

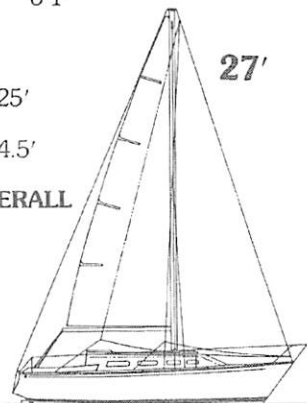
HUNTER 27' SPECIFICATIONS

L.O.A.	27'0"
L.W.L.	22'0"
Beam	9'3"
Displacement	7,000 lbs.
Ballast	3,000 lbs.
Sail Area	337 square feet
Draft:	
Shoal	3'3"
Deep	4'3"
Mast height	33'5"
From waterline	39'1"
Headroom	6'1"

Rig measurements:
 E (mainsail foot) 10.0'
 J (foretriangle base) 11.25'
 P (mainsail luff) 29.75'
 I (foretriangle height) 34.5'

RIGGING LENGTHS OVERALL

Head Stay35'10"
 Back Stay38'
 Upper Shroud . .34'2½"
 Lower Aft17'1½"
 Lower Foreward 16'10¼"
 Main Halyard . .31'4"
 Jib Halyard . . .34'7"
 Topping Lift33'

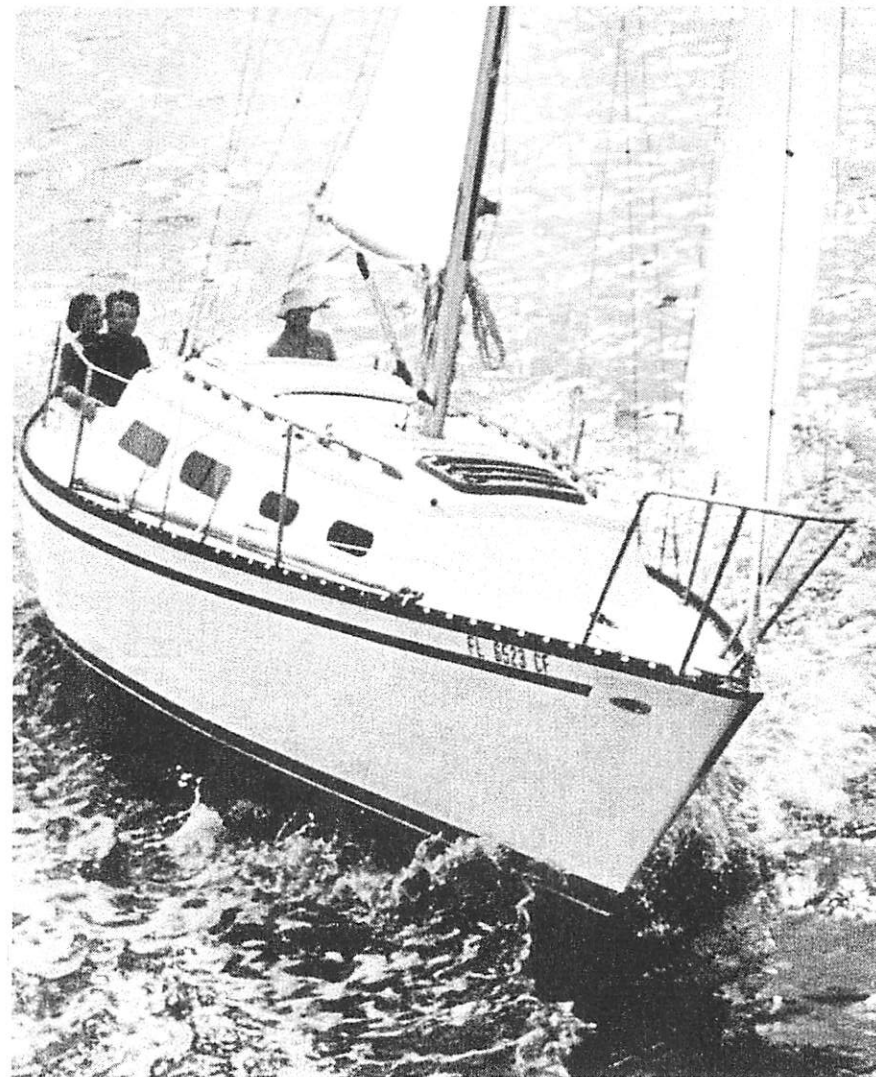


Rigging chart: size 3/16" 1 x 19 wire
 strand strength 4,700

Fuel tank capacity: 12.5 gal.
 Water tank capacity: 35 gal.

