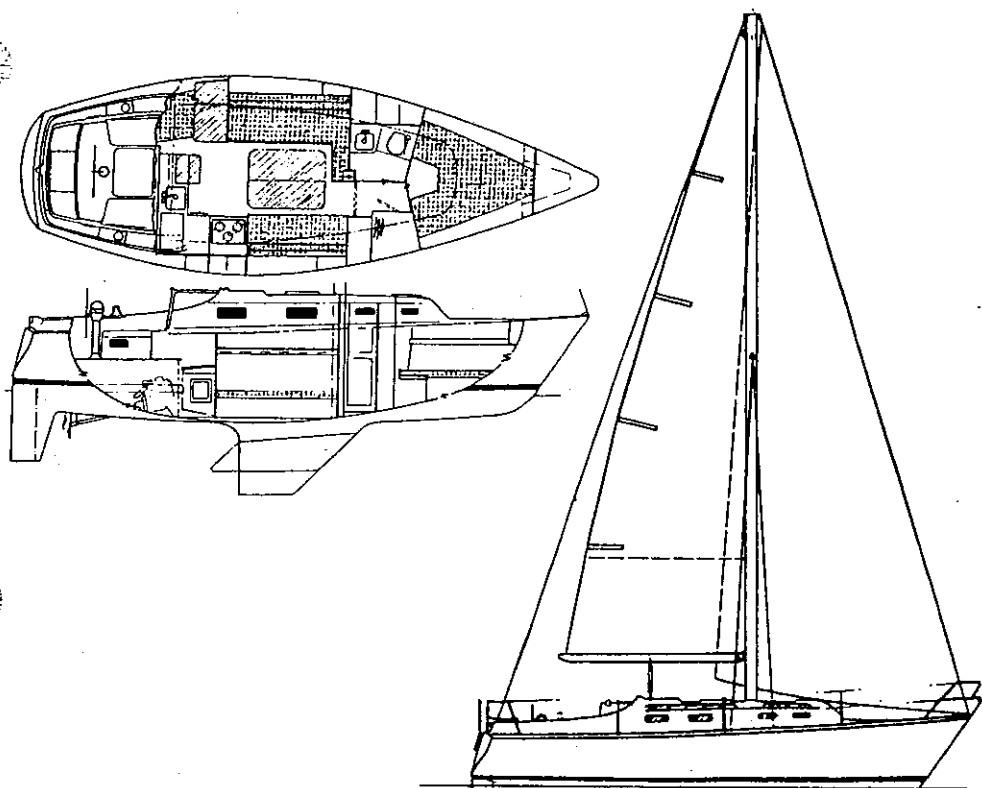


When All Else Fails Read The Book

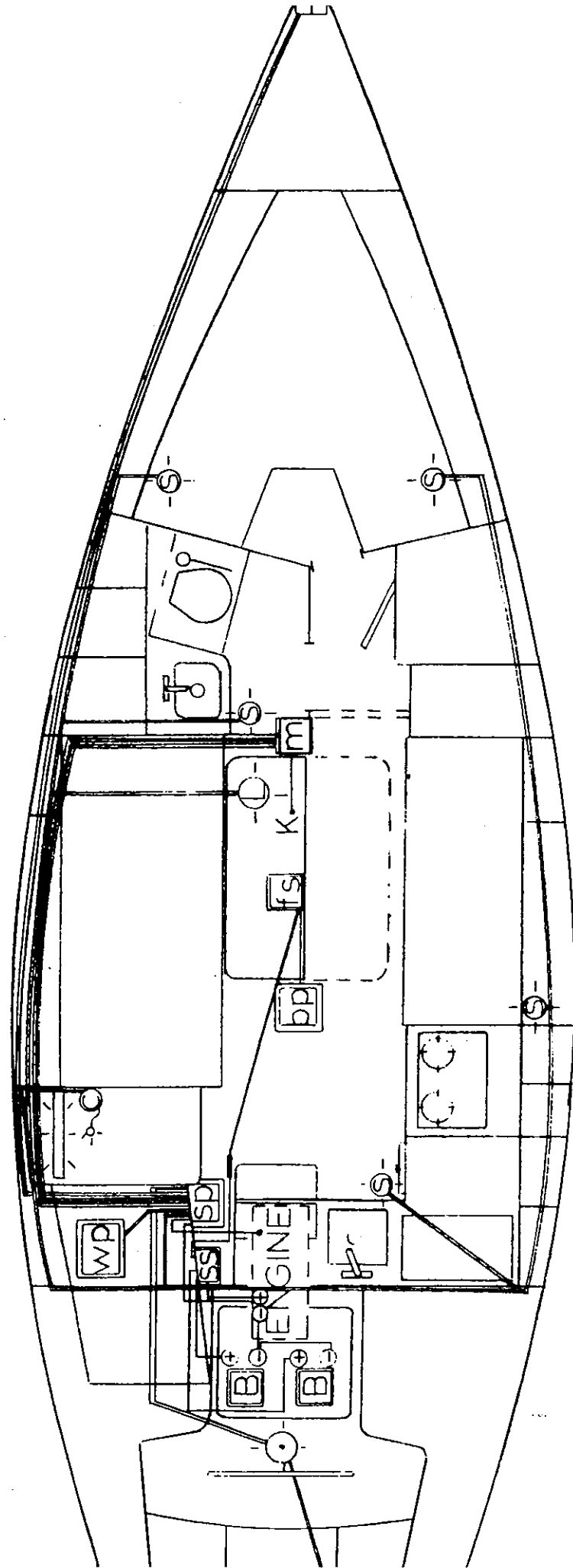
Hunter 30



SPECIFICATIONS:

E (Mainsail foot)	10'9"	3.28 m.
J (Foretriangle base)	12'10"	3.91 m.
P (Mainsail luff)	37'0"	11.28 m.
I (Foretriangle ht.)	42'0"	17.80 m.
L.O.A.	29'11 1/2"	9.09 m.
L.W.L.	25'9"	7.83 m.
Beam	10'1 1/2"	3.04 m.
Sail area	473.1 sq. ft.	43.95 sq. m.
Displacement	9,700 lbs.	4,399.9 kg.
Ballast	Shoal 4,000 lbs.	1,816.00 kg.
	Deep 4,000 lbs.	1,816.00 kg.
Draft	Shaft 4'0"	1.20 m.
	Deep 5'3"	1.50 m.
Mast height	40'6"	12.34 m.
from waterline	47'0"	14.33 m.
Headroom	6'4"	1.90 m.

Inter 30 WIRING DIAGRAM (DC)



LEGEND:

	BATTERY (2-72 A.)		SM. ROUND LIGHT
	SWITCH PANEL		LG. ROUND LIGHT
	SAFETY MAIN SWITCH		LG. FLUOR. LIGHT
	WATER PUMP		SM. FLUOR. LIGHT
	BILGE PUMP (750 GPH)		CHART LIGHT
	FLOAT SWITCH		IN-LINE FUSE
	MAST		FLUOR LIGHT AT CHART TABLE IS RED.
	KEEL		

