

HUNTER 28 RIGGING SPECIFICATIONS

STANDING RIGGING

<u>DESCRIPTION</u>	<u>WIRESIZE</u>	<u>FITTINGS</u>		<u>OVERALL LENGTH</u>
		<u>UPPER END</u>	<u>LOWER END*</u>	
Forestay	7/32	stemball w/cup	7-12-12	36'6"
Backstay	5/32	marine eye	stemball w/ cup	35'0"
Bridles	1/8	marine eye	4-8-8	11'3"
Uppers	7/32	stemball	7-12-12	35'11 3/4"
Intermediates	5/32	marine eye	5-10-10	25'10 1/2"
Lowers	7/32	marine eye	7-12-12	13'9"

All wire is 1x19 stainless steel.

Backstay is attached to bridle with two splitter plates and three pins- 5/16", 1/4", 1/4".

* "X-X-X" represents the turnbuckle size as follows:
wire size-body size-pin diameter in 32nd's of an inch
example: 7-12-12 is a turnbuckle that accepts a 7/32" wire, has a 3/8", (12/32"), thread diameter in the body, and uses a 3/8", (12/32") pin.

RUNNING RIGGING

<u>LINE</u>	<u>SIZE</u>	<u>ATTACHMENTS</u>	<u>OVERALL LENGTH</u>
Main Halyard	7/16	HEADBOARD	94'
Jib Halyard	3/8	SNAPSHACKLE	80'
Main Sheet	7/16	EYE SPLICE	46'
Jib Sheets	7/16		36'
Traveller Control Lines	3/8	EYE SPLICE	15'
Vang Line	3/8	EYE SPLICE	23'
Topping Lift	5/16		82'
Anchor Line	3/8	SHACKLE	100'

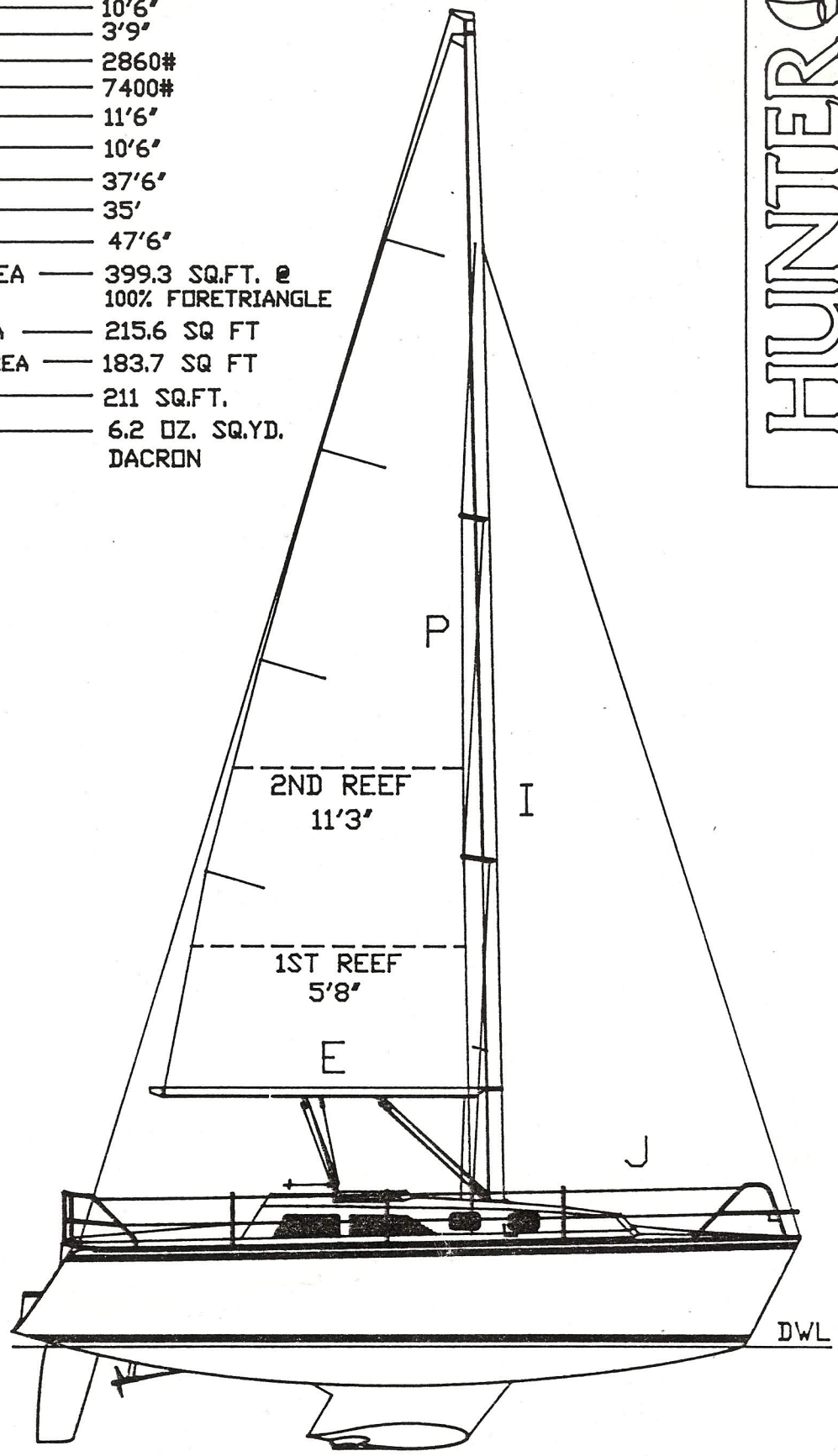
All lines low stretch Dacron except anchor line which is Nylon.

All rigging is supplied by SECO SOUTH.

LOA _____ 28 1/8"
 LWL _____ 24'2"
 BEAM _____ 10'6"
 DRAFT _____ 3'9"
 BALLAST _____ 2860#
 DISP _____ 7400#
 E _____ 11'6"
 J _____ 10'6"
 P _____ 37'6"
 I _____ 35'
 MH FROM DWL _____ 47'6"
 RATED SAIL AREA _____ 399.3 SQ.FT. @
 100% FORETRIANGLE
 MAIN SAIL AREA _____ 215.6 SQ FT
 FORETRIANGLE AREA _____ 183.7 SQ FT
 110% JIB _____ 211 SQ.FT.
 SAIL CLOTH _____ 6.2 OZ. SQ.YD.
 DACRON

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H28 SAIL PLAN H282606A



SAILS & RIGGING

Tuning the Conventional Fractional Rig (Hunter 27OB, 27IB, 28, 30, 33.5, 35.5, and 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 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. Lowers should end up almost as tight as the uppers. (The uppers should always be the tightest.) The 28, 30, 33.5, 35.5, 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.