FOR COMPLETE ELECTRICAL SYSTEM SCHEMATIC
 SEE REVERSE SIDE

HUNTER BOAT OWNERS MANUAL



The only thing you add is water.

AHOY!

And congratulations. In becoming the owner of a Hunter Sailboat you've become the skipper of a craft designed, engineered and built to be as fine a family cruiser as any afloat. We stand behind this quality with a warranty which we request you read. To insure your warranty is valid, fill out the attached card and send it to us within thirty days of purchase date. The warranty data should also be recorded in the space below so that all the information thereon will be handy should you ever need it for reference. While you're at it, fill out and mail the cards that validate the warranties on your Yanmar diesel, battery, stove, head, fresh water pump and other accessories.

The enclosed "ROMEO" card should be filled out as well so that you (and your boat) can be registered in the Record of Marine Equipment Owners. Section 15 of the Federal Boat Safety Act requires that first owners be registered.

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

HUNTER OWNER INFORMATION CARD

DATE DELIVERED TO DEALER _____

DATE DELIVERED TO OWNER _____

Hull # _____

Owner _____

Street _____

City and State _____ Zip _____

Model _____ Size _____ Hull # _____

Engine Model _____ Serial # _____

Name of Boat _____ Propeller Size _____

Dealer _____

Street _____

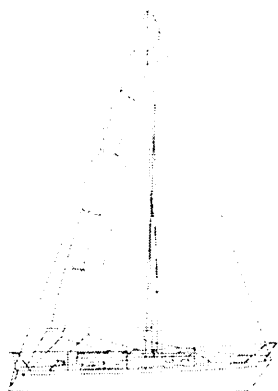
City and State _____ Zip _____

Dealer's Signature _____

Owner's Signature _____

TABLE OF CONTENTS

	Page
Hull and Decks	1
Joining of Hull and Deck	1
Fiberglass Repairs	2
Fiberglass Care	2
Tuning the Rigging	3
Sail Care	3
Folding and Storing Sails	4
How to Fold Sails	4
Auxiliary Power	5
Yanmar Distributors	5
Yanmar Service Dealers	5
Electrical System	7
Periodic Maintenance	8
Fire Extinguishers	8
Life Preservers	8
Pedestal Steering	8
Shaft Log Packing	8
Teak Care	9
Annual Maintenance	9
Fuel Filter	9
Winches	9
Storing the Boat	9
Recommended Reading	11



Cherubini Design Your Hunter sailboat was designed by John Cherubini, a marine architect who's acquired a vast reputation for never losing sight of the relationship of form to function. Your boat is a reflection of the Hunter philosophy that a family cruiser should be performance oriented. And vice versa.

HULL AND DECKS

Hunter hulls and decks are fiberglass and are assembled a special way. In construction, we start with pre-cut kits. The precision of pre-cutting enables us to lay up the hull uniformly. Accent lines on the hull exterior, such as the waterline, are actually part of the gel-coat finish. They are not taped on or painted over. This means no re-taping or re-painting. A black back-up gel is applied to the interior of the hull.

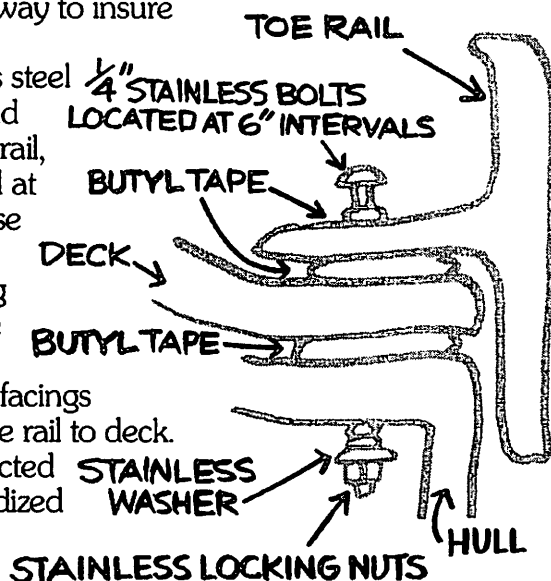
Decks are reinforced with closed all-vertical-grained balsa wood cores. This reinforcement provides not only stability but also rigidity and insulation. Plywood is embedded in the fiberglass where important thru-bolted items such as cleats are located.