FLUOR LIGHT

SWITCH PANEL

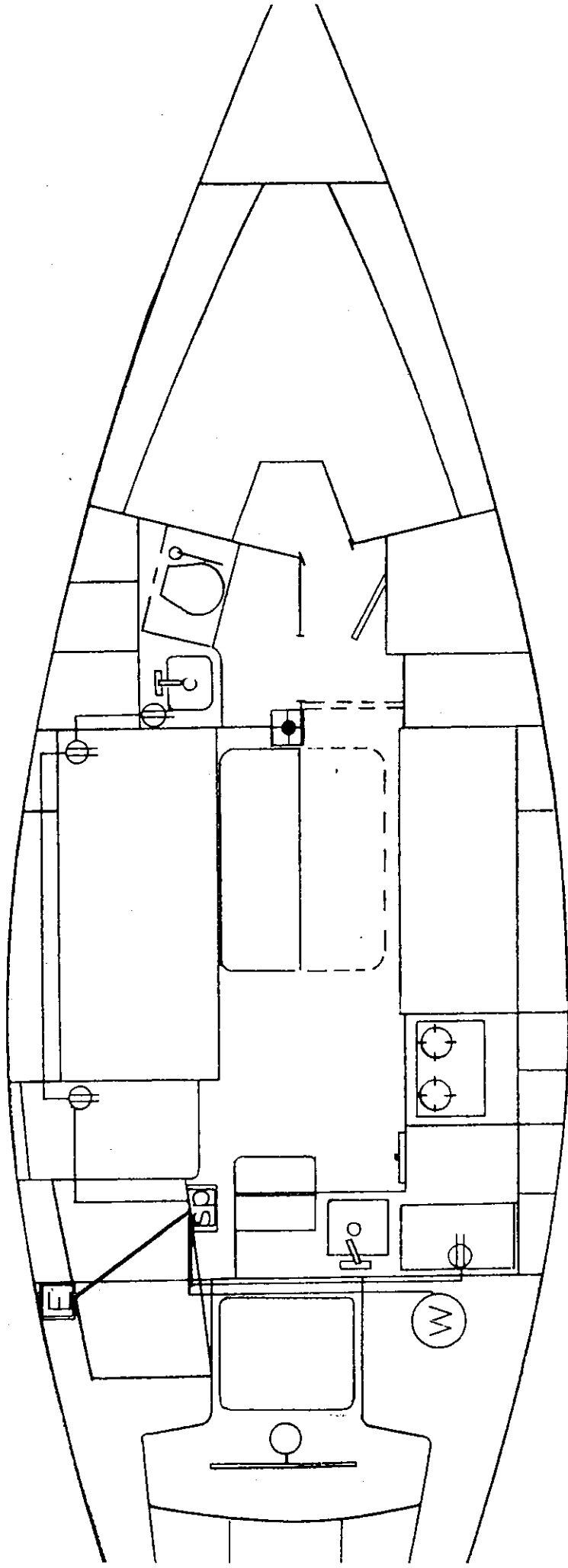
WIRING NOTES:

COLOR	GAUGE	APPLICATION
RED	4	BATTERY CABLE/SAFETY MAIN
WHITE	8	MAST GROUND
RED	10	DC SUPPLY TO SWITCH PANE
RED	12	WATER PUMP
BLUE	16	CABIN LIGHTS
WHITE	16	RUNNING LIGHTS (BOW)
"	"	" (STERN/ICON)
GREEN	16	STEAMING LIGHTS
RED	16	ANCHOR LIGHT
BROWN	16	BILGE PUMP
TAN	16	BILGE FLOAT SWITCH

● ALL LEADS (EXCEPT FLOAT SWITCH AND MAST GRID RUN WITH BLACK GROUND OF EQUAL GAUGE. THESE ARE CONNECTED TO A COMMON GROUND AT THE PANEL WHICH IS GROUNDED TO THE ENGINE WITH 10 GAUGE BLACK WIRE.

nter 30

WATER SYSTEM DIAGRAM (AC)



LEGEND:



ELECTRICAL DECK PLATE



SWITCH PANEL



WATER HEATER



110V OUTLET

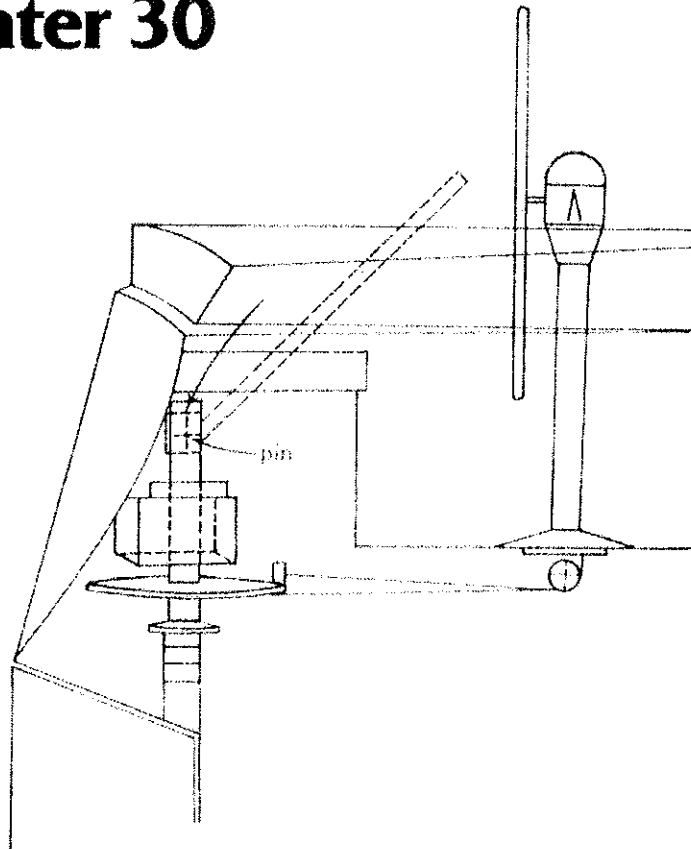


10/3 MARINE POWER CABLE
(AC SUPPLY)



14/3 MARINE POWER CABLE
(TO OUTLETS/WATER HEATER)

Hunter 30



IMPORTANT LOCATIONS

EMERGENCY TILLER INSTALLATION: lift lazette seat, remove pin in rudder shaft, fit emergency tiller brackets over rudder shaft, re-insert pin.

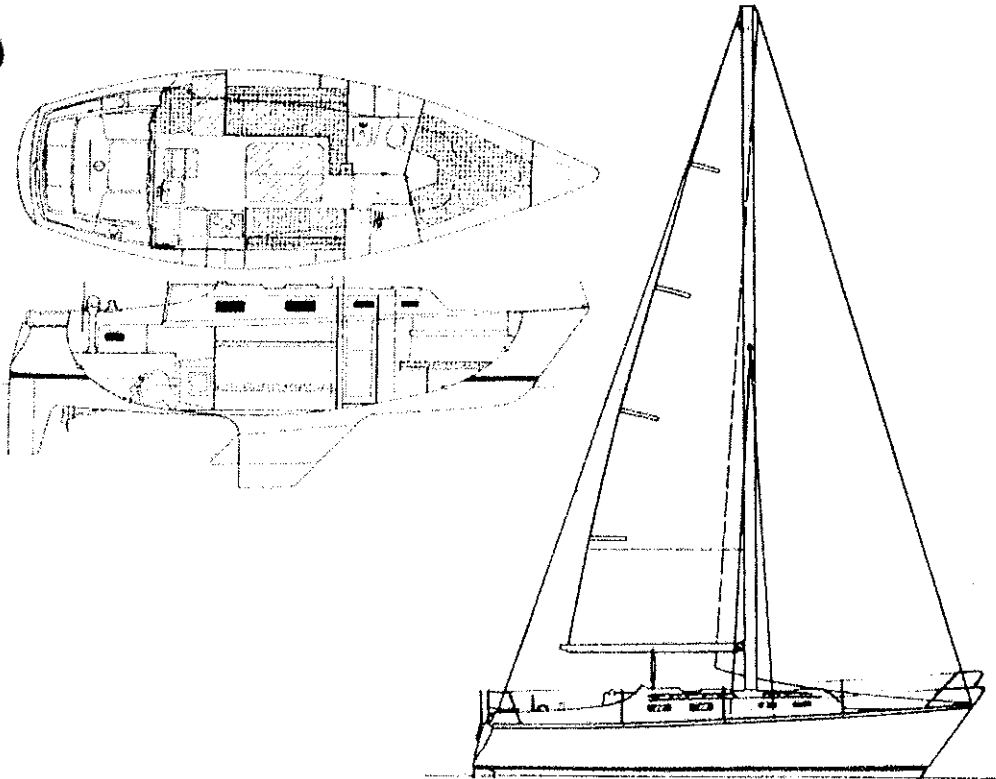
DIESEL FILLER: portside cockpit coaming.