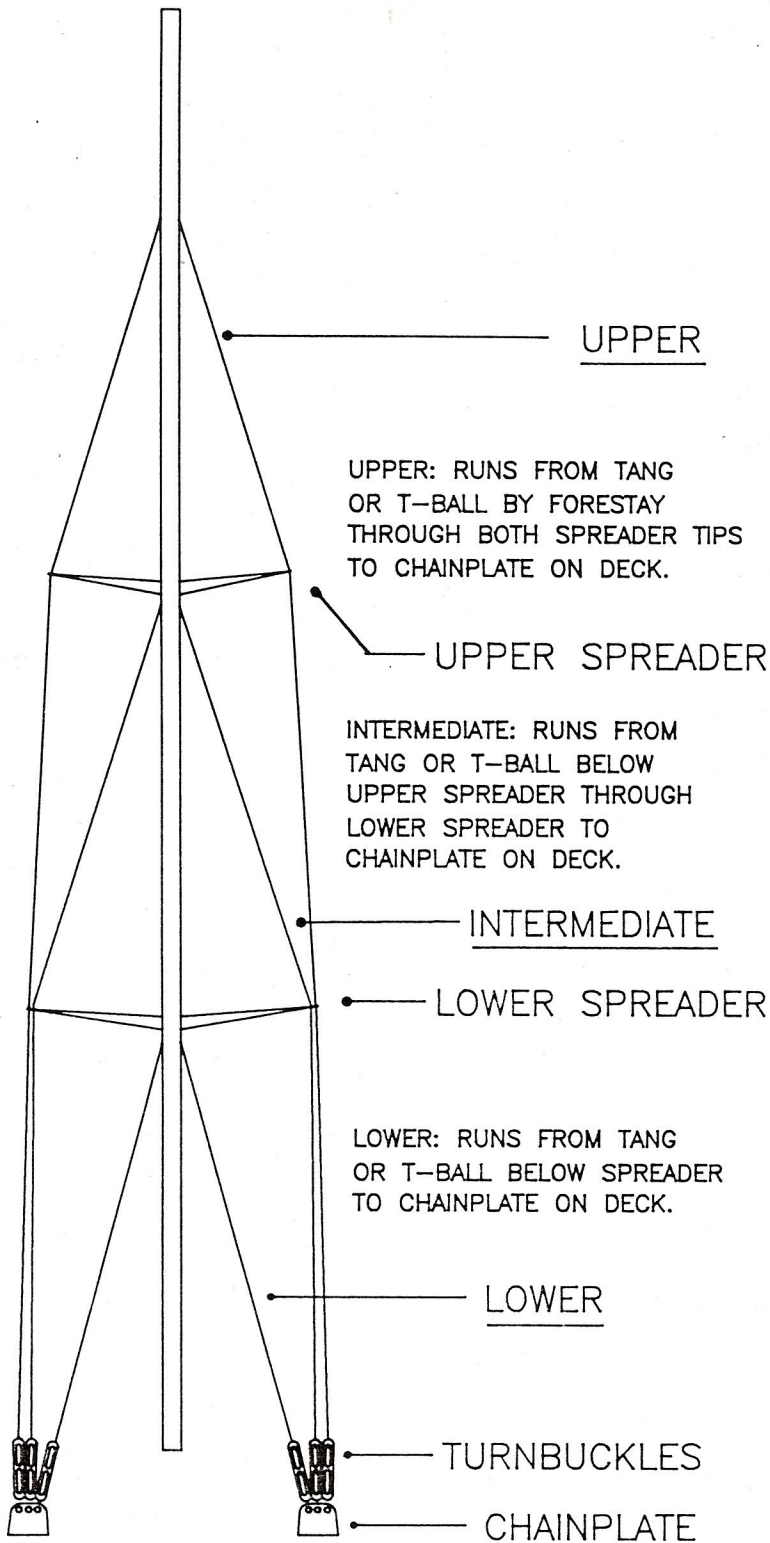
Check the mast tuning by sailing in medium winds (10-12 knots). Sometimes fine tuning the upper and lower shrouds is necessary when the spar is loaded in sailing conditions. Sail on both tacks, sighting up the luff groove to check athwartship straightness. Both upper and lower shrouds should be taut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

When mast tuning is complete, install cotter pins in all turnbuckles and tape over sharp edges of the cotter pins with chafe tape. (Refer to the drawing on Conventional Fractional Rig).

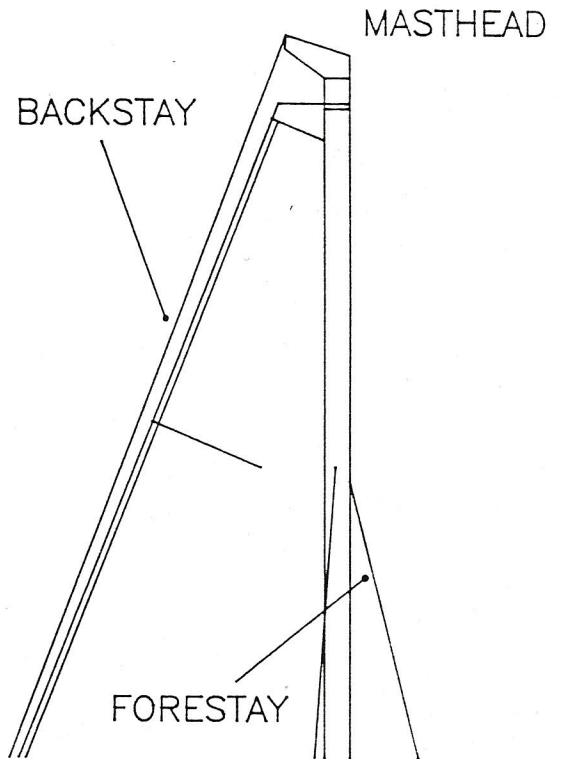
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DOUBLE SPREADER FRACTIONAL RIG W/ SWEPT BACK SPREADERS