In addition, we apply non-skid surfacing to decks. This is an exterior application rather than a pattern that's molded into the fiberglass. We prefer this technique at Hunter because it provides a coarser, non-skid surface. Should this surfacing be damaged in any way, your Hunter dealer can advise you as to the proper material for application.

JOINING OF HULL AND DECK

Hunter hulls and decks are joined together in a unique way to insure maximum strength.

Quarter-inch stainless steel $\frac{1}{4}$ " stainless bolts with washers and lock nuts join the toe rail, deck and hull. Placed at six-inch intervals, these bolts are wrapped in butyl adhesive sealing compound, the same compound which is used to seal both the facings of deck to hull and toe rail to deck. The toe rail is constructed of 6061T6 black anodized aluminum.



FIBERGLASS CARE

Fiberglass surfaces should be cleaned, buffed and waxed at least once every boating season. Auto wax or polish can be used to bring back the original gloss to scratched or faded areas.

Normal accumulation of surface dirt can be removed simply by occasional rinsing with water. If your boat is operating in salt water, 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.

FIBERGLASS REPAIRS

Your Hunter dealer can supply you with the proper gel coat to be used in repairing any hairline cracks or chips. Patchwork operations should not be undertaken in less than moderate (mid-60's) temperatures.

- Clean repair area completely of water, wax, dirt or oil. Use a mild detergent solution and dry completely.
- To patch spider web or hairline cracks, start by opening them up by making a "V" cut with a sharp instrument or a three-cornered file.
- Sand patchwork area evenly. Dust clean.
- Mix a teaspoon of patching compound and two or three drops of hardener on a piece of cardboard or wood. Stir with a spatula for 10 to 15 seconds.
- Spread gel coat with plastic or waxed paper and manipulate to proper contours.
- Allow gel coat to harden till it's set enough for sanding.
- Remove waxed paper or plastic sheet, wet sand with #400 grit sandpaper.
- Buff with buffing compound. Wax and polish.

Important note: whenever you use a power tool for buffing and polishing, avoid overheating or cutting into the surface.

TUNING THE RIGGING

After you've sailed your Hunter a few times, you should tune the rig. This is a delicate adjustment of the boat's rigging that works to insure the best performance as a function of the

balance of your boat. After rigging is tuned, take care to tape the cotter pins on the turnbuckle to avoid chafing or tearing of the sails.

The first step is the adjustment and tuning of the mast. Care should be taken to make sure that it stands straight athwartships. A way to check this is by stretching the main halyard first to a point on one side of the boat and then to a corresponding point on the other side. The distance should be equal. Original tuning should attempt to stand the mast plumb fore and aft.

You may determine that your boat has a weather helm or lee helm. Most authorities agree that a slight degree of weather helm is good. Generally, that means a rudder angle 2° - 4° from the boat's centerline. Weather helm is most commonly corrected by raking the mast less aft. Even a bit of forward rake is permissible. If this does not quite achieve the balance you want, try storage of some extra weight in the aft end of the boat (under the cockpit seat).

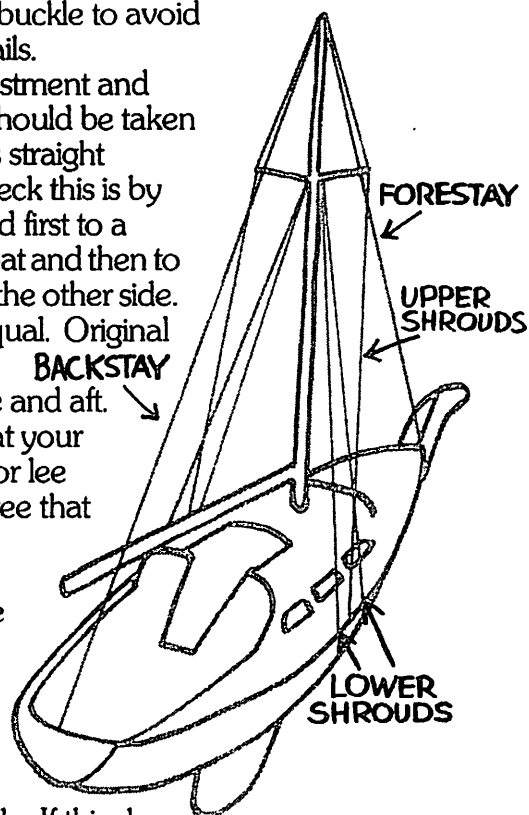
Nowadays weather helm is more prevalent than lee helm. The latter is corrected by the opposite procedure outlined for the weather helm.

