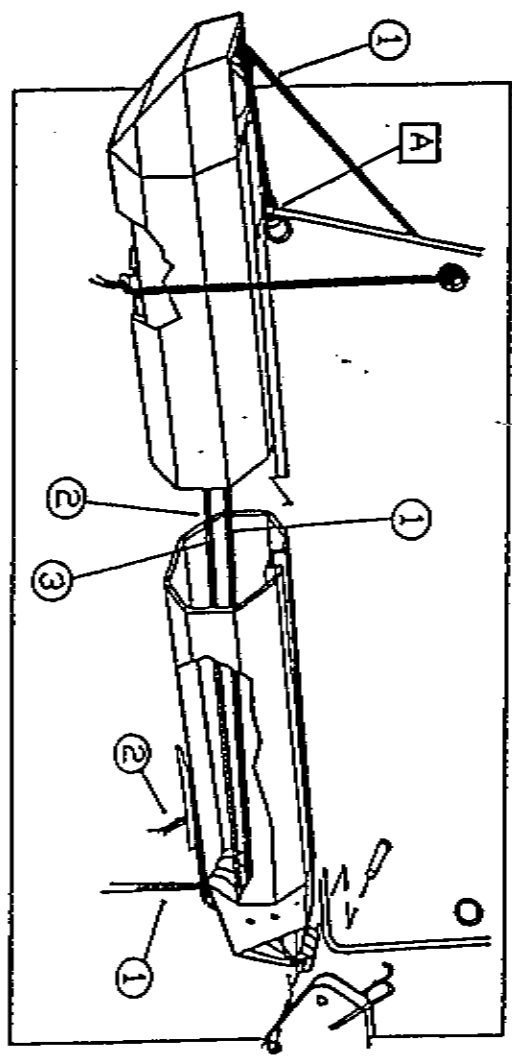
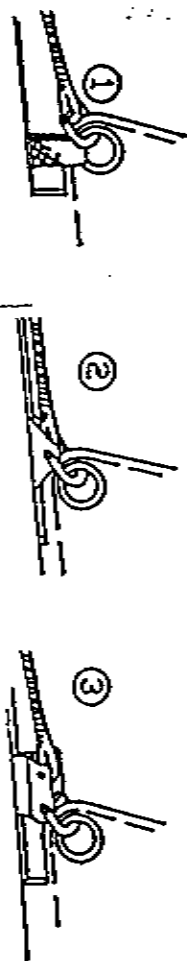
MAIN HALYARD EXITS FROM
BOTTOM OF MAST AND
WRAPS COUNTER-CLOCKWISE
AROUND MAST.

- ① JIB HALYARD
- ② REEF LINE AND DUTHAUL
TIED OFF AT GODSENECK
- ③ MAIN HALYARD
- A WINCH
- B CLEAT AND CAM



HUNTER  MAST DETAIL GEN2618A

VARIATIONS:



- ① REEF LINE
- ② OUTHAUL
- ③ TRANSITION FROM OH WIRE - OH LINE
- A D SHACKLE

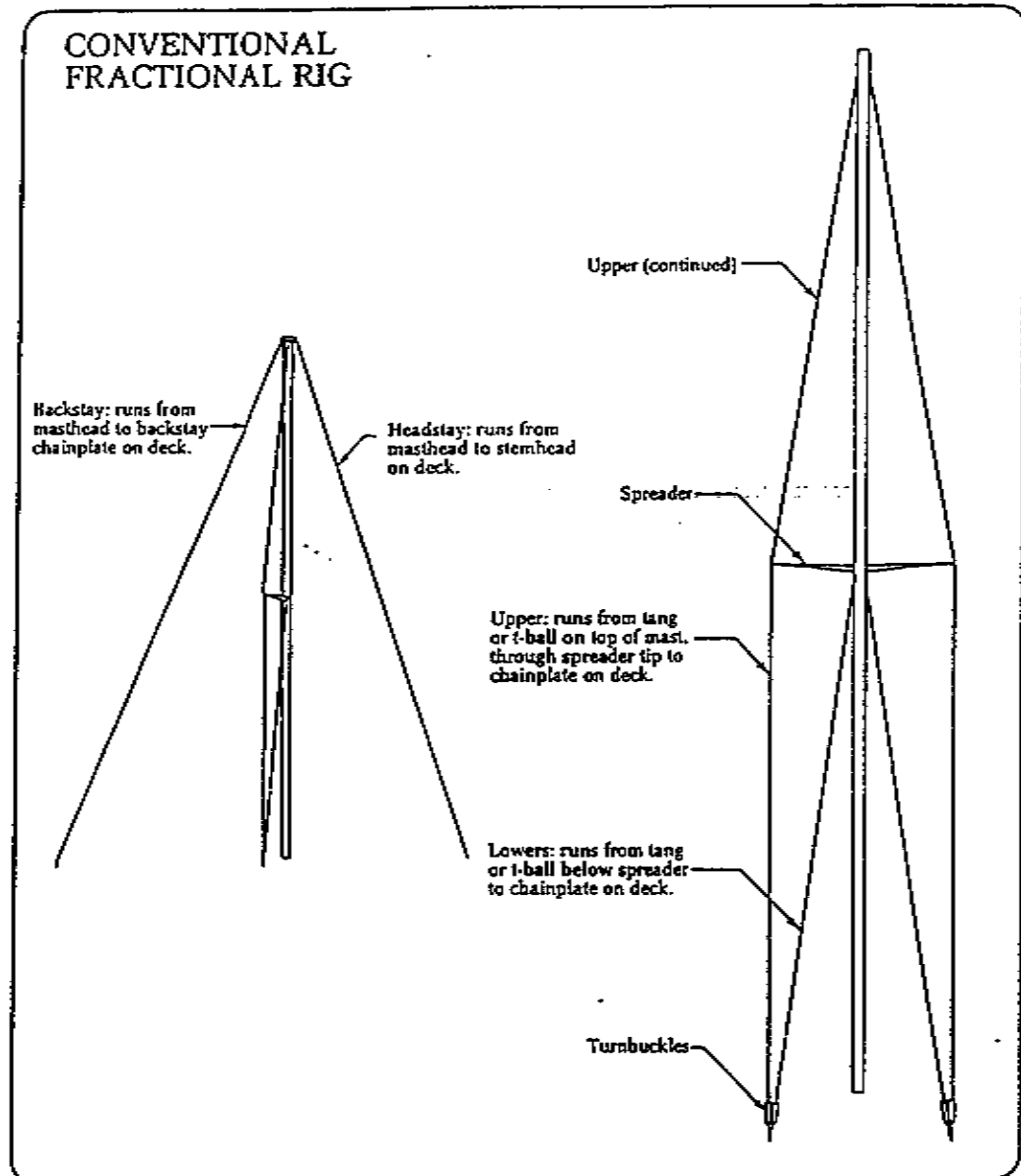
III. Sails & Rigging

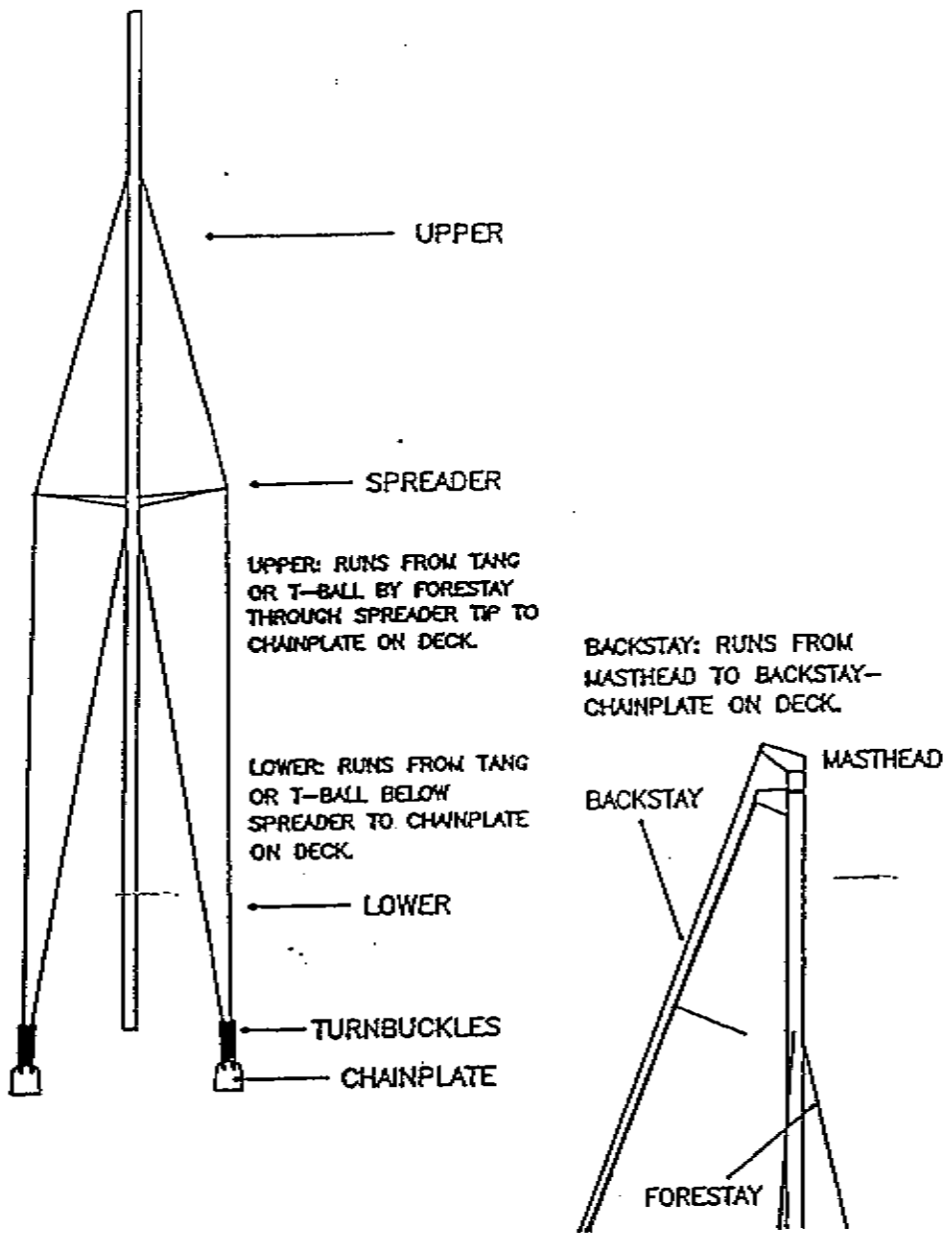
A. Tuning the Conventional Fractional Rig (Hunter 23, Hunter 26.5, Hunter 333, Legend 35, Legend 37)

TUNING THE RIGGING:

After raising your mast, attach the headstay, backstay, upper shrouds and lower shrouds. Set the headstay turnbuckle at half open and then tighten backstay turnbuckle to medium tension.

To center the mast athwartships, start with only slight tension on the upper and lower shrouds. Check that the mast is centered in the boat by measuring