GEN2601A

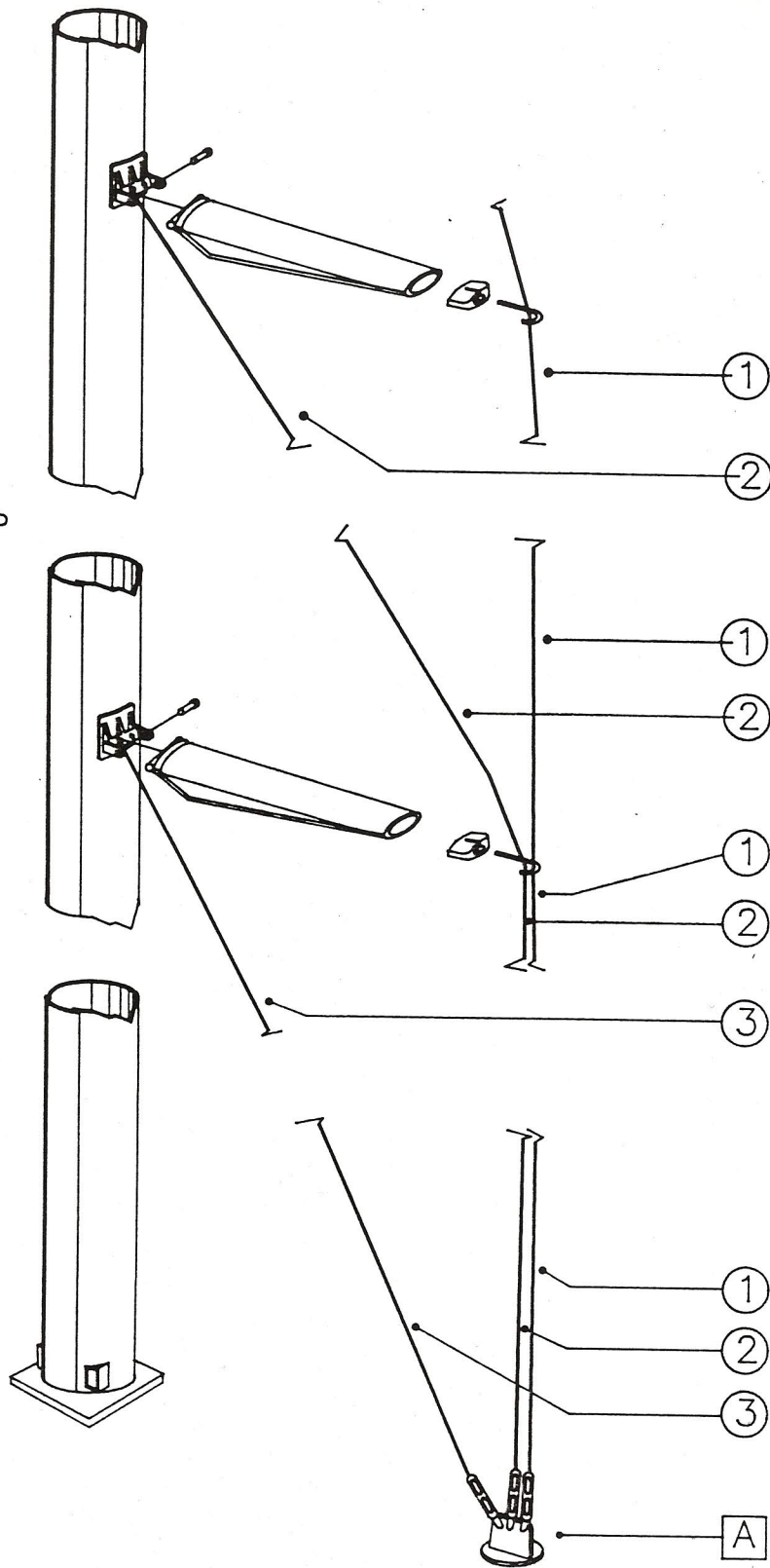


BACKSTAY: RUNS FROM MASTHEAD TO BACKSTAY-CHAINPLATE ON DECK.



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

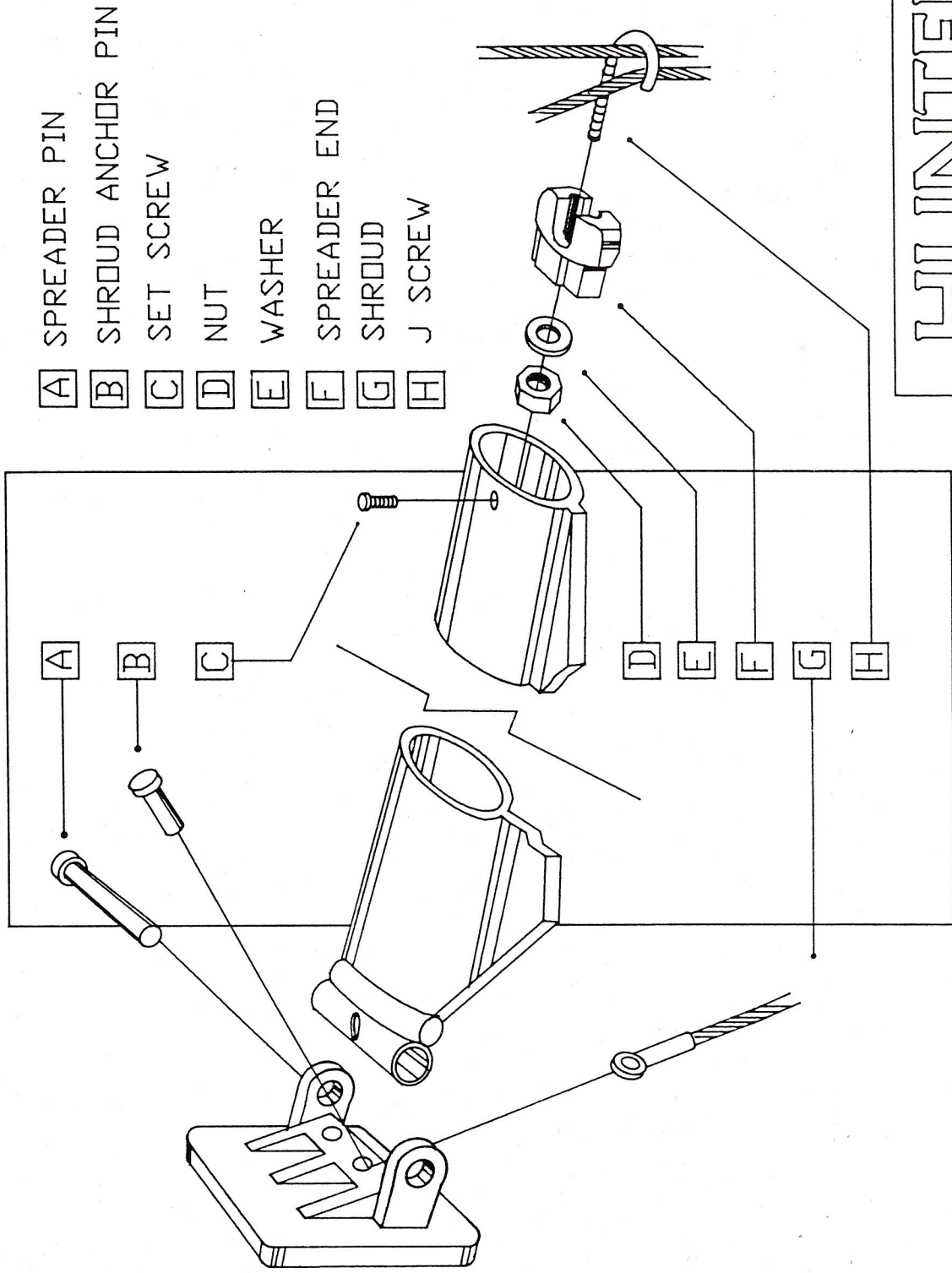
- ① UPPER OR CAP SHROUD
- ② INTERMEDIATE
- ③ LOWER
- A CHAIN PLATE



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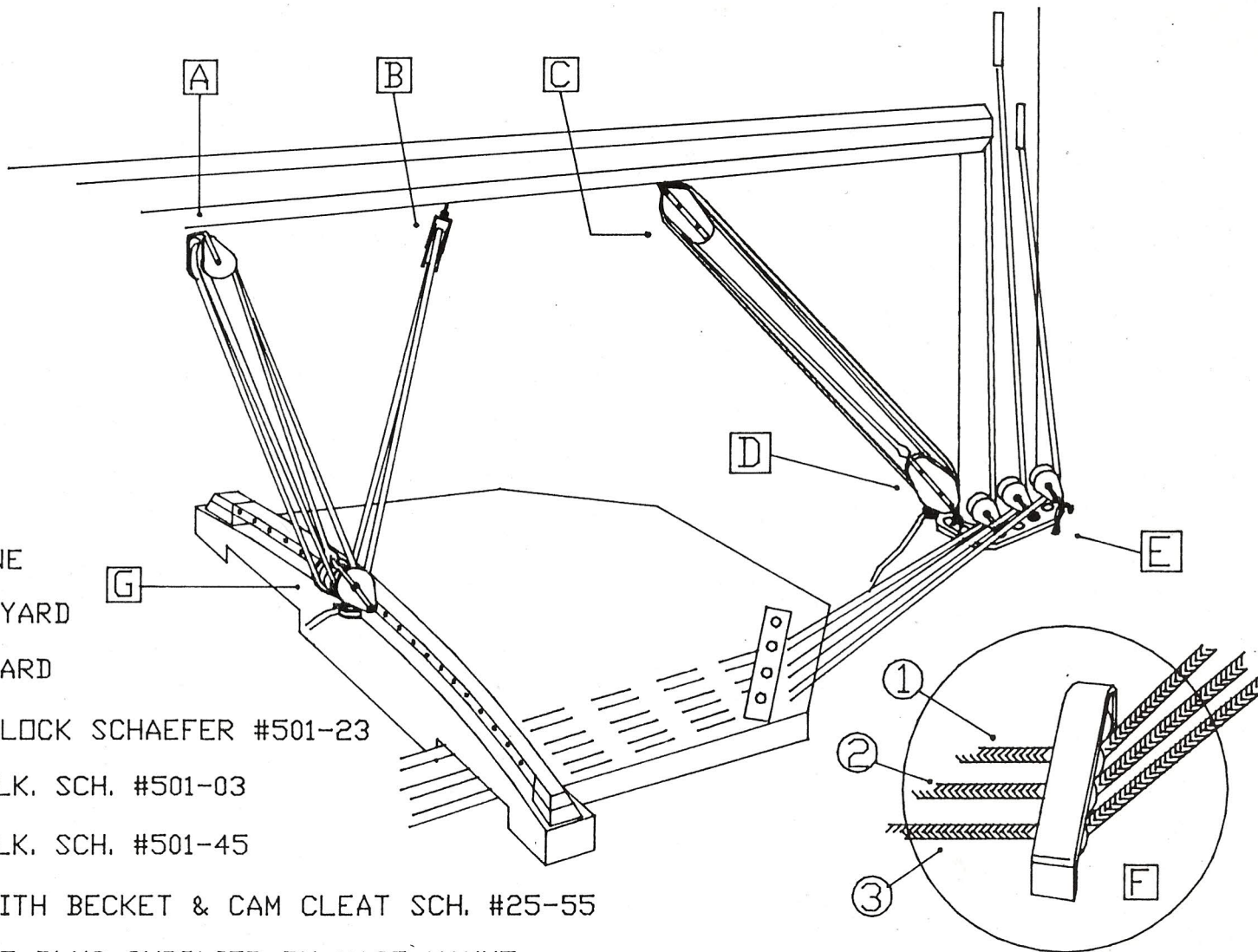
Z-SPAR RIGGING ASSEMBLY