SAIL CARE

Your Hunter sailboat comes with a Dacron mainsail and 110% genoa jib.

To extend the life of your sails make sure that you:

- Never use them in wind ranges that exceed their capabilities.
- Never leave them luff for extended periods of time.



- Fold them whenever possible.
- Always keep them clean.

Dirty rigging is the most common cause of dirty sails. This can be alleviated by cleaning the shrouds periodically with a soft cloth.

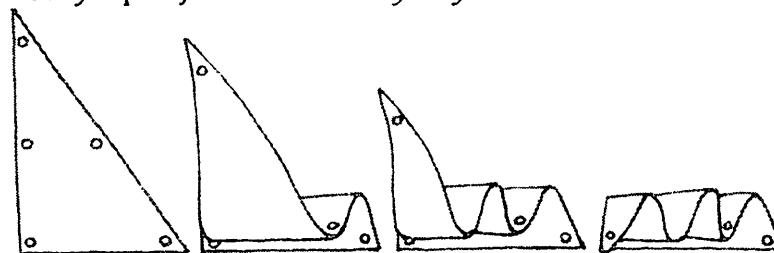
Rinse your sails in fresh water whenever possible if you sail in salt water. Tub wash your sails every few seasons. **DO NOT MACHINE WASH.**

Use a mild detergent in warm water. Make a point of removing all detergents completely by thorough rinsing. A soft-bristled scrub brush may be used for spot removal. For oil and grease stains use commercial cleaning solvents. Should a yellow stain develop, bleach with oxalic acid and rinse thoroughly. For rust stains soak stained areas in hot or warm solution of two parts hydrochloric acid per 100 parts water and rinse thoroughly.

If possible, dry your sails in bright sunlight. A bit of natural bleeding will occur.

FOLDING AND STORING SAILS

Never stuff a wet sail into a sailbag. And when you fold them, make long folds and smooth out the creases so their shape is maintained. Constantly check your sails for any signs of wear. A little rip or weakened seam can turn into a very costly repair job on a blustery day.



How to Fold Sails When you break out your new sails, notice the way they have been packed. This is the way they should be folded when you bag your sails. Fold in 24-inch folds, parallel to the foot of the sail, smoothing the creases to avoid excessive wrinkling. Then roll the 24-inch wide folded sail to fit the sail bag.

AUXILIARY POWER

Inboard power is standard on all Hunter models except the Hunter 25'. Power is supplied by a high performance Yanmar diesel engine. This engine is warranted by the manufacturer. Service instructions are stated in Yanmar manual. Although

Hunter cannot authorize any engine warranty service, your Hunter dealer will be happy to clear up any doubts as to the extent of your warranty coverage. Your engine and propeller shaft have been aligned by your dealer in conjunction with Hunter's pre-delivery check-out list. However, shaft alignment can change slightly after use. This can be accompanied by a drumming sound and/or vibration. Inspection by a competent mechanic should indicate the cause. Regular inspection should assure long trouble-free life for the packing gland and bearing.

Your propeller has been selected to suit average load conditions. Should you wish to change it, Hunter assumes no liability.

CHECK THIS LIST FOR THE YANMAR DIESEL DEALER NEAREST YOU.