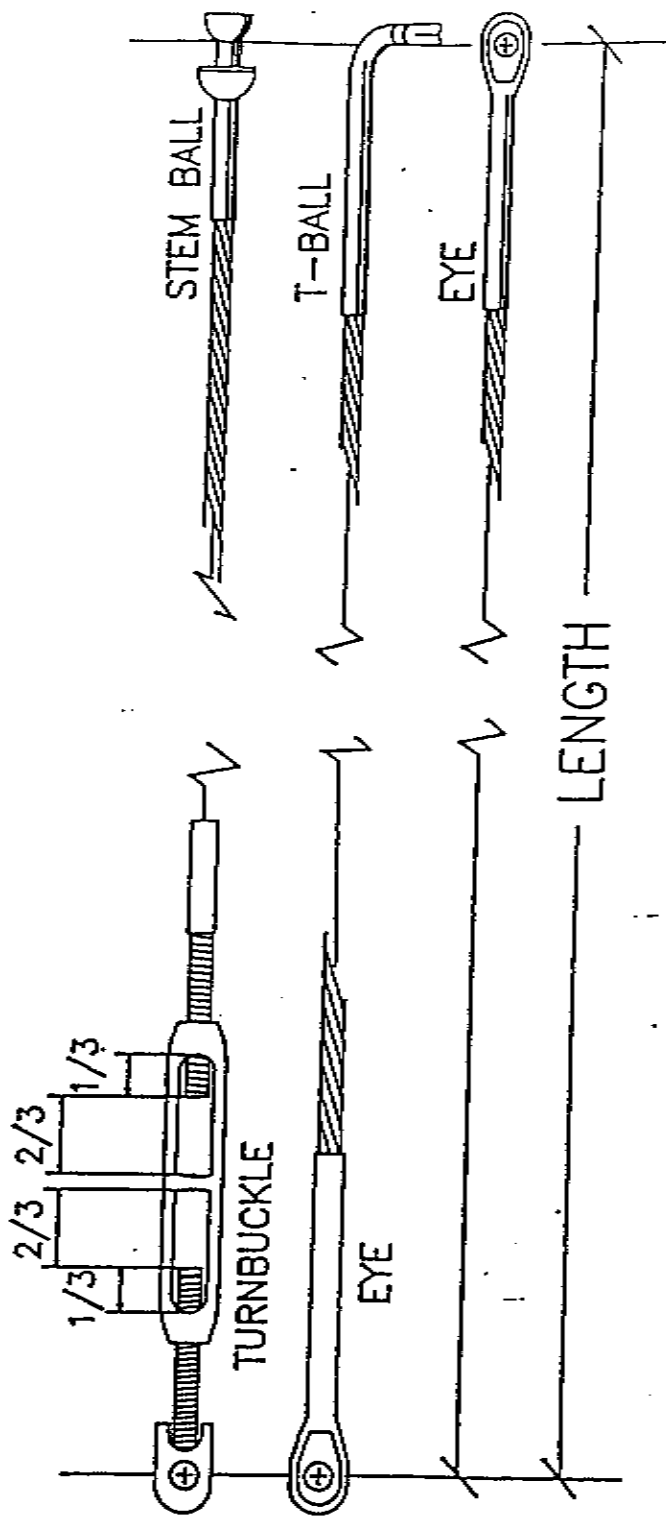





FORESTAY RUNS FROM A POINT APPROXIMATELY 20% BELOW MASTHEAD TO STEMHEAD FITTING.

HUNTER

SINGLE SPREADER FRACTIONAL RIG W/ SWEPT BACK SPREADERS GEN2800A



HUNTER  RIGGING LENGTHS GEN2614A

HUNTER



TUNING THE RIGGING: MAST TUNING INSTRUCTIONS:

Attach stays and shrouds.

After raising your mast, attach the headstay, backstay, upper shrouds and lower shrouds. Set the headstay turnbuckle at 1/2 open and then tighten backstay turnbuckle to medium tension.

To center mast athwartships, start with only slight tension on the upper and lower shrouds. Check to see if the mast is centered in the boat by measuring from the masthead to the chainplates with a steel tape measure hoisted completely up the main halyard. Adjust the upper shroud until the measurements port and starboard are exactly the same. Now the spar is plumb athwartships, tension both uppers equally, counting turnbuckle revolutions as you go. Tighten uppers until you have approximately 1" of "prebend" fore and aft in the mast. This is achieved because the swept spreaders will push the middle part of the mast forward as you increase tension of the uppers.

Now tighten the lower shrouds evenly making sure the mast remains straight athwartship. Sight up the luff groove to assure this straightness. Lowers should end up almost as tight as the uppers. Tighten backstay to a taut position. Perhaps 8-10 turns past your original tension.

Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning of the upper and lower shrouds is necessary when the spar is loaded in sailing conditions. Sail on both tacks, sighting up the luff groove to check athwartship straightness. Both upper and lower

shrouds should not be loose on the leeward side.

When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape.

from the masthead to the chainplates with a steel tape measure hoisted completely up the main halyard. Adjust the upper shroud until the measurements port and starboard are exactly the same. Now the spar is plumb athwartships, tension both uppers equally, counting turnbuckle revolutions as you go. Tighten uppers until you have approximately one inch of "prebend" fore and aft in the mast. This is achieved because the swept spreaders will push the middle part of the mast forward as you increase tension of the uppers.

Now tighten the lower shrouds evenly, making sure the mast remains straight athwartship. Sight up the luff groove to assure this straightness. Lower shrouds should end up almost as tight as the uppers. (The uppers should always be the tightest.) Both the Legend 35 and Legend 37 are equipped with double spreaders. The three shrouds should be made progressively tighter toward the top of the rig; the uppers should be the tightest of all. Tighten backstay to a taut position: perhaps eight to ten turns past your original tension.

Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning the upper and lower shrouds is necessary when the spar is loaded in sailing conditions. Sail on both tacks, sighting up the luff groove to check athwartship straightness. Both upper and lower shrouds should be taut on the leeward side.

When mast tuning is complete, install cotter pins in all turnbuckles and cape over sharp edges of the cotter pins with chafe tape.

3. Tuning the B&R Rig

(Hunter 28.5, Legend 40, Legend 45)

TERMINOLOGY DESIGNATION:

upper-upper	D3*
lower-upper	V2
lower-intermediate	V1
lower	D1
upper-intermediate	D2*
lower-diamond	d1
upper-diamond	d2

*D2 and D3 are cut to a fixed length (no turnbuckles).

Initial tuning is best accomplished before the mast is stepped.

Support the mast, forward side down, about one-quarter of its length from the top end and at its center. Once the mast is supported, make certain that it has no bow in any direction. Attach a small string from the masthead, in line with the sail track groove, to the base of the mast, stretching it as tight as possible. Be sure to make sure it is a constant distance from the mast along the entire length.

You are now ready to "tune in" the desired mast bend, which is one percent of the mast height above the boom (.01 x mast height above boom). On a 50' mast, this would be .5 feet at the mid-point of the mast.

Using the rigging diagram, locate d1 and d2. Before tuning, make sure the turnbuckles are adjusted back with equal thread showing. Carefully counting turns, adjust d1 port, d1 starboard, d2 port and d2 starboard evenly until the desired bend is induced. This is checked by measuring from the string down the mast at the center of the mast.

It is important to make sure the mast is straight athwartships at this time.

You are now ready to step the mast.

Step the mast with all shrouds loosely attached.

Adjust the forestay and backstay to obtain the desired mast rake. The mast should be vertical or raked aft. The more rake, the greater the weather helm. The forestay and backstay should have a reasonable amount of tension on them.

Adjust V2 (port and starboard) evenly until they are tight. You should finish with approximately equal amounts of thread showing on each turnbuckle.