GEN2602A



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Z-SPAR SPREADER DETAIL

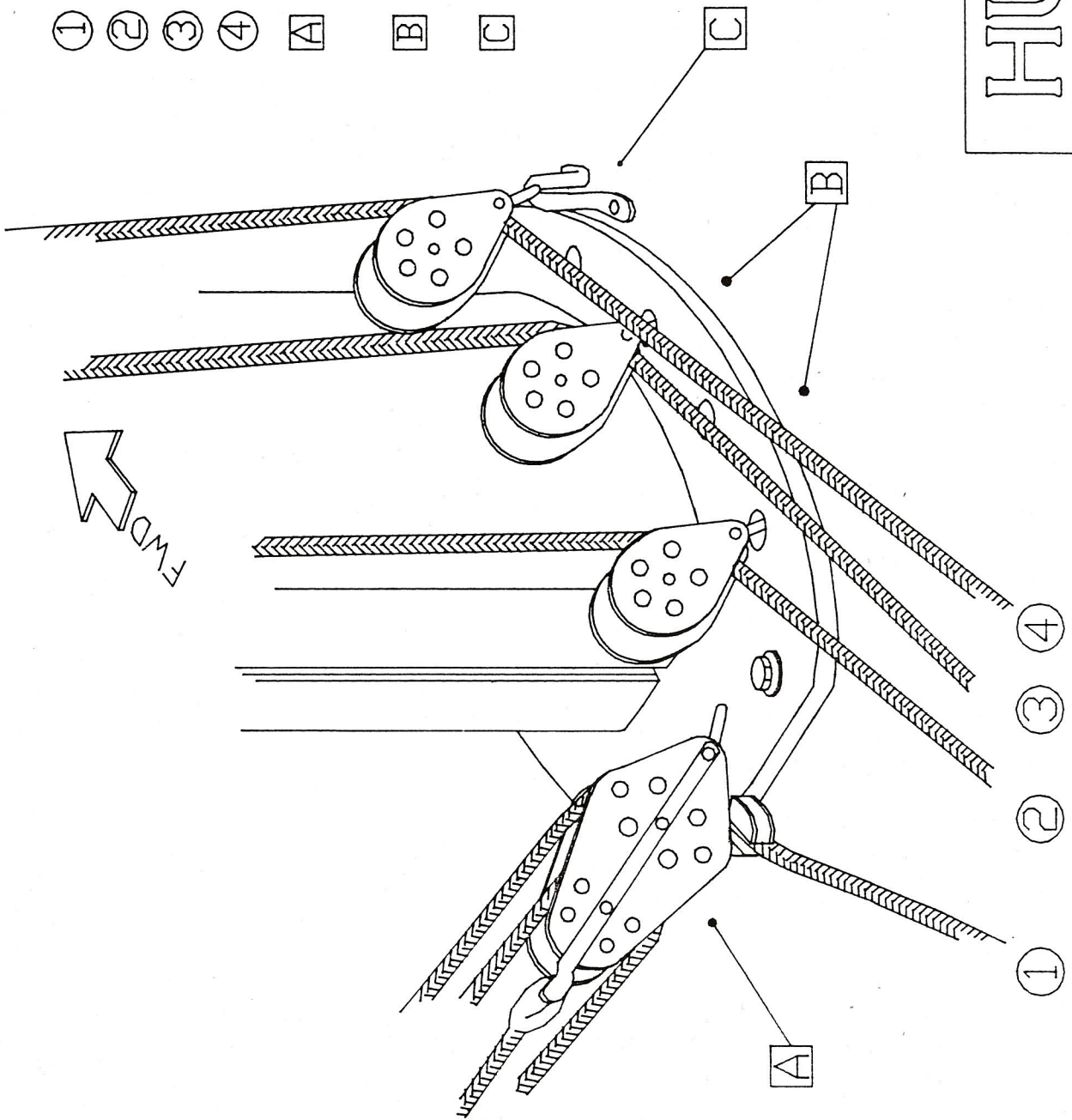


- ① REEF LINE
- ② MAIN HALYARD
- ③ JIB HALYARD
- A DOUBLE BLOCK SCHAEFER #501-23
- B SINGLE BLK. SCH. #501-03
- C FIDDLE BLK. SCH. #501-45
- D FIDDLE WITH BECKET & CAM CLEAT SCH. #25-55
- E (3) SINGLE BLKS SUPPLIED BY MAST MANUF.
- F DECK ORGANIZER (4 SHEAVE) GAR.
- G TRIPLE BLK. WITH BECKET & CAM CLEAT SCH. #501-93

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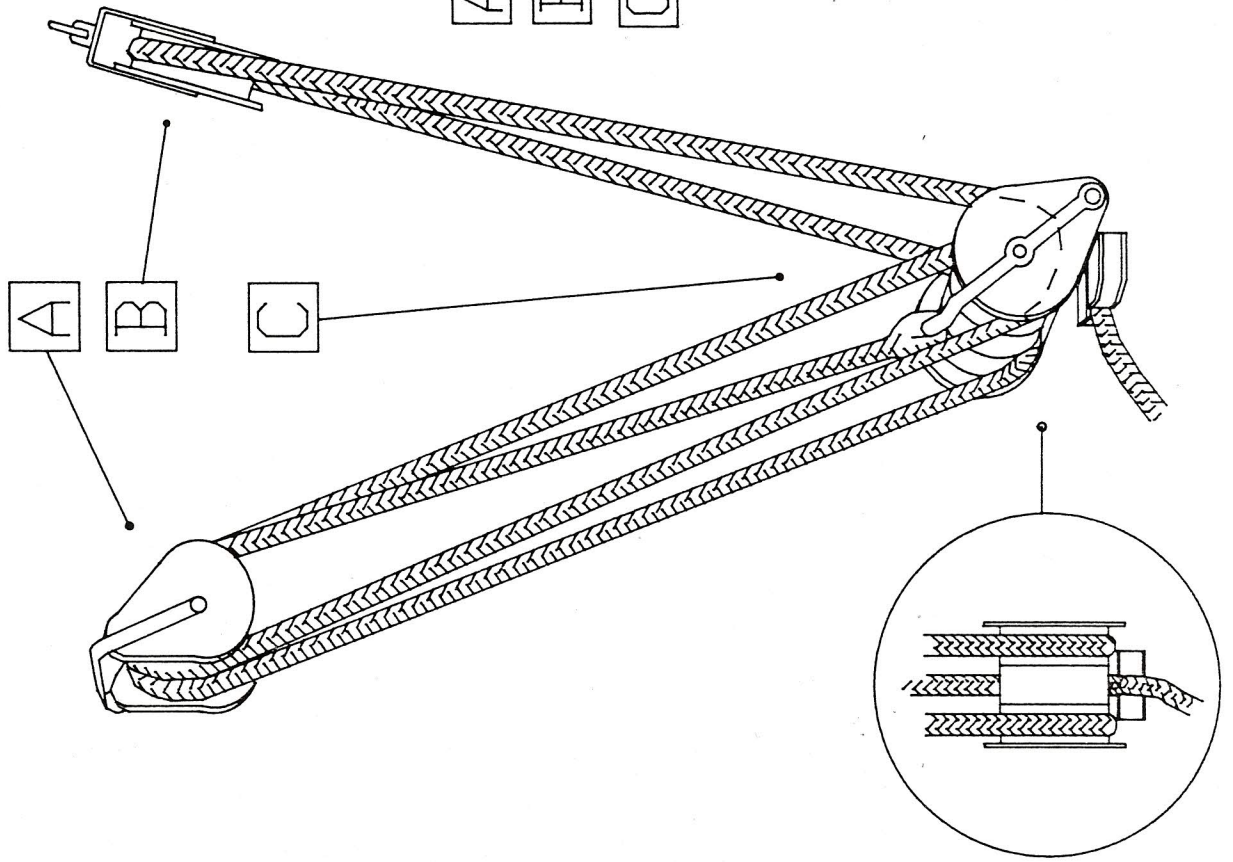
H28 RUNNING RIGGING H282608A