YANMAR DISTRIBUTORS

MACK BORING & PARTS COMPANY
Rt. 22
Union, New Jersey 07083
(201) 964-0700
Ed McGovern

MILLER MARINE SALES
1591 Monrovia Avenue
Newport Beach, California 92660
(714) 646-4351
Bill Jones

MASTRY M&I SUPPLY
2895-46th Street N.
St. Petersburg, Florida 33714
(813) 522-9471
Richard Masty

OSWALD MACHINE & EQUIPMENT, INC.
229 Harbor Way
South San Francisco, California 94080
(415) 871-8734
Bud Oswald

RANGER INDUSTRIES, INC.
12728 N.E. 15th Place
Bellevue, Washington 98005
(206) 454-9206
Dave Wylie

ACKLANDS LTD. CONSUMER PRODUCTS DIVISION
166 Norfinch Drive
Downsview, Ont. Canada
(416) 661-6500
Dan Fong

YANMAR SERVICE DEALERS

CONNECTICUT
MIANUS MARINE CORP
33 River Road
Cos Cob, Conn. 06807
(203) 661-7678
Donald S. Straub

MYSTIC SHIPYARD, INC.
Box A, Willow Point
West Mystic, Conn. 06388
(203) 536-9436
John R. Hellier

G.A. PLUMB, INC.
MARINE & INDUSTRIAL ENGINES

Ft. of Sunrise Avenue
Old Saybrook, Conn. 06475
(203) 388-3541
Gilbert A. Plumb

ROWAYTON MARINE
105 Rowayton Avenue
Rowayton, Conn. 06853
(203) 866-0251
Lee Hartog

ALSOP MARINE
7 Kett Lane
Essex, Conn. 06426
(203) 767-1261
Samuel Alsop

ILLINOIS
JUREK MARINE SERVICE
5023 Brummel Street
Skokie, Illinois 60076
(312) 679-8467
Glenn Jurek

INDIANA
GREAT LAKES MARINE, INC.
Sixth Street Bridge
Michigan City, Ind. 46360
(219) 872-7201
L. Jahnz

MAINE
YORK HARBOR MARINE
York Harbor, Maine
(207) 363-3602

ATLANTIC BOAT WORKS
Boothbay Harbor, Maine
(207) 633-4033
(207) 633-3244

CHASE LEAVITT
179 Commercial Street
Portland, Maine 04112
(207) 772-3751

SPRUCE HEAD MARINE
P.O. Box 26
Spruce Head, Maine 04859
(207) 594-7545

MARYLAND
CHESAPEAKE MARINE ENGINE
751 Panther Court
Millersville, Md. 21108
(301) 974-7755
Curtis Oliver

TIDEWATER MARINE
Foot of Bourbon Street
Havre de Grace, Md.
(301) 939-0950
Gary Pensell

TOLCHESTER MARINA
Rt. 2, Box 503
Chestertown, Md. 21620
(301) 778-1400
Alan Bramble

WHITTAKER BOAT YARD
P.O. Box 184
Allen, Md. 21810
(301) 749-9521
John R. Whittaker

MICHIGAN
BAY HAVEN MARINE, INC.
1862 Ottawa Beach Road
Holland, Michigan 49423
(313) 335-5816
Vernon Johnson
MICHIGAN OWENS
24530 Jefferson
St. Clair Shores, Michigan 48060
(313) 777-9852
TOLEDO BEACH MARINA
Rt. 1
La Salle, Michigan 48145
(313) 241-0823
Paul Reed

MINNESOTA
MARKURT YACHT SALES
9600 James Avenue South
Minneapolis, Minn. 55431
(612) 884-0494
Harry Eilers
LAKESHORE TRUCK REPAIR CO.
307 1/2 So. First Ave. E.
Duluth, Minn. 55802
(218) 722-5080
Michael D. O'Hehir

NEW HAMPSHIRE
THE ENGINE SHOP
SILVERSAND MARINA
Rt. 113
Gilford, N.H.
(603) 293-7200

GREAT BAY MARINA
(South Coast)
Fox Point Road
Newington, N.H.
(603) 436-5299

NEW JERSEY
MACK BORING & PARTS COMPANY
Rt. 22
Union, New Jersey 07083
(201) 964-0700
John Mahoney, Serv. Mgr.

HARVEY'S PORT OF CALL, INC.
10th Street & Ocean Drive
Avalon, N.J. 08202
(609) 967-4050
John J. Lambert, Jr.

MARINE MOTOR SALES & SERVICE, INC.
316 Broadway
Pt. Pleasant, N.J. 08742
(201) 892-1124
Dave Poverman

MARINE POWER
656 Carroll Fox Road
Brick Town, N.J.
(201) 899-5886
William Ludgren

RIVERSIDE MARINA
Norman Avenue
Riverside, N.J.
(609) 461-1077
(215) 637-0122 (Pa.)