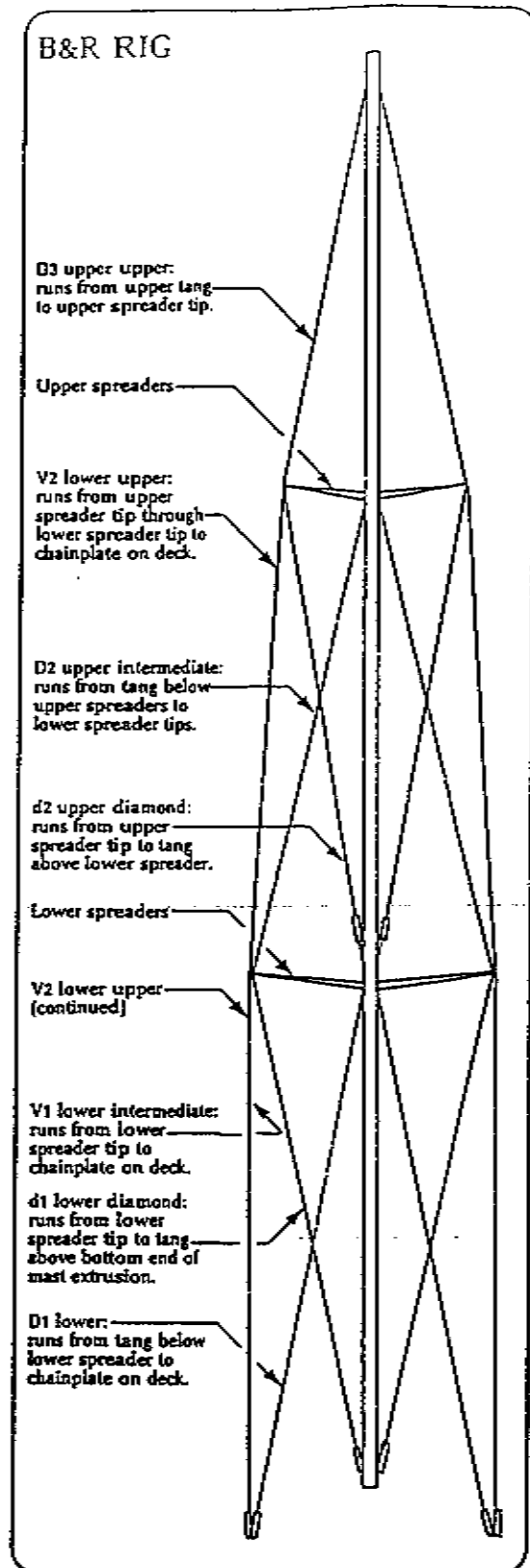
Using the jib halyard, check the mast for athwartship plumb. Pull the halyard out to the side of the boat and below the shear. Repeat the procedure on the opposite side. If you find a big difference (more than 1/2 inch), adjust turnbuckles an equal amount in opposite directions until the mast is straight.

Adjust V1 (port and starboard) using the above procedure.

Repeat the procedure for D1 (port and starboard).

Your mast should now have the original "pre-bend" and be straight athwartship.

Check the mast tuning by sailing in medium winds (10 to 12 knots). Sail on both tacks, sighting up the luff groove to check athwartship straightness. Shrouds should not be loose on the leeward side. (This is especially important with the B&R rig.) Follow the progressive shroud tightness routine described in the tuning instructions for the conventional rig. When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape.



C. Roller Furling

OPERATING THE ROLLER 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 using a winch.
2. To roll the jib tightly around the headstay, it is advisable to keep some tension on the 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 snags on the 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 THE ROLLER FURLING SAIL:

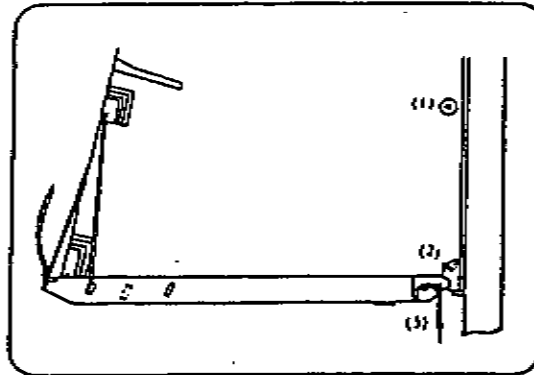
1. The sail should be tightly rolled to maintain optimum sail shape. Leave two turns around the sheet winch with the tail of the jib sheet held loosely in your hand. Then pull the furling line in against tension of jib sheet to achieve the tightest roll (and, therefore, the best sail shape).
2. You may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

D. Reefing the Mainsail

Your Hunter or Legend is equipped with an easy-to-use jiffy reefing system.

To reef the main:

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



4. Readjust mainsheet and boom vang.
5. 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.
6. To unreef, reverse the procedure.

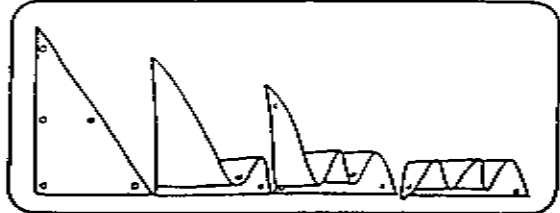
E. Sail Care and Storage

Your Hunter or Legend 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 freshwater whenever possible if you sail in saltwater. Tub wash them every few seasons to keep them bright and attractive. **CAUTION:** 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. First spread sail on flat surface, then fold in a smooth, accordion 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.

F. Care of Standing Rigging

The stays and shrouds on your Hunter or Legend 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 freshwater. Check occasionally for "fish hooks," 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 of the turnbuckles.

G. Care of Running Rigging

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

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

HUNTER



closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and correct.

STOVE OPERATION

Follow the operating instructions supplied with the unit installed with your boat.

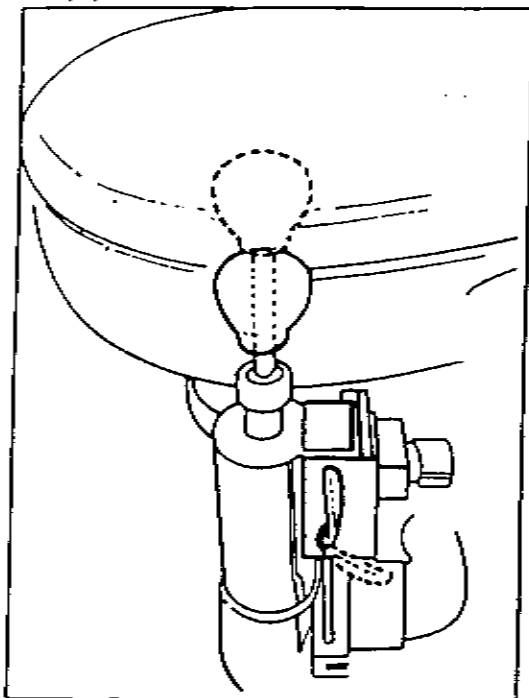
TOILET

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

Before using, place the lever in the wet position and pump slowly to partly fill and wet the inside of the bowl.

Return to dry position.

After using: return the lever to the wet position for flushing and pump until the bowl is thoroughly cleaned. Continue with several more full strokes to flush discharge lines. Return lever to the dry position and pump slowly until bowl is empty.



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 or twice a year 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. Mix gel coat with filler powder to form a creamy consistency, 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.

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.