WATER FILLERS: port and starboard side decks, amidships.

WASTE PUMP OUT: starboard side deck, forward.

DOCKSIDE POWER OUTLET: starboard cockpit coaming.

Hunter 30

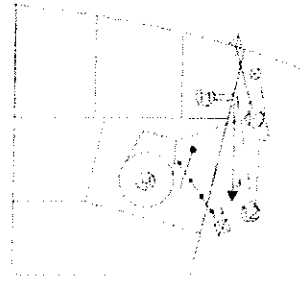


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	Deep 5'3"	1.50 m.
Mast height	40'6"	12.34 m.
	from wateline 47'0"	14.33 m.
Headroom	6'4"	1.90 m.

Hunter 30

PLUMBING DIAGRAM



DECK AREA
 ••••• 3/4" DIA. HOSE

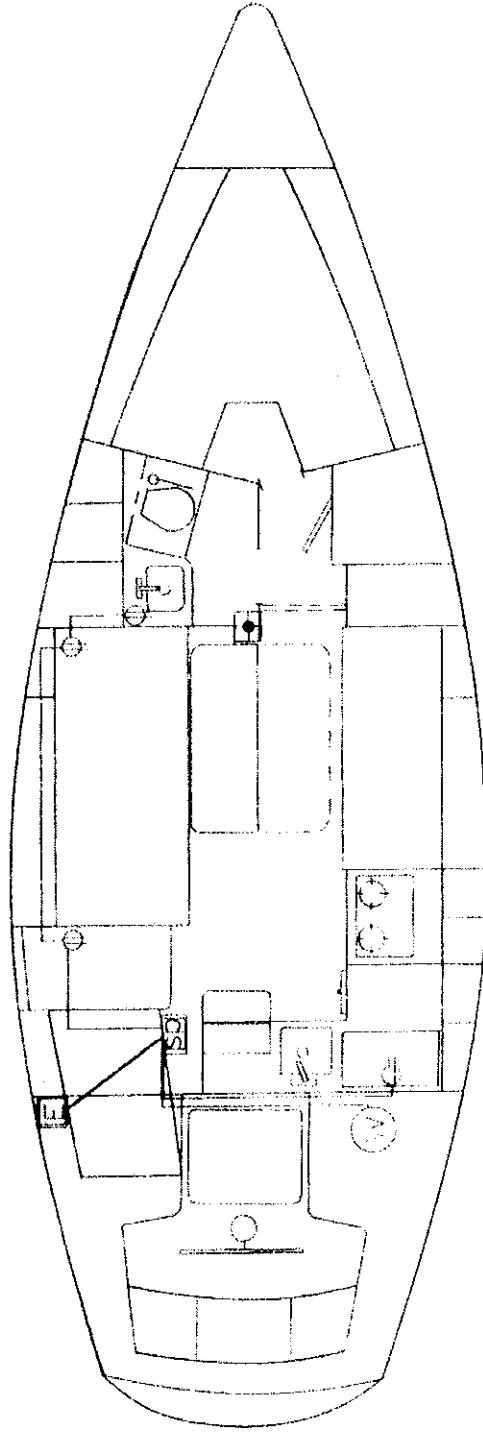


LEGEND	
①	WATER TANK
②	WATER PUMP
③	WATER HEATER
④	WASTE
⑤	CANOPY
⑥	BROOF PUMP (ELECT.)
⑦	R-BOWL
⑧	SHOWER
⑨	HEAD
⑩	HOLDING BAY
⑪	1-1/2" VENTED EXH. (BRONZE)
⑫	WASTE PUMP (MANUAL)
---	1 1/2" WH HOSE (COLD WATER)
---	1 1/2" WH HOSE (HOT WATER)
---	3/4" (3/8") W.A. (COLD WATER)
---	1/2" (3/8") W.A. (COLD WATER)
---	1/2" (3/8") W.A. (HOT WATER)
---	1/2" (3/8") W.A. (WASTE)
---	1/2" (3/8") W.A. (EXH.)
---	1/2" (3/8") W.A. (EXH.)
---	1/2" (3/8") W.A. (EXH.)
▲	FRESH WATER (MANUAL)
⊙	DECK PLATE WATER
⊙	DECK PLATE WASTE
⊙	SALT WATER PICKUP
△	WATER & WASTE VENTS
7	GATE VALVE