ROCKNAK'S YACHT BASIN, INC.
Box 94
Lanoka Harbor, N.J. 08734
(609) 693-2347
Bill Rocknak

SAILS AWEIGH, INC.
802 Mantoloking Road
Brick Town, N.J. 08723
(201) 477-3252
Dave Thompson

NEW YORK
MACK BORING & PARTS COMPANY
150 Rt. 110
Farmingdale, New York 11735
(516) 293-2700
Al Rome, Serv. Mgr.
KRETZER BOAT WORKS
459 City Island Avenue
City Island, New York 10464
William C. Kretzer

MANHASSET BAY MARINA
10 Matinecock Avenue
Port Washington, N.Y. 11050
(516) 883-8411
Guy LaMotta

NORTHPORT MARINE CENTER
Rt. 25A, P.O. Box 89
Northport, L.I., N.Y. 11768
(516) 261-5600
David P. Fischer

RICH MARINE SALES
Ft. of Austin Street
Buffalo, New York 14207
(716) 873-4060
(716) 873-4061
Tad Matthews

WATTS & DEGARMO
443 Fire Island Avenue
Babylon, L.I., N.Y. 11702
(516) 669-2822

NORTH CAROLINA
BEASLEY MARINE & ENGINE SERVICE
Rt. 4, Box 448
Wilmington, N.C. 28401
(919) 686-0394
Joe Beasley

SEAPATH MARINE, INC.
P.O. Box 686
Wrightsville Beach, N.C. 28480
(919) 256-3747
William D. McKee

MASSACHUSETTS
CAPE COD MARINE
Falmouth Heights Road
Falmouth, Mass. 02541
(617) 548-3146

HANSON'S MARINE
19 Atlantic Avenue
Marblehead, Mass.
(617) 631-3282

HAVENCRAFT OF NEW ENGLAND, INC.
83 Boston Post Road, Rt. 20
Sudbury, Mass. 01776
(617) 443-5337

MARINE & INDUSTRIAL ENGINES, INC.
170 Granite Avenue
Dorchester, Mass. 02124
(617) 436-8300
Dick Egan

OHIO
D-B-JERRY MY & SONS, INC.
403 Lakeshore Drive
Port Clinton, Ohio 44862
(414) 732-3516
(414) 732-3716
Clair B. Jeremy

MAKO SAIL & POWER
1721 Mentor Avenue
Painesville, Ohio 44077
(216) 352-8010
(216) 946-2323
Ernie Kopecky

PENNSYLVANIA
SAILYARD, LTD.
27 West Public Dock
Erie, Pennsylvania 16507
(814) 455-1251
Mike Griffith

RHODE ISLAND
NEWPORT YACHT & GEAR
9 Downing Street
Newport, R.I. 02840
(401) 847-0270
Pat Donovan

SOUTH CAROLINA
CAROLINA MARINE SERVICES
West End Calhoun Street
Charleston, S.C. 29401
(803) 577-7037
Drummond B. Farley

TENNESSEE
BLUEGRASS BOATYARD, INC.
Rt. 1, Lakefront Drive
Concord, Tenn. 37720
(615) 588-0742
Edward R. Sipple, II

VERMONT
POINT BAY MARINA
Thompson's Point
Charlotte, Vermont 05445
(802) 425-2431

VIRGINIA
HOGAN DIESEL SERVICE
1952 Battlefield Boulevard, N.
Chesapeake, Va. 23324
(804) 543-5727
David Hogan

HENRY & HENRY
4014 Stonewall Avenue
Fairfax, Virginia 22030
(203) 273-2463
George Henry

WISCONSIN
H & H YACHTS, INC.
1971 S. First Street
Milwaukee, Wisconsin 53204
(414) 672-2223
Paul R. Hansen

HARBOR MARINE
700 S. Water Street
Milwaukee, Wisconsin 53204
(414) 273-7020
Brian M. Galligan