P R E F O R M E D		Stainless Steel		T Y P E 302	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
1 x 19	-	-			
1/16"	500	8.5			
3/32"	1200	20.0			
1/8"	2100	35.0			
5/32"	3300	55.0			
3/16"	4700	77.0			
7/32"	6300	102.0			
1/4"	8200	135.0			
9/32"	10300	170.0			
5/16"	12500	210.0			
3/8"	17500	300.0			
7/16"	22500	410.0			
1/2"	30000	521.0			
9/16"	36200	670.0			
5/8"	47000	855.0			

P R E F O R M E D		Stainless Steel		T Y P E 302	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
1 x 19	-	-			
1/16"	-	-			
3/32"	1150	20.0			
1/8"	1780	35.0			
5/32"	2800	55.0			
3/16"	4000	77.0			
7/32"	5350	102.0			
1/4"	6900	135.0			
9/32"	9400	170.0			
5/16"	10600	210.0			
3/8"	14800	300.0			
7/16"	20000	410.0			
1/2"	27000	521.0			
9/16"	32400	670.0			
5/8"	42000	855.0			

P R E F O R M E D		Stainless Steel		T Y P E 302	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
7 x 7	-	-			
3/64"	270	4.2			
1/16"	480	7.5			
3/32"	920	16.0			
1/8"	1700	28.5			
5/32"	2400	43.0			
3/16"	3700	62.0			
7/32"	5000	83.0			
1/4"	6400	106.0			
9/32"	7800	134.0			
5/16"	9000	167.0			
3/8"	12000	236.0			
-	-	-			
-	-	-			
-	-	-			
-	-	-			

P R E F O R M E D		Stainless Steel		T Y P E 316	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
7 x 7	-	-			
3/64"	240	4.2			
1/16"	360	7.5			
3/32"	700	16.0			
1/8"	1360	28.5			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			
-	-	-			

P R E F O R M E D		Stainless Steel		T Y P E 302	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
7 x 19	-	-			
1/16"	480	7.5			
3/32"	920	16.0			
1/8"	1760	29.0			
5/32"	2400	45.0			
3/16"	3700	65.0			
7/32"	5000	85.0			
1/4"	6400	110.0			
9/32"	7800	139.0			
5/16"	9000	173.0			
3/8"	12000	243.0			
-	-	-			
-	-	-			
-	-	-			
-	-	-			

P R E F O R M E D		Stainless Steel		T Y P E 316	
Diameter (Inches)	Breaking Strength Pounds	Weight Pounds M Feet			
7 x 19	-	-			
1/8"	1300	29.0			
5/32"	2000	45.0			
3/16"	2900	65.0			
-	-	-			
1/4"	4900	110.0			
-	-	-			
5/16"	7600	173.0			
3/8"	11000	243.0			
-	-	-			
-	-	-			
-	-	-			
-	-	-			

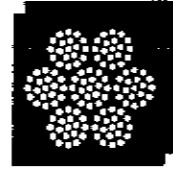


We proudly produce *Hacksack*[™] preformed stainless steel strand and cable for quality rigging. Our expert technical staff tightly monitors and controls each stage of the manufacturing process. That means you're getting the best rigging wire available for ensured product durability and longer life. Offering you clean, uniform, fatigue and corrosion resistant *Hacksack*[™] quality rigging products.

P R E F O R M E D		Stainless Steel		T Y P E 302	
Bare Cable Diameter	Breaking Strength Pounds	Weight Pounds M Feet			
7 x 7	-	-			
1/16"	480	13.5			
1/8"	1700	41.0			
1/8"	1700	45.0			
3/16"	3700	80.0			
3/16"	3700	92.0			
1/4"	6100	145.0			

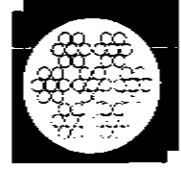
7 x 19

The most flexible of marine cables. High strength and resistance to crushing loads. Used for guys, halyards, running backstays, topping lifts and wire sheets.



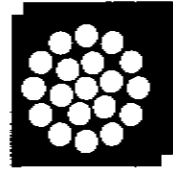
WHITE VINYL COATED

Commonly used for handrails and life lines. Outside diameter of coating same as shank diameter of swaged fittings.



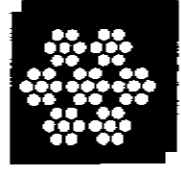
1 x 19

Designed primarily for standing rigging on medium and large size boats. (left hand lay only)



7 x 7

The standard flexible cable. Used primarily on small boats for standing rigging where flexibility is required.



HUNTER



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 sand flush using 320 wet or dry sandpaper and follow with 600 wet sandpaper. Buff with fine buffing compound to desired luster and finish by applying a coat of wax.

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. First spread sail on flat surface, then fold in a smooth accordion

pleat from the foot to the head. Next roll the folded sail from the clew to the tack 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.

TEAK CARE

Teak wood is an extremely durable wood with a high oil content. To maintain that durable quality it should be given a coat of teak oil once a year or more in northern climates and twice a year or more in tropical climates.

Teak can be allowed to weather out, as seen on many boats, but this will eventually lead to cracking and splitting.

If you wish to maintain your teak with varnish, resin or urethane; a sealer should be applied after cleaning and sanding. Complete finish procedures can be obtained from your marine finish products manufacturer or supplier.

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.

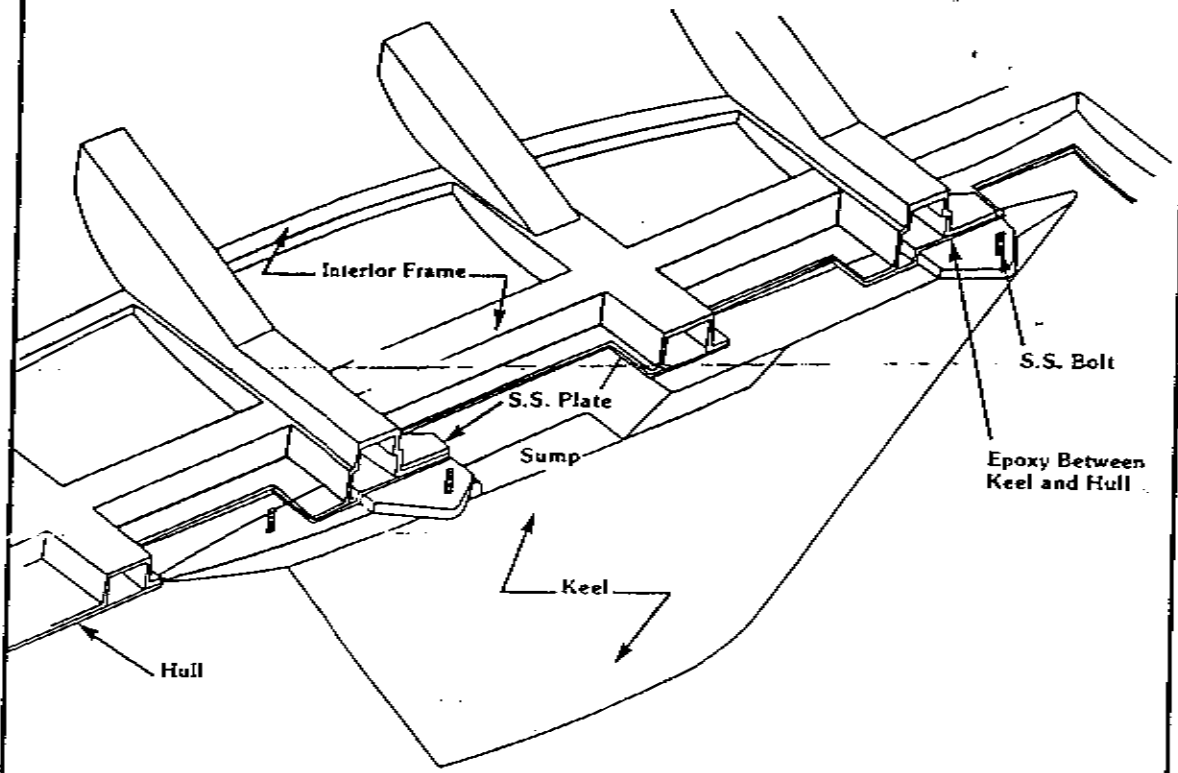
Check to see that pump impeller area is clean and free from obstructions.

