

# Welcome To THE HUNTER MARINE FAMILY

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

We stand behind the quality of your boat with a warranty which you should also review. *To insure your warranty is valid, please fill out the attached card and send it to us within ten (10) days of the purchase date.* Section 15 of the Federal Boat Safety Act requires first owners to be registered. The warranty data should also be recorded in the space below for your own reference.

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

## OWNER INFORMATION CARD

HULL IDENTIFICATION NUMBER IS ON THE STARBOARD AFT SIDE OF THE HULL OR TRANSOM  
THIS NUMBER MUST BE GIVEN IN ALL NECESSARY COMMUNICATIONS.

_____		_____	
HULL NO.		DATE DELIVERED TO OWNER	
_____			
YACHT NAME			
_____			
OWNER NAME			
_____			
STREET ADDRESS			
_____			
_____	_____		_____
CITY	STATE	ZIP CODE	
_____			
HOME PORT			
_____			
_____	_____	_____	
MODEL	SIZE	HULL#/SAIL #	
_____			
_____	_____	_____	
ENGINE MODEL	SERIAL NO.	PROPELLER SIZE	
_____			
DEALER			
_____			
STREET ADDRESS			
_____			
_____	_____		_____
CITY	STATE	ZIP CODE	
_____			
DEALER SIGNATURE			
_____			
OWNER SIGNATURE			

A copy of Chapman's *Piloting, Seamanship and Small Boat Handling* is provided with your Hunter Marine boat as part of the standard equipment. Any questions regarding the meaning of terminology used in this manual may be referenced in your Chapman's.

# HUNTER MARINE'S OWNER AND FOUNDER

## WARREN R. LUHRS

### BRIEF HISTORY

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Born in 1944 in East Orange, New Jersey, Warren R. Luhrs' ancestry goes back to his Great-grandfather, Henry, who helped pioneer railroading and clipper ships in America, and to his great-uncle, John, who helped build the famous St. Petersburg-to-Moscow railroad for Czar Alexander II.

Henry Luhrs owned shares in twenty-two different ocean-going vessels - barks, brigs and schooners - and was principal owner of the bark, "Sophia R. Luhrs", named after his wife. He was also a partner with Albert Sprout, who managed a shipyard in Melbridge, Maine, where the "Sophia R. Luhrs" was built.

The Luhrs' family sea tradition was carried on during the Great Depression by Warren Luhrs' father, Henry, who worked at a small boat manufacturer in Morgan, New Jersey, and later started his own company. When war broke out in Europe, the Coast Guard asked Henry Luhrs to repair their boats and install ice sheathing on their bows.

After World War II, Henry built 27-foot fishing boats and in 1948 began to construct custom-built pleasure craft. He then turned to skiffs and in 1952 incorporated as Henry Luhrs Sea Skiffs. He constructed lap strake sea skiffs using assembly-line techniques. Henry personally "shook down" his prototypes with family trips up the Hudson River to Lake Champlain.

The sea skiff is a class of boat which has been very popular, owing to its seaworthiness. It features a sharp bow, which reduces pounding in surf or choppy seas, and a hull whose forward section is rounded below the water line to increase stability in rough water or a following sea. Such skiffs can either be smooth-sided or of lapstrake construction.

Henry Luhrs' basic philosophy was to emulate the late Henry Ford in building an inexpensive boat for the average man, thus enabling him to enjoy the luxury of boating. He was both designer and engineer, creating innovative and progressive new models. He designed the change in the line of the bow from straight to curved at a time when all boats were being built with the straight square effect. It is believed he was also the first designer-builder to popularize a small boat with a fly-bridge.

In 1960, Luhrs acquired the Ulrichsen Boat Company, Marlboro, New Jersey. It was here, to, that the Luhrs' Alura Fiberglass Division was located. In 1965, Henry sold his company to Bangor Arrostock Railroad, which was to become the recreational conglomerate, Bangor-Punta. It was also during this period that Silverton of Tom's River, New Jersey was purchased by John and Warren Luhrs.

Today, Warren R. Luhrs and his brother John, own Hunter Marine Corporation, Silverton Marine Corporation, Mainship Motor Yachts and Luhrs Fishing Boats with its Alura Division. Hunter Marine produces sailboats while the other companies produce powerboats.