- ① VANG LINE
- ② REEF LINE
- ③ MAIN HALYARD
- ④ JIB HALYARD
- A FIDDLE BLOCK WITH BECKET & CAM CLEAT SCHAEFER #25-55
- B (2) SINGLE BLOCKS SUPPLIED FROM MAST MANUF.
- C (1) SINGLE BLK W/ PIN SUPPLIED FROM MAST MANUF.



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H28 MAST STEP DETAIL H282609A



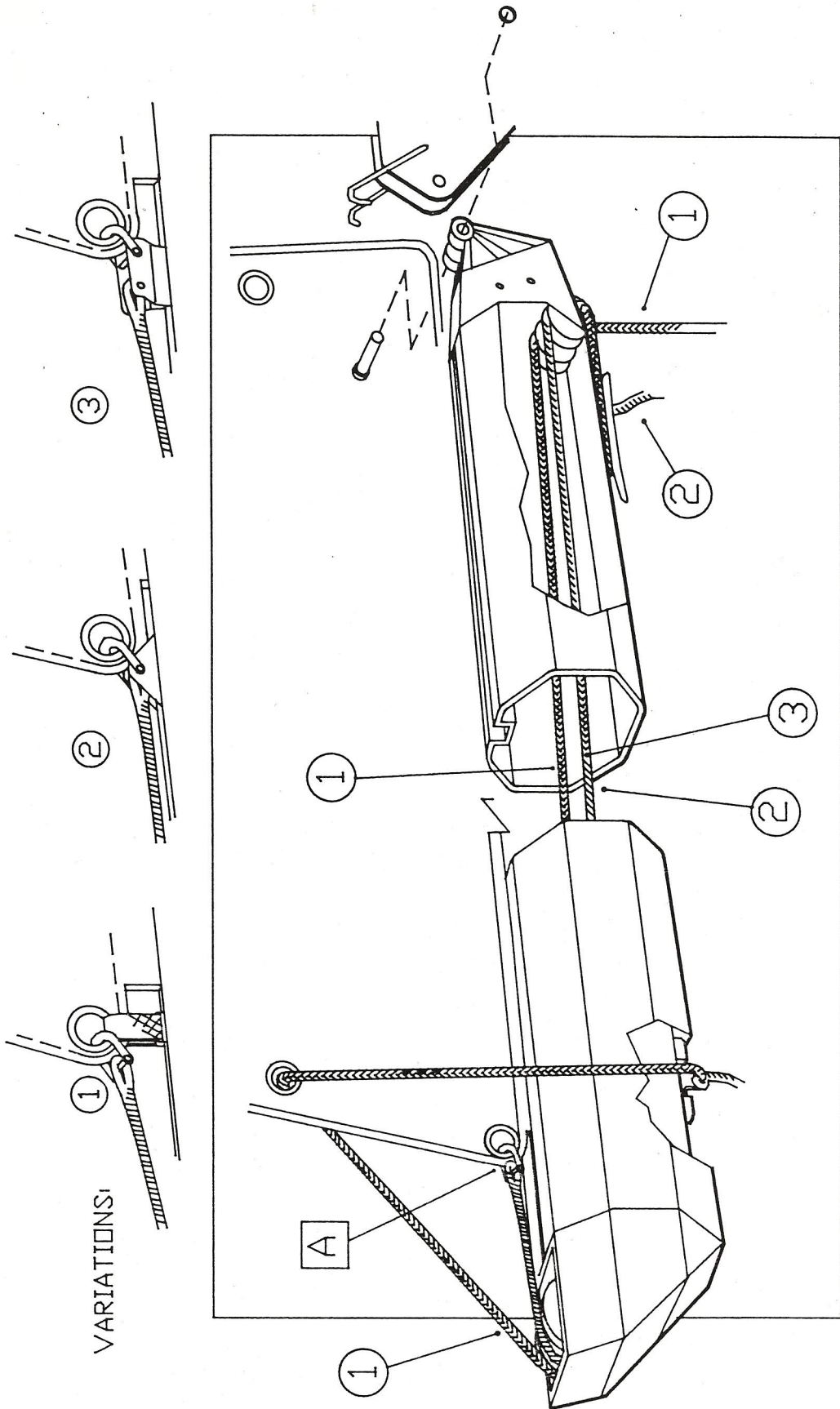
A DOUBLE BLOCK SCHAEFER #501-23

B SINGLE BLK. SCH. #501-03

C TRIPLE BLK. WITH BECKET & CAM CLEAT
SCH. #501-93

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MAINSHEET DETAIL

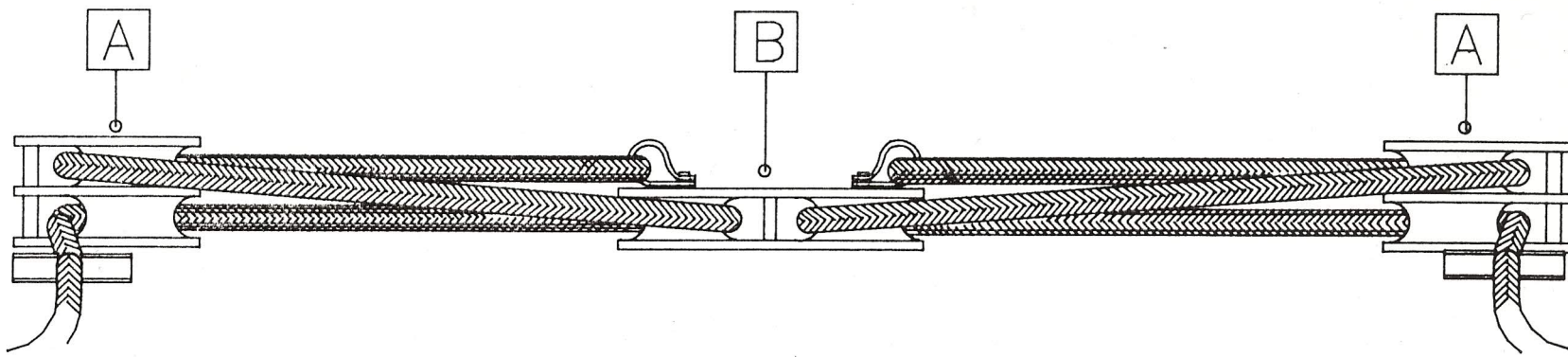


VARIATIONS:

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

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BOOM AND REEF LAYOUT
CONVENTIONAL REEF

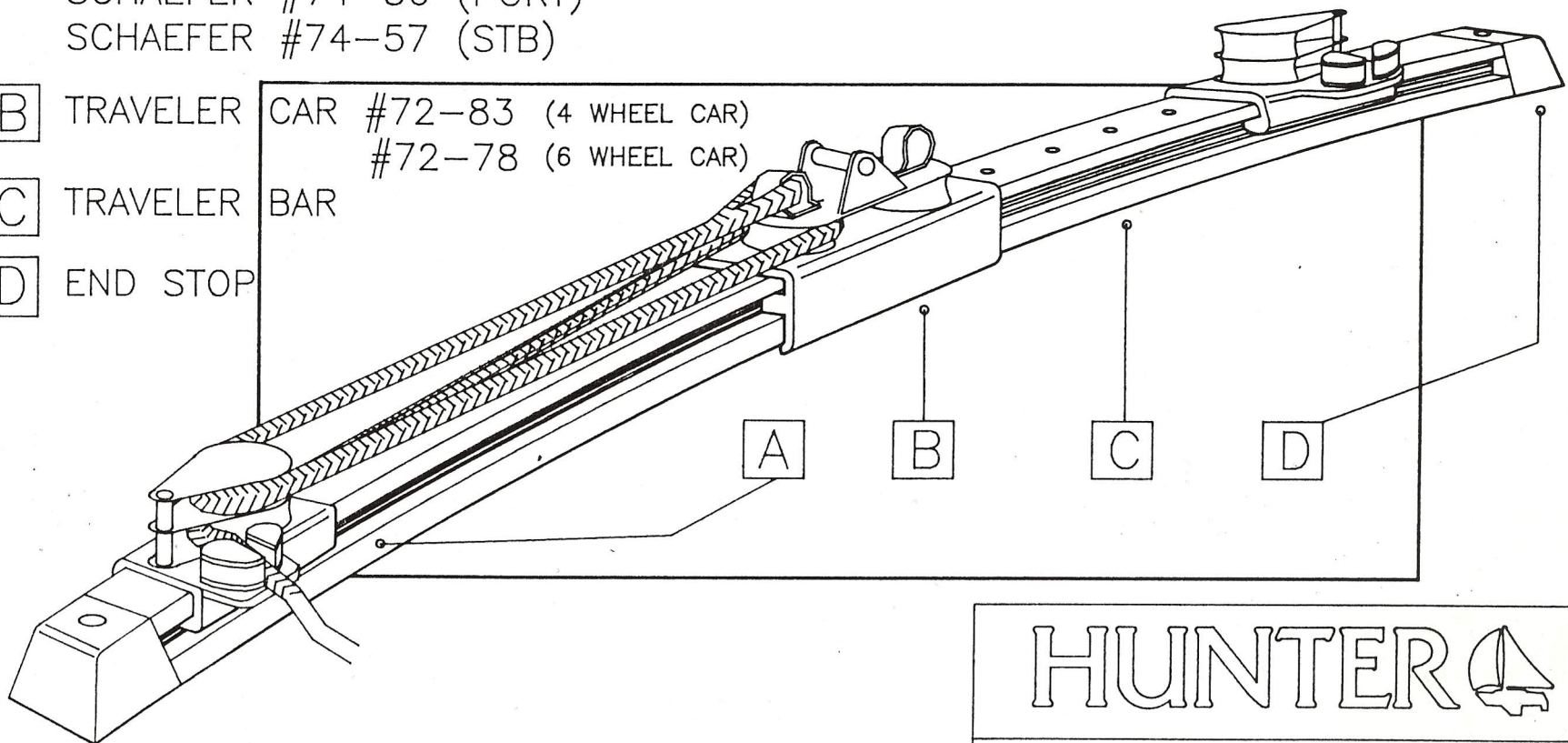


A DOUBLE BLOCK WITH CAM CLEAT
 SCHAEFER #74-56 (PORT)
 SCHAEFER #74-57 (STB)

B TRAVELER CAR #72-83 (4 WHEEL CAR)
 #72-78 (6 WHEEL CAR)