Inspect electrical wiring for corrosion.

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

Hunter

TYPICAL KEEL INSTALLATION



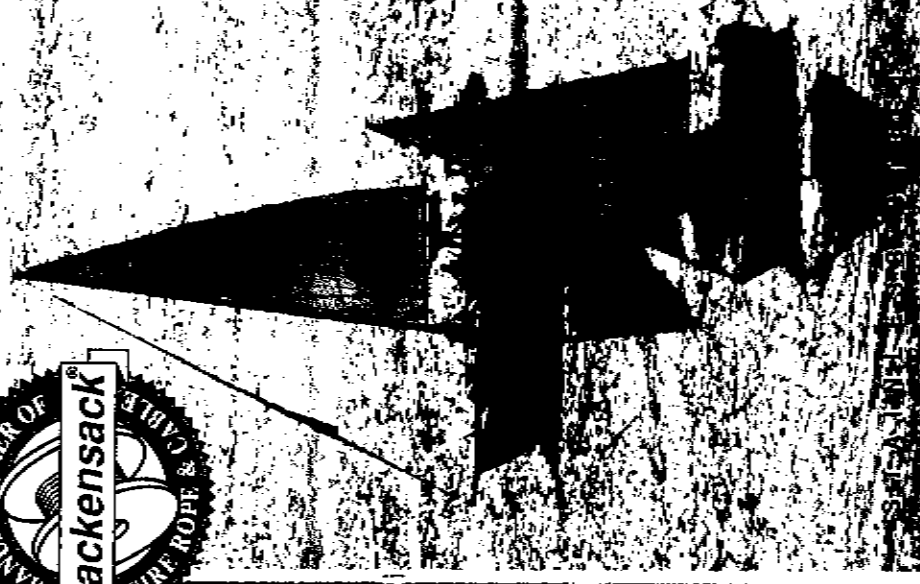
PROTECT YOUR RIGGING

Whether your rigging is, without careful inspection and proper maintenance it is subject to fatigue, wear, discoloration, and, therefore, product failure. Remember to inspect and clean will increase the life of your investment and secure your rigging. We would like to suggest the following:

- Always rinse your rigging with fresh water after sailing. Especially after saltwater sailing. Salt can create corrosion pits, causing cracks and deterioration. In these severe corrosion conditions we recommend using high corrosion resistant alloy type 316.
- Clean with a water soluble detergent *without* chlorine. Non-abrasive cleansers are best for hard white vinyl coated cables.
- Store wrapped rigging with twine. *Never* use tape. Tape causes moisture, attracts dirt, and leaves residue that creates corrosion.
- Inspect rigging for stains. Rust stains may indicate stress cracks or corrosion. Remove stains with synthetic or brass pads. *Never* use steel wool pads.
- Look for broken wires - a sign of fatigue in rigging. Replace standing rigging if wires are broken.
- *Never* mix stainless steel and galvanized metals on cable, fittings, pins, cotter keys, etc. If mixing dissimilar metals, electric currents may conduct between metal causing rapid deterioration.
- After un-stepping, make sure to release all standing rigging to avoid bending, crushing, and kinking.
- Store rigging in a dry place. *Never* store in plastic bag. Plastic, like tape, causes corrosion.

THE MANUFACTURER OF
**Carolina
Steel & Wire**

**Carolina
Steel & Wire**



SATSA YACHT RIGGING
1001 S. W. 15th Ave., Ft. Lauderdale, FL 33304
Tel: (954) 341-1111 Fax: (954) 341-1112

DESIGNATED BY



SECO SOUTH

P.O. Box 1158, Largo, Florida 34849-1158
Telephone (813) 536-1924, FAX (813) 539-6314.
2050 34th Way, Largo, Florida 34841.

STORAGE/WINTERIZATION

IMPORTANT: Winter storage is recommended to be done in one of the following three ways, either: 1) by blocking the boat via a cradle; or 2) with chained stands on level ground; or 3) by storing the boat in the water with a bubbler system to prevent icing. Damage to your boat, including engine misalignment caused by twisting, is not covered by the warranty.

SAILS

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.

ELECTRICAL

Remove battery from boat. (Refer to Engine Manual.) and charge. It is a good idea to also to remove the electronics (Radio, Radar, etc.) and store in a safe place.

CUSHIONS

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

HATCHES

Tenting the deck during storage will help prevent ice from forming and damaging hatches and deck fittings. The installation of a passive vent will help with ventilation while the boat is in storage.

WATER SYSTEM - WATER HEATER

WATER SYSTEM:

Open a faucet and allow the pump to empty the tank. Then add approximately two gallons of non-toxic anti-freeze solution to the tank and repeat the pumping out procedure.

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. A diluted solution with baking soda will help freshen the system.

WATER HEATER:

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

TOILET AND HOLDING TANK

Drain and flush toilet. Using automotive anti-freeze (ethyleneglycol) in a 50/50 mixture with water, pump through toilet and into holding tank. Refer to Galley/Head section for instructions.

STORAGE/WINTERIZATION CONTINUED.

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 valve 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 your operation manual for engine diagram and for "Manufacturer's Recommended Winterizing Procedures."

OUTBOARD ENGINE

Take it home and store it in a safe place. Be very careful storing the gas tank as the gasoline is very flammable. Refer to "Engine Manual" for specific maintenance schedule.

