

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
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5. Safety equipment:

PFDs Flares Mirror Flashlight
 Food Water EPIRB Raft/Dinghy

6. Radio:

TYPE	FREQUENCIES
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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, Legend or Vision 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 labels on any stove fuels.

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 under Float Plan)

Perform pre-departure check list. (See Pre-departure Check List)

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.

IF 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.

FLOAT PLAN

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

GENERAL HANDLING & OPERATION

Diesel Engine

An engine owner's 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.

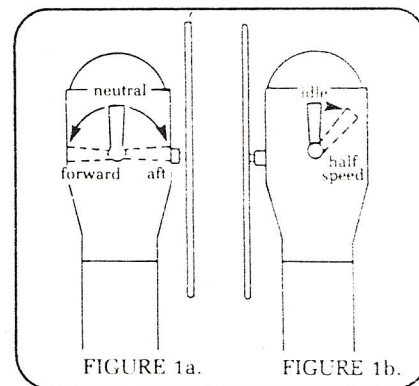
Starting:

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 in the neutral position.
5. Move the throttle or "fuel" lever 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 to 800 rpm); allow cold engine to warm up a minimum of five minutes.
9. Check that the lube oil pressure warning light and the charge lamp go off. If any of the warning lamps do not go off above 1,000 rpm, the engine is malfunctioning and should be stopped immediately. Consult your nearest engine dealer.

NOTE: To stop engine at any time, pull "engine stop" lever all the way out. Before stopping, however, it is a

good idea to idle the engine in neutral for about five minutes, then race it in the full-throttle position for a moment, then return to idle and stop 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.

GENERAL HANDLING & OPERATION

Motoring Continued:

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 to idle. When sailing, it is best to start the engine before the sails are lowered. This way, it is still possible to maneuver if the engine should not start.

Electrical System

Your Hunter is fitted with an electrical system designed for both AC (AC not available on the 26.5 and smaller) and DC. While in port, you can operate any tool, appliance or other device designed to function on regular house current (120V) simply by plugging your dockside power cord into a convenient outlet on shore and turning your AC main breaker on.

CAUTION: Do not allow your dockside power cord to come in contact with the water. Never operate any AC power tool or other electrical equipment while you or the device are in contact with the water.

When leaving port, disconnect the dockside power cord and turn the main DC breaker on. This allows you to use the ship's lights and other equipment designed to operate on direct current. Keep in mind that your DC power source is a 12-volt battery and, just as with your automobile, it must be charged regularly by operating the engine. Unless a state of charge is maintained, there may not be enough power to operate the starter motor. Dangerous situations can result if the engine cannot be started when needed.

Make a regular visual check of battery(ies) to insure proper water level and inspect terminals for signs of corrosion. If your boat sits for long periods without use, it is often a good idea to remove the battery(ies) and attach them to a trickle charger to keep them fully charged and ready to use.

Water System

The water heater operates either on 120 volts AC or when the engine is running. To obtain hot water from the engine, it must run a minimum of one-half hour.

CAUTION: Do not turn the water heater on until you are sure the tank is filled with water. To do so will destroy the heating element, which is not covered by the warranty.

Pressure water pumps are the demand type. Once the circuit breaker switch is on, opening the faucet will produce water flow.

NOTE: Intermittent operation of the freshwater pump while all faucets are closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and repair.

Please refer to your manual under Heads & Galley systems for more specific information.

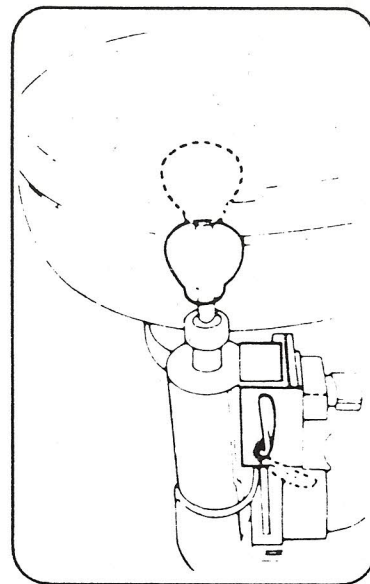
GENERAL HANDLING & OPERATION

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.



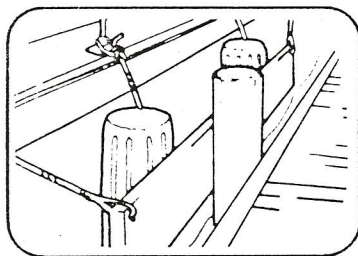
Pumps:

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 that the pump impeller area is clean and free of obstructions. Inspect electrical wiring for corrosion. Make sure float switch moves freely and is making an electrical connection.

Docking:

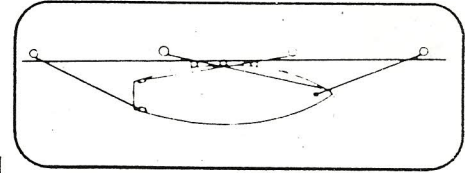
Docking your boat should be handled carefully to avoid potential damage. Under normal wind and water conditions, the following considerations should be made:



1. Whenever possible, your approach should be made against the prevailing wind and current to assist in stopping the boat. Where these conditions are contrary, the strongest should be used to determine approach.
2. Approaching the dock-dock lines and fenders should be at ready, loose gear stowed and decks cleared. Determine the direction of wind and current, and, once you decide which side of the boat will be against the dock, rig dock lines and fenders on the appropriate side. One dock line should be attached to the bow cleat, another to the stern cleat opposite the side that will lie against the dock. *NOTE:* If the boat is to lie against a piling, rig a fender board across two or more fenders

GENERAL HANDLING & OPERATION

3. Tying up-attach bow and stern lines to dock, hauling boat in with fenders against dock. Rig crossing spring lines to limit motion forward and aft. Be sure to allow some slack in all lines to compensate for tidal activity if present. Never use bow rail, stern rail or stanchions to secure vessel, even for brief periods. For other types of moorings, or for abnormal



Anchoring:

Your Hunter comes with an on-deck anchor well and a burying-type anchor as standard equipment. The anchor is selected to suit the size and weight of your boat under normal anchoring conditions, and provides its best holding characteristic in muddy or sandy bottoms.

When anchoring, pay particular attention to the scope of your anchor rode (i.e., the relationship between the depth of the water and the length of the rode). A good rule of thumb is to allow a scope of about 7:1 (a rode seven times as long as the vertical distance from the bow to the bottom). A helpful aid is to mark the rode every 20 feet or so with knots or other types of indicators. Before dropping anchor, make sure the bitter end is secured to the cleat in the anchor well.

Also, be sure to consider wind direction, currents, mean low tide depths and other local conditions when anchoring, as well as the positions of any boats already anchored nearby.

CAUTION: Anchoring in unusual water and/or weather conditions will require additional precautions. Consult your *Chapman's* or other approved guide for suggestions.

To weigh anchor, motor or sail (under main only) slowly forward. When at a point directly above the anchor, a quick tug should free it from the bottom. Take care not to damage the topsides when hauling