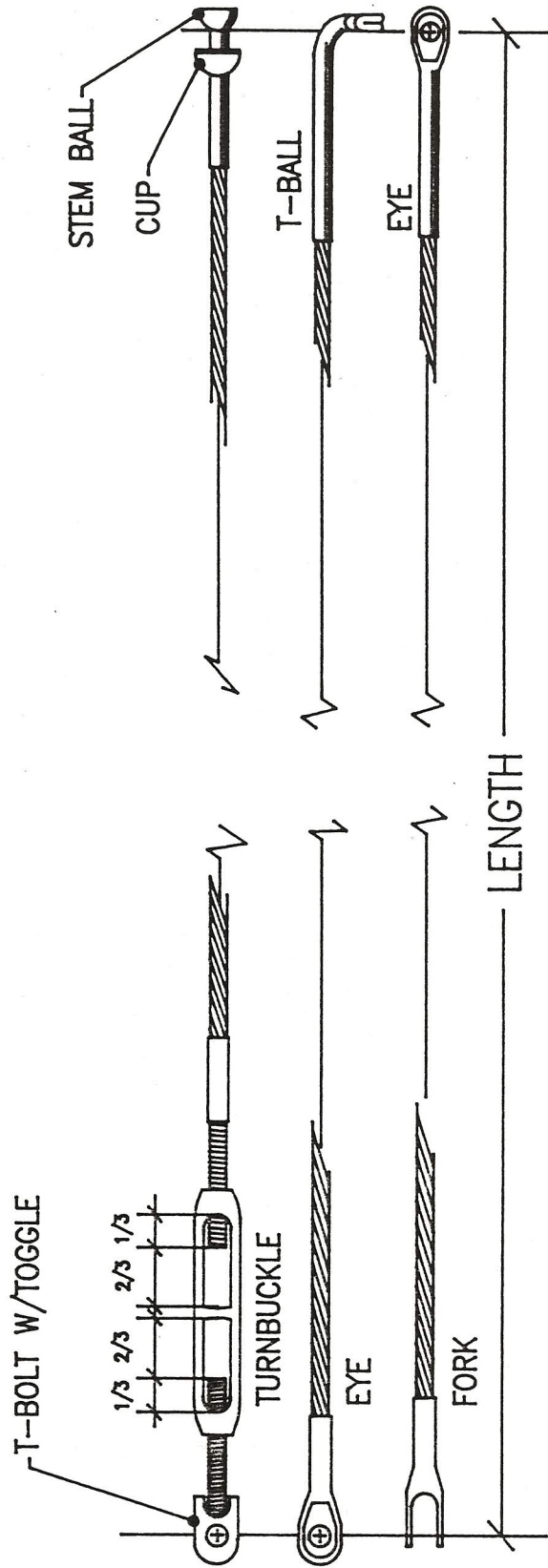
C TRAVELER BAR

D END STOP



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TRAVELER DETAIL GEN2611A

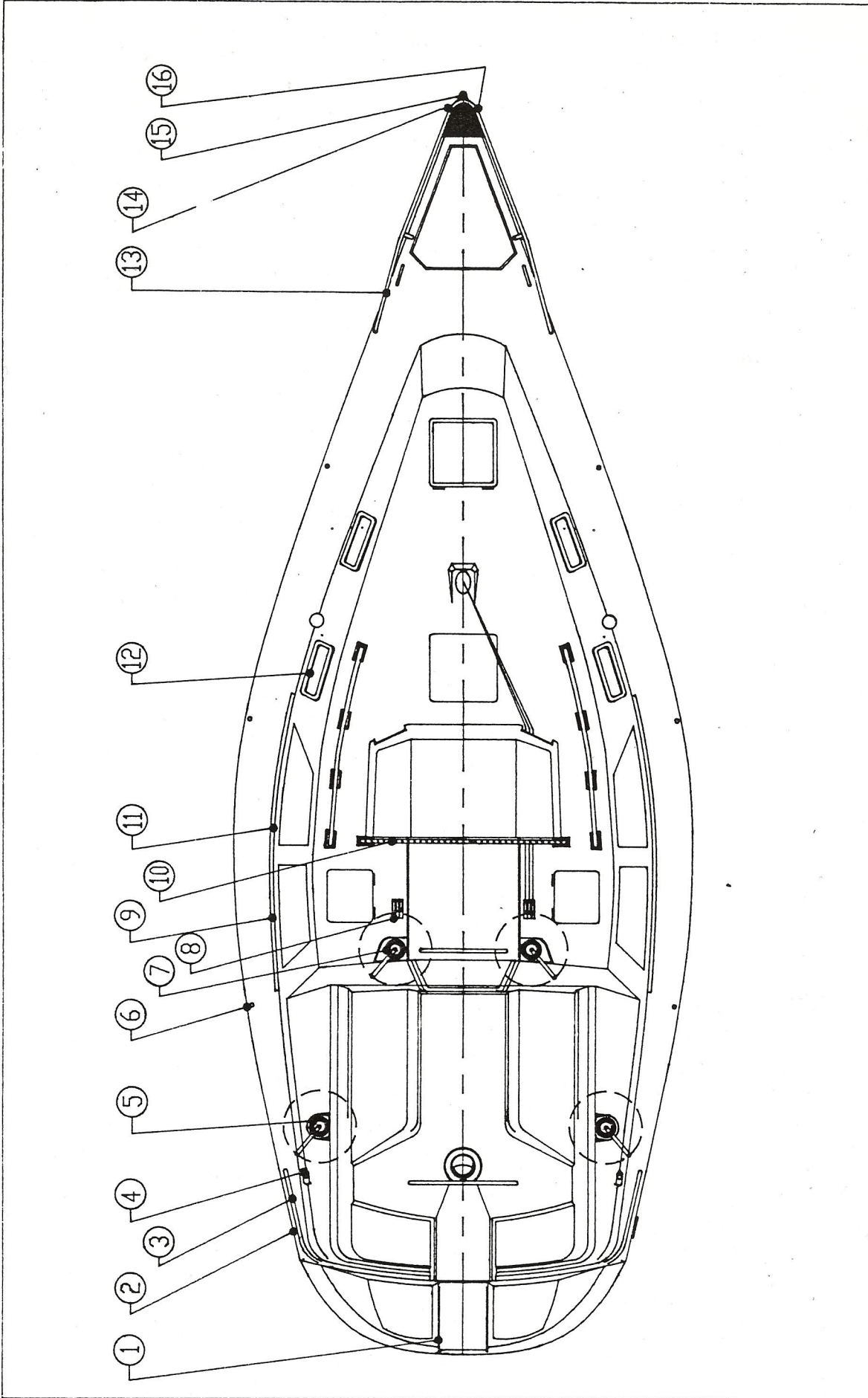


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RIGGING LENGTHS GEN2605A

HUNTER 28 DECK LAY-OUT (see diag.)

	<u>PART</u>	<u>MANUFACTURER</u>	<u>MFG. #</u>	<u>HUNTER PART #</u>
1.	Swim ladder	Custom	N/A	HW2145
2.	Mooring cleat	YS	YS7107D-7	HW0966-A
3.	Stern rails (pt. & stbd.)	Custom	N/A	HW2265
	Stern light	Hella	62243B	EL0390
4.	Turning block	Schaeffer	30-55S	HW0292
5.	Primary winch	Bariant	21-33CST	HW2542
6.	Stanchions	Custom	N/A	HW2100-A
7.	Halyard winch	Bariant	17CST	HW2540
8.	Sheet stoppers	Garhauer	11-13	HW1280
9.	Genoa car	Schaeffer	32-88	HW0294
10.	Traveler bar	Schaeffer	SK6234	HW0290
11.	Genoa track	Schaeffer	40-48	HW0307
12.	Port 5 x 12	Beckson	P0512DWS-10	HW0039
	Screen 5 x 12	Beckson	Screen 5 x 12	HW0037-D
13.	Bow rail	Custom	N/A	HW2365
14.	Light, port	Hella	62245B	EL0366
15.	Stem head, plate	Custom	N/A	HW1565
16.	Light, stbd.	Hella	62244B	EL0365
17.	Port 4 x 10	Beckson	P0410DWS-10	HW0037
	Screen, 4 x 10	Beckson	Screen 4 x 10	HW0037-C

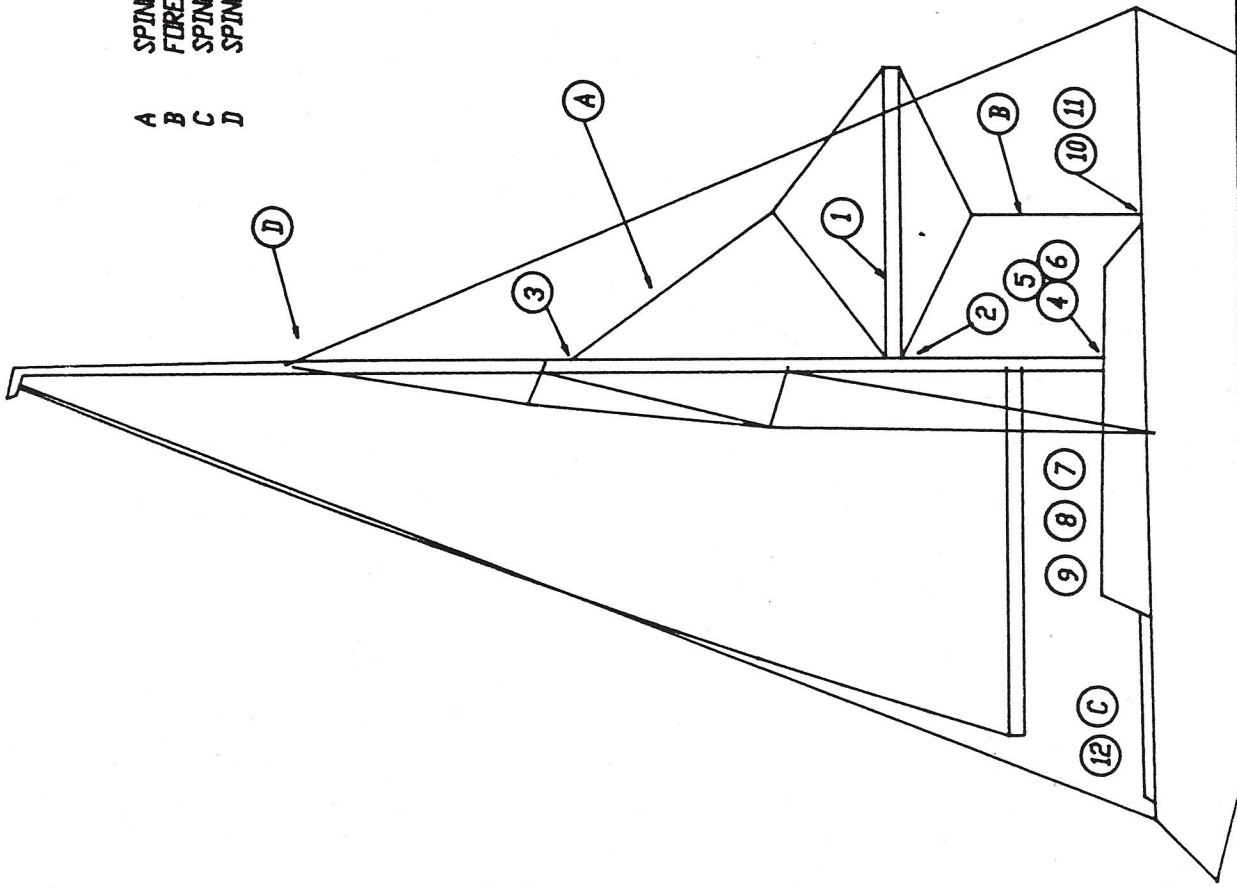


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H28 DECK LAYOUT H28A2619
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LINES