DEPARTURE FROM THE BOAT

The check list for leaving a boat unattended is very important because items overlooked often will not be remembered until you are far from the boat and corrective actions are impractical or impossible. Primary choices for this list are items relating to the safety and security of the unattended craft—turning off fuel valves, the proper settings for electrical switches, pumping out the bilge and leaving the switch on automatic (or arranging for periodic pumping out). Other departure check list items are securing ports, windows, hatches, and doors.

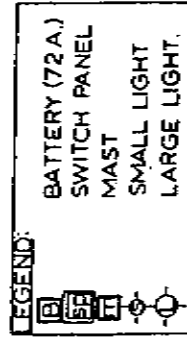
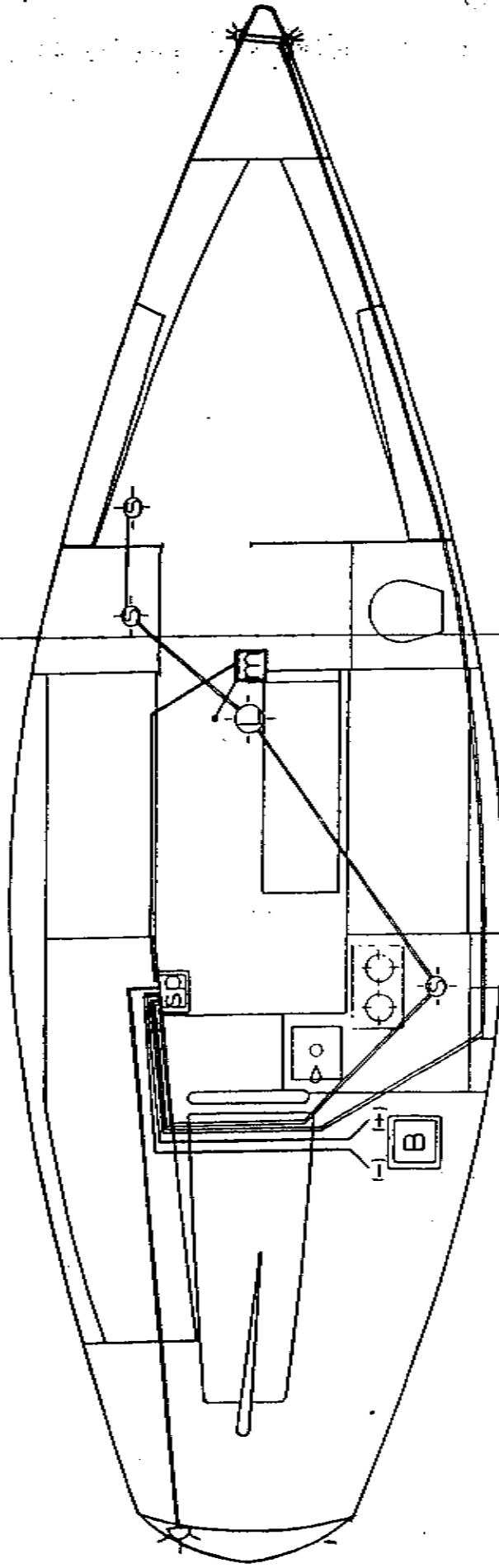
ROUTINE MAINTENANCE

Routine maintenance check lists should include items based on how much the boat is used (usually in terms of engine hours) and on calendar dates (weekly, monthly, or seasonal checks). Typical of the former are oil level checks and changes, and oil and fuel filter changes.

On a calendar basis the lists should note such matters as electrolyte levels in storage-batteries, pressure gauges on dry-chemical fire extinguishers, and all navigation lights. Check the operation of automatic bilge alarms or pump switches by running water into the boat. Periodically close and open seacocks several times to ensure their free and easy operation in case they are needed in an emergency. Equipment and supplies carried on board for emergencies should be inspected for any signs of deterioration.

Hunter 25

WIRING DIAGRAM (DC)



WIRING NOTES:

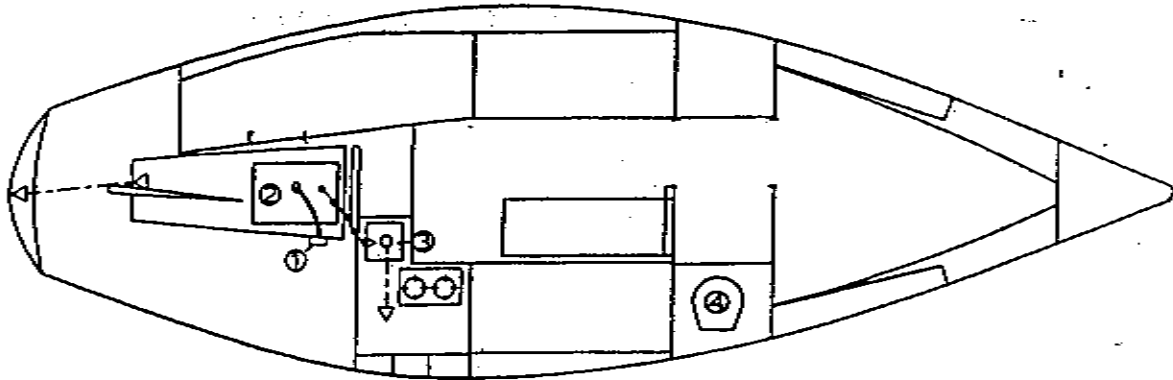
COLOR	GAUGE	APPLICATION
RED	6	BATTERY CABLE
WHITE	8	BATTERY GROUND
BLUE	16	MAST LIGHTS
GREY	16	CABIN LIGHTS
WHITE	16	RUNNING LIGHTS (BOW)
RED	16	STEERING LIGHTS (STERN)

⊕ ALL LEADS ARE RUN WITH A BLACK GROUND OF EQUAL GAUGE. THESE ARE CONNECTED TO A COMMON GROUND AT THE SWITCH PANEL.

⊙ THE MAST GROUND HAS NO LEAD.