SYSTEMS
 FRESH WATER
 WASTE DISPOSAL
 DRAINS

Hunter 30

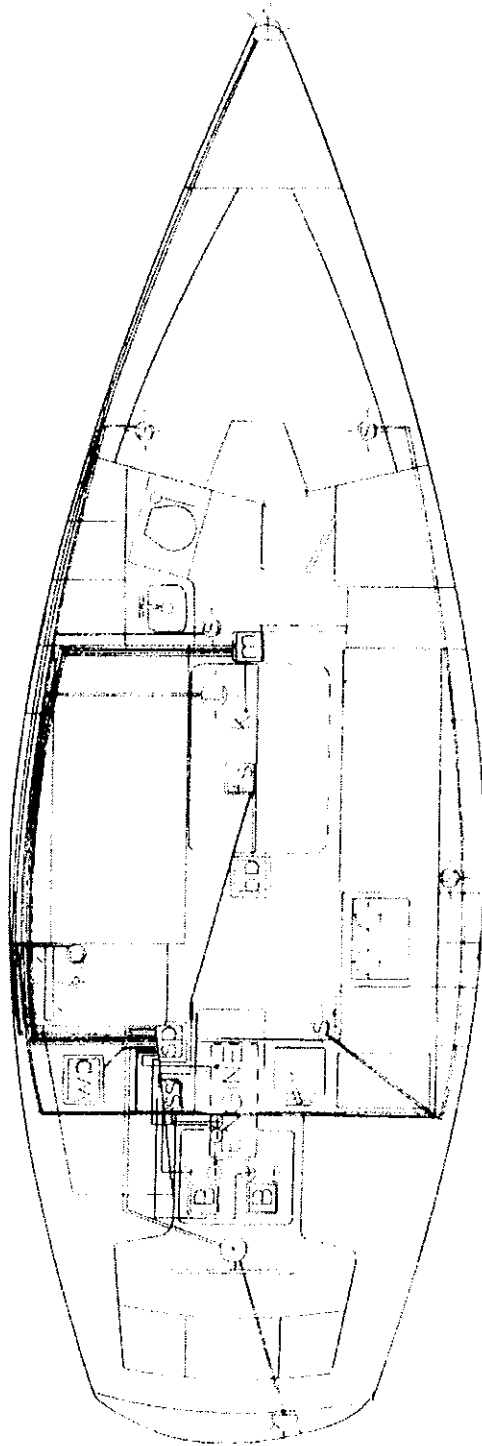
WIRING DIAGRAM (AC)



LEGEND	
	ELECTRICAL DECK PLATE
	SWITCH PANEL
	WATER HEATER
	110V OUTLET
	10/3 MARINE POWER CABLE (AC SUPPLY)
	14/3 MARINE POWER CABLE (TO OUTLETS/WATER HEATER)

Hunter 30

WIRING DIAGRAM (DC)



SYMBOL	DESCRIPTION
B	BATTERY (12-27A)
S	SWITCH (MAIN SWITCH)
W	WATER PUMP
P	BILGE PUMP
C	CABIN LIGHTS
L	LIGHTS (10-ROUND LIGHT, 10-FLOOR LIGHT, 5M FLOOR LIGHT, CHART LIGHT)
R	RED
W	WHITE
B	BROWN
T	TAN
K	STEERING COMPASS