ELECTRICAL SYSTEM

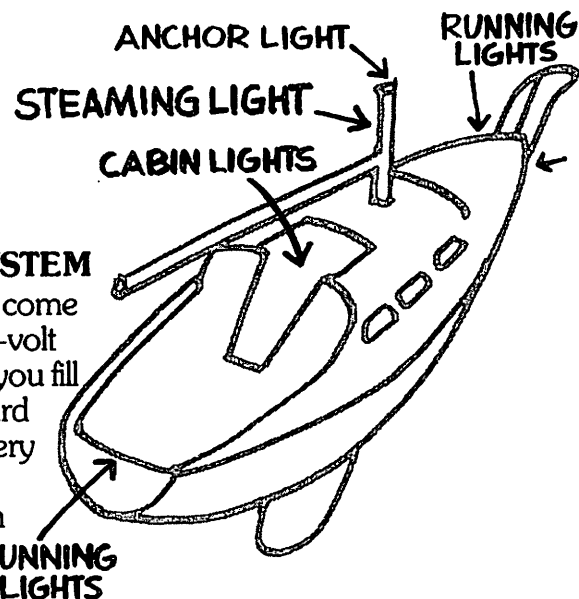
All Hunter sailboats come equipped with a 12-volt battery. Make sure you fill out the warranty card that covers the battery and send it to the manufacturer when you take delivery of the boat. To keep your battery at maximum efficiency, make sure the level of electrolytic solution is always maintained. And when it's low, make sure only distilled water is added. Remove corrosion from battery cables with a solution of water and baking soda. Make sure cables are always tightly connected. Battery should be "Trickle-charged" 8 to 10 hours a week if it's not being used regularly. For complete electrical system schematic see reverse side of specification sheet for your boat. The specification sheet will be found in the pocket on the inside back page of the manual.

PERIODIC MAINTENANCE

HARDWARE

Most of Hunter hardware is stainless steel. If discoloration occurs, a light polishing with a metal polish such as Noxon® will return the original luster.

Some of the materials used in making some of the accessories can be harmed by the use of harsh cleaners. Be sure to follow package directions as to the cleaning of these items. Misuse is not covered by the warranty. If in doubt, contact your dealer first.



FIRE EXTINGUISHERS

Fire extinguishers should be placed strategically so that should a fire ever occur in either the stove or the engine, there is an extinguisher readily accessible. Gauges on the extinguishers indicate as to whether they have sufficient pressure to work properly or if they need to be re-charged.

LIFE PRESERVERS

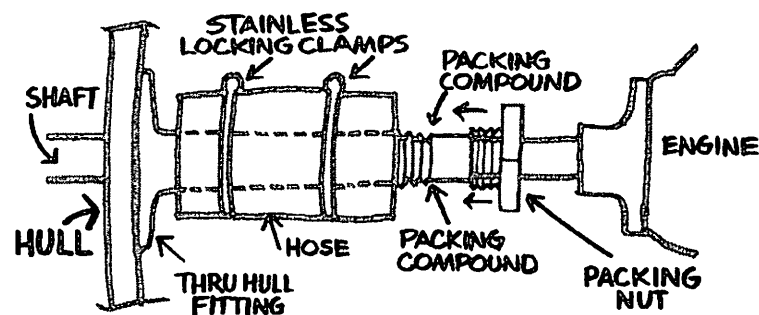
Life preservers should be kept in accessible, airy locations. They should be available for immediate use at all times. You should inspect them periodically for any signs of mildew or tears.

PEDESTAL STEERING

Hunter models that have pedestal steering should undergo periodic visual inspection of cables and pulleys. These cables running to the steering quadrant should be looked at for slack, wear and alignment.

SHAFT LOG PACKING

Shaft log packing should be checked periodically. A visual inspection that reveals excessive leaking indicates that tightening or re-packing is necessary. A nominal drop is expected for lubrication.



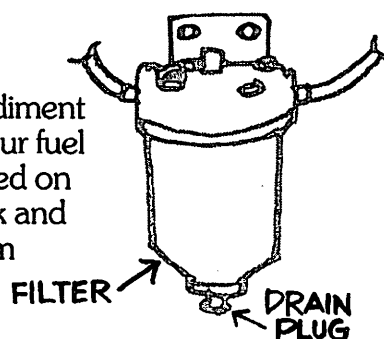
TEAK CARE

As your teak weathers, you can maintain an even ash white color by washing it periodically with cleaners like Ajax. Keeping an unweathered appearance is best attempted by sanding lightly and applying teak dressing (such as Wolco) or furniture oil.