<u>ITEMS</u>	<u>LINE SIZE</u>	<u>LENGTH (FEET)</u>	<u>SNAPSHACKLES</u>
A SPINNAKER POLE TOPPING LIFT	3/8"	60'	7200-210
B FOREGUY	3/8"	35'	7200-210
C SPINNAKER SHEETS (TWD)	7/16"	56'	7210-220
D SPINNAKER HALYARD	7/16"	85'	7210-220



DECK FITTINGS

ITEMS

MANUFACTURER

1 SPINNAKER POLE (10' 6")	Z-SPAR	78-37
2 SPINNAKER POLE CAR WITH CONTROL	Z-SPAR	
3 TOPPING LIFT BLOCK	Z-SPAR	
4 MAST STEP TURNING BLOCKS (TWD)	Z-SPAR	
5 TURNING BLOCK WITH PIN	Z-SPAR	
6 EYESTRAP	SCHAEFER	
7 QUAD DECK ORGANIZER	GARHAUER	
8 QUAD SHEET STOPPER	GARHAUER	
9 WINCH	BARIENT	17CST
10 PAD EYE	SCHAEFER	78-01
11 FOREGUY BLOCK	SCHAEFER	05-05
12 SPINNAKER SHEET BLOCKS (TWD)	SCHAEFER	05-15

INSTALLATION NOTES

- ITEMS 1-4 FOLLOW MFG. INSTRUCTIONS
- ITEMS 4-9 INSTALL ON PORT SIDE AS ORIGINAL EQUIPMENT IS INSTALLED ON STARBOARD SIDE
- ITEMS 10,11 INSTALL ON CENTERLINE 8' AFT OF THE FWD. HATCH
- ITEMS 12 SHEET BLOCKS SNAP TO TOWERAIL AFT

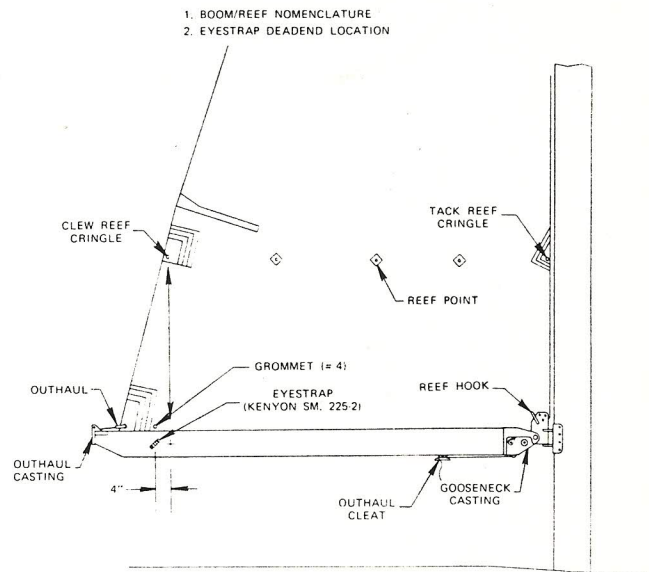
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HUNTER 28 SPINNAKER PACKAGE
(OPTIONAL) #H282615A

KENYON INTERNAL BOOM SYSTEMS

Kenyon now offers its new internal boom systems in three different sizes. Our 'D', 'E', 3550, 3756 and 5072 sections use newly designed end castings which internalize outhaul, jiffy reef lines and topping lift. The outhaul casting houses three (5072 has four) sheaves and has a clevis pin attachment point for the topping lift. The gooseneck casting houses three internal exits for outhaul and reef lines.

The gooseneck consists of a rugged stainless steel universal block, a tack bracket with three position tack location, and welded reefing hooks. This system offers a clean, simple and efficient method of boom controls. Since this system may differ from what you have been using, follow these instructions for efficient operation.



How to Setup Boom

1. A deadend for the reef line must be installed (unless 3550, 3756 or 5072 boom is being used and then you can tie the reef line around the boom in proper location). This will vary in location depending on the cut of the sail and the reef location in the sail.
2. To determine the location of the deadend, lower the mainsail at the dock to the reef position. Place tack reef cringle on reef hook provided at gooseneck. Stretch sail tight by pulling on the clew reef cringle towards the outhaul. Mark position of clew reef cringle on boom when sail is tight. From this mark, measure 4" towards outhaul and mark on boom. At this point install an eyestrap (Kenyon SM-225-2) using (2) 10-24 x 1/2" round head machine screws. An alternative deadend can also be a grommet installed by your sailmaker in the foot tape of the mainsail in the same location as described for the eyestrap.
3. Use similar method to locate 2nd reef deadend point.

SEE DIAGRAM

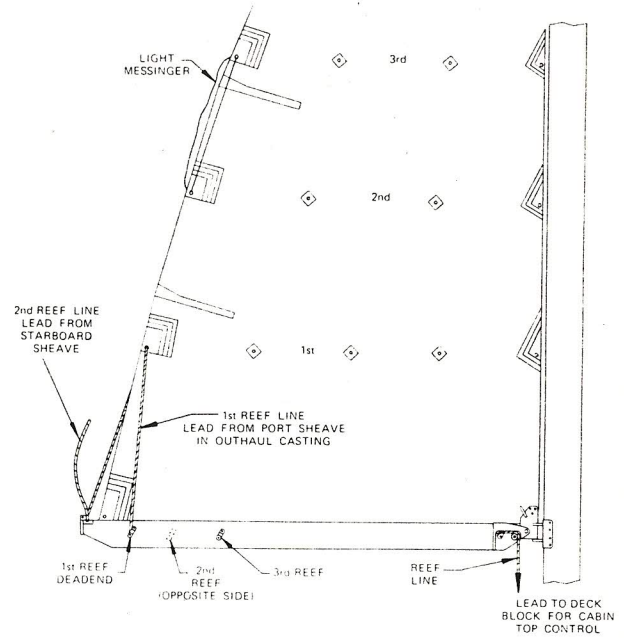
Rigging the Reef Line

1. Take reef line from outhaul casting, up through clew reef cringle and back down to the eyestrap on boom (tie bowline in eyestrap).
 - 1a. Alternative method - take reef line from outhaul through clew reef cringle back down *and* around boom. Pass end line through grommet in foot tape of main and tie figure eight knot or timber hitch.
2. Use similar method to rig 2nd reef line (use available 2nd outside sheave in outhaul casting).
3. If you have a third reef point, rig an endless messenger between the 2nd and 3rd cringles with a short end loose as shown. After you've put in the 2nd reef, untie the now unused first reefing line, tie it to the messenger and pull it through the third cringle and tie to the appropriate eyestrap (or through the grommet in the foot of the sail if you prefer this method) and you are ready to set the third reef.

SEE DIAGRAM

Reefing Procedure

1. Ease boom vang and mainsheet - make sure topping lift is secured in position.
2. Lower main halyard so that tack reef cringle can be placed on gooseneck reef hook. Retension 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. Use similar method for 2nd reef.
6. The reefed folds of cloth can be rolled up and secured with short lines through the reef points and around the folds and boom. Be sure to untie these first when preparing to shake out the reef.
7. UNREEFING - just reverse this process to unreef main-sail.



NOTES :