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PLUMBING DIAGRAM



LEGEND:

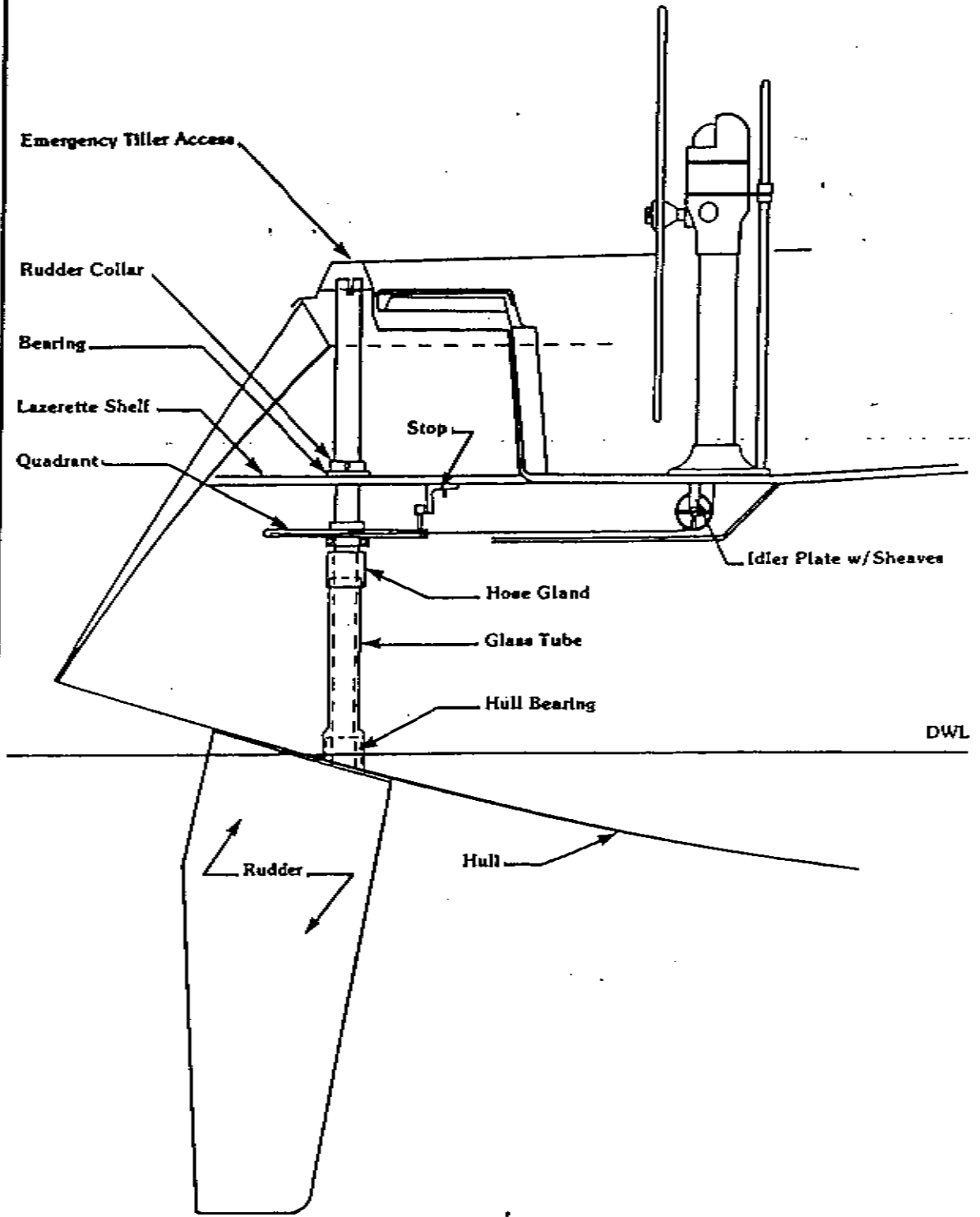
- ① WATER FILL PLATE (UNDER STBD COCKPIT SEAT)
- ② 15 GAL. WATER BAG
- ③ GALLEY
- ④ MANSFIELD SANI-POTTI (PORTABLE)

SYMBOLS:

- 5/8" WHITE REINF. HOSE
- - - - - 1-1/2" SHIELDFLEX (GRN)
- — — — 1-1/2" SHIELDVAC
- △ THRU-HULL (PLASTIC) --
SIZE TO MATCH AT-
TACHED HOSE

Hunter

TYPICAL STEERING SYSTEM



H-25

9-8-81

Standing Rig

QTY	DESCRIPTION	WIRE SIZE & TYPE	BINDING OR RIGGING	QTY	QTY
1	Head stay	5/32 1X19 Eye	5-8-8	3' 5 1/2"	3' 5 1/2"
1	Back stay	5/32 1X19 Eye	5-8-8	33' 2 3/4"	33' 2 3/4"
2	Upper Shrouds	5/32 1X19 Eye	5-8-8	29' 10 1/2"	29' 10 1/2"
2	Fwd Lower Shrouds	5/32 1X19 Eye	5-8-8	16' 1 3/4"	16' 1 3/4"
2	Aft Lower Shrouds	5/32 1X19 Eye	5-8-8	16' 3 3/4"	16' 3 3/4"
1	Topping Lift	1/8 7X7 coated	Thimble	26' 8 3/4"	
	Eye Splice tail (Rope)		6		

Hurricane 25'

1 ea Topping left
1/8" dia 1/4" thick
Eye splice to 1/4" Fish
26' 8 1/2"
6' ft

1 ea main sheet
3/8" Fish
50' 1/2"

1 ea Jib sheet
3/8" Fish
70'

1 ea Jib Reef
1/4" Fish
18' 3/4"

1 ea Down Haul
1/4" Fish
5' 1/2"

1 ea Out Haul
1/4" Fish
18' 1/2"

1 ea. main Halyard
3/8" gale eye splice of
(675)
F61014
60'

1 ea. Jib Halyard
3/8" gale eye splice of
(11555)
7212
60'

1981

25

Quan. Diameter Fitting To Fitting Wire Size Length

STANDING RIGGING						
	Quan.	Diameter	Fitting	To Fitting	Wire Size	Length
FORESTAY	1 EA.	5/32"	Eye	5 - 8 - 8	1 x 19	31' 5 1/2"
BACKSTAY	1 EA.	5/32"	Eye	5 - 8 - 8	1 x 19	33' 2 3/4"
UPPERS SHROUDS	2 EA.	5/32"	Eye	5 - 8 - 8	1 x 19	29' 10 1/2"
FWD. LOWER SHROUDS	2 EA.	5/32"	Eye	5 - 8 - 8	1 x 19	16' 1 3/4"
AFT LOWER SHROUDS	2 EA.	5/32"	Eye	5 - 8 - 8	1 x 19	16' 3 3/4"

RUNNING RIGGING						
	Quan.	Diameter	Fitting	To Fitting	Wire Size	Length
TOPPING LIFT	1 EA.	1/8" 7 x 7				26' 8 3/4"
	1 EA.	Eye Splice to 1/4" Filament				6'
MAIN SHEET	1 EA.	3/8"				50'
JIB SHEET	1 EA.	3/8"				70'
JIFFY REEFING	1 EA.	1/4"				18'
DOWN HAUL	1 EA.	1/4"				5'
OUT HAUL	1 EA.	1/4"				18'
MAIN HALYARD	1 EA.	3/8" YALE				61'
JIB HALYARD	1 EA.	3/8" YALE				61'