ANNUAL MAINTENANCE

FUEL FILTER

To guard against the problems sediment can cause, you should change your fuel filter every year. This filter is located on the fuel line between the fuel tank and the engine. Replace it with a Fram FB-M-1110-PLM special marine fuel filter. Change the secondary filter nearer the carburetor annually as well. Apply vaseline type lubricant to threads on filter cap to prevent water from entering fuel tank. In addition, check all connections, fill hoses and clamps.



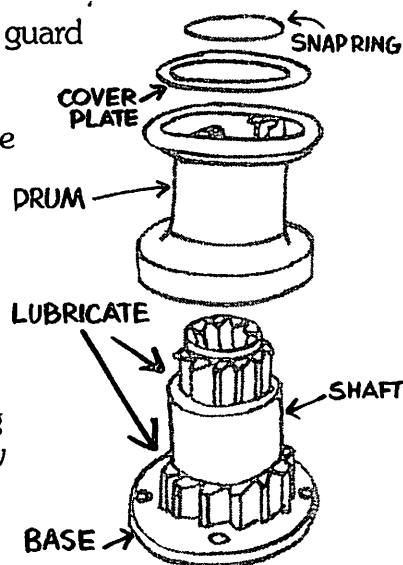
WINCHES

To insure top performance and guard against wear, your winches should be taken apart and greased at least once a year. See diagram.

STORING THE BOAT

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.

A. Sails, as well as all synthetic line, should be washed and dried thoroughly. Sails should be properly folded and stowed in a dry, well ventilated place. Many Hunter owners have found that it's a good value to send the sails back to the sail manufacturer who will double check the stitching and the remainder of the sail for wear and keep the sails until the start of the next season.



B. Cushions should be dry cleaned and stored in an airy place. Care should be taken not to pile them one on top of another, but rather stack them in such a way as to maximize ventilation.

C. Hatches and floor boards should be left open a crack to provide ventilation for the whole boat. However, owner may be advised to loosely cover any open hatches that would expose the interior. A tarp or plastic sheeting works well in this regard.

D. Water system—The water heater operates on 120 volts A.C. CAUTION: Do not turn on the heater until you are sure the tank is filled with water. To do so will destroy the heating element. This would not be covered by your warranty.

Intermittent operation of the fresh water pump, while all faucets are closed, usually indicates a leak in the water system lines somewhere. Trace the lines to locate the leak and correct it. This will stop the pump from running continuously.

E. Battery should be taken out of boat and stored in a warm dry place. Give it a periodic charge while it's being stored.

F. Fuel tank should be filled completely, to stop condensation.

G. Winterizing the engine

1. Drain the cooling water completely out of the engine and flush the line thoroughly with fresh water. Don't use high pressure through the line.
2. Remove the fuel completely from all fuel lines.
3. Disconnect the main battery cables from the battery terminals.
4. To prevent corrosion inside the cylinders, pour a little lubricating oil into the suction pipe while turning the engine. Enough oil to reach the intake/exhaust valves is sufficient.
5. Put the piston at top dead center of compression stroke so that the intake/exhaust valves are completely closed.
6. Apply a thin anti-corrosion treatment to the plating and exposed painted surfaces.
7. The engine should be in a well-ventilated area, and protected from any kind of dampness.

8. Put a dust cover over the engine.
9. Check Yanmar Operation Manual for engine diagram.

WATER SYSTEM

May be winterized by opening the faucet and allowing the pump to empty the tank. Then add approximately 2 gallons of non-toxic anti-freeze solution, such as "WINTERIZE" to the tank, and repeat.

A second method is to disconnect the hoses at the pump, and allow 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 so as to blow through the lines to clear all water.

MARINE HEAD

The toilet installed in your Hunter is in accordance with the United States Coast Guard requirements. The care and winterizing is covered in the literature supplied by the manufacturer.

RECOMMENDED READING

There are countless volumes, libraries in fact, of good texts covering every aspect of sailing. A few of the books that are basic to every sailor's library include:

Chapman, Charles. *Piloting, Seamanship and Small Boat Handling*. New York, N.Y.: Hearst Books, 1974.

Gibbs, Tony. *Advanced Sailing*. New York, N.Y.: St. Martin, 1975.

Gibbs, Tony. *Practical Sailing*. New York, N.Y.: Hearst Books, 1971.

Sail area Mast 36'3"

Sail area 262.19ft

Menoa 32'6" x 11'3"

Main 32'4" x 9'4"