WIRING NOTES
1. ALL LEADS EXCEPT FLOAT SWITCH AND MAST GROUP ARE RUN WITH BLACK GROUND OF LOCAL GAUGE. THESE ARE CONNECTED TO A COMMON GROUND AT THE SWITCH PANEL WHICH IS GROUNDING TO THE ENGINE WITH A 10 GAUGE BLACK WIRE.
2. MAST GROUP: FLOAT SWITCH AND MAST GROUP ARE RUN WITH BLACK GROUND OF LOCAL GAUGE. THESE ARE CONNECTED TO A COMMON GROUND AT THE SWITCH PANEL WHICH IS GROUNDING TO THE ENGINE WITH A 10 GAUGE BLACK WIRE.
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100. WATER SUPPLY TO SWITCH PANEL

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 (such as Winterize[®]) 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 (see Periodic Maintenance) and, 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.

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.

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

TEAK CARE

As your teak weathers, you can maintain an even ash white color by washing it periodically with a household scouring cleanser. Maintaining an unweathered appearance can be accomplished by sanding lightly and applying teak dressing, furniture oil, or by varnishing.

SHAFT LOG ADJUSTMENT

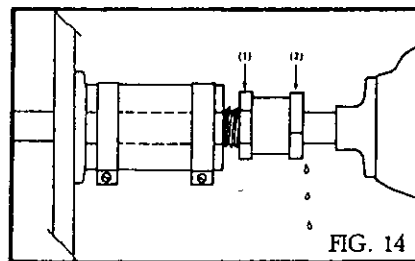
Your inboard engine is equipped with a propeller shaft stuffing box which serves as both a bearing surface and a water seal. Shaft log packing should be checked periodically (at least every 30 days) for proper adjustment.

The stuffing box is located in the stern section of the engine compartment where the shaft goes through the hull (Fig. 14).

To check, note drip rate. It should average one drip every 10 to 15 seconds (This is necessary for proper lubrication).

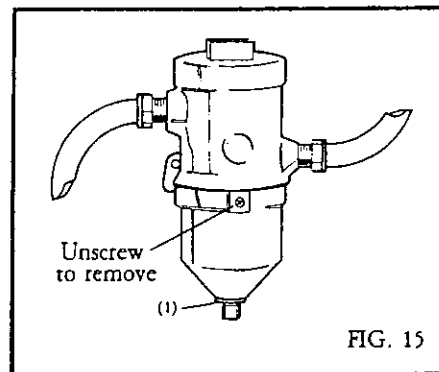
To adjust, first back off the bronze lock nut (1) on the rear of the unit (facing unit, turn clockwise to loosen). Next

tighten or loosen the packing gland (turn clockwise to tighten) until proper drip rate has been obtained (2). Retighten lock nut (turn counter clockwise) to lock packing gland in position.



SERVICING THE FUEL FILTER

Your fuel filter should be changed every year to protect your engine from damage. The 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 filter. Also change the secondary filter nearer the carburetor. Apply petroleum jelly type lubricant to threads on filter cap (1) to prevent water from entering fuel tank. In addition, check all connections, filler hoses and clamps.



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.

BATTERY SERVICE

Check your battery(ies) on a regular basis to insure proper water level. Also check terminals for tightness and corrosion. Clean and retighten if necessary.

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 a year or so 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. Following directions on container, 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 (according to instructions on container) after putty is applied to crack.

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.

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 burnish the filled crack with a power-driven buffing pad coated with a fine rubbing compound. To avoid damage to the surrounding gel coat, do not overpolish.

SAIL CARE AND STORAGE

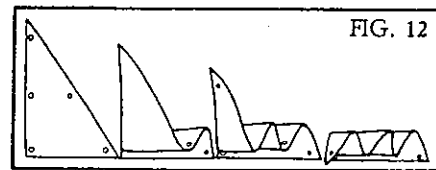
Your Hunter comes with Dacron mainsail and 110% genoa jib. To extend the life of your sails and maintain their best performance:

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. When dry, fold according to diagram in Fig. 12. First spread sail on flat surface, then fold in a smooth,

accordian 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.

CARE OF RUNNING RIGGING

To protect your running rigging (sheet, 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, usually in a cockpit seat locker.

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.

WINCH MAINTENANCE

Your winches should be periodically disassembled, cleaned and lubricated. To

inspect, remove the snap ring (1) at the top of the winch using a small screwdriver. (Use a spiral motion rather than straight up.) Lift the drum (3) with the cover still in place (2) from the base (6).

Next, insert a handle and rotate the mainshaft in both directions. If winch does not operate freely, continue with complete disassembly procedure, outlined in winch manufacturer's manual. If winch *does* operate freely, remove the bearing (4) and clean the bearing spindle and drum interior of any dirt or salt deposits.

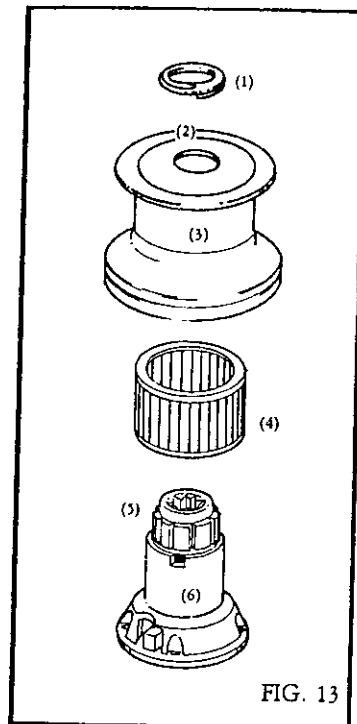


FIG. 13

Lubricate the mainshaft (5) with light machine oil. Crank the winch while lubricating to be sure the oil is worked along the length of the mainshaft.

Grease the bearing surface of the base (6).

Reinstall the drum per the proper reassembly procedure.

CLOSING UP YOUR BOAT AFTER SAILING

When leaving your Hunter at the dock for more than a short time it is a good idea to review the following checklist 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.

CHECKLIST

1. Fold and bag headsails and stow below. Furl mainsail and cover, or remove and also bag.
 2. Remove and stow all portable deck hardware such as snatch blocks, winch handles, etc.
 3. 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.
 4. Attach the shackle ends of all halyards to convenient fittings and take up slack.
 5. Cleat and coil halyard tails and permanent sheets, hanging them off the deck to promote drying. Other lines should also be coiled and stowed away.
 6. When leaving the boat for several days or more it is a good idea to cover the winches and steering pedestal.
 7. Close all fuel lines and gate valves, and turn off the electrical system. Pump the bilge.
 8. Check air vents, secure ports, and hatches, and particularly if you have operated in salt water, swab the decks.
 9. As you leave, make a final check of mooring lines, chafing gear, fenders, etc.
-

BILGE PUMP OPERATION

Your Hunter 30 or 33 is fitted with an automatic electric bilge pump. This pump will be turned on and off automatically by means of a float switch integrated in the pump unit. However, it is necessary to first activate the pump by means of the "Bilge Pump" switch on the electric panel.

REEFING:

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 Genoa specifically cut very full and having a lightweight cloth that cannot withstand the strain of reefing (consult a sailmaker if in doubt).

OPERATION OF THE 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 would not be 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 fresh water pump while all faucets are closed usually indicates a leak somewhere in the lines. Trace the lines to locate the leak and correct.

KEROSENE STOVE OPERATION

To fill — release pressure and unscrew filler cap. Fill tank with a good grade water-white kerosene using a funnel. Replace cap. **NOTE:** filler cap is equipped with a safety valve and must not be replaced by any other cap.

Preparation — before operating the

stove, see that all top burners and the oven burner are closed (fully clockwise). Close the vent cap and pressurize the tank to approximately 10 pounds.

To start — pump 20 times or more to pressurize fuel tank. Burners must be preheated to produce kerosene vapor. **CAUTION:** Flare-up may occur during preheating and particularly if burner valve is opened before preheating is completed. Follow starting instructions very carefully. If flare-up occurs, shut off burner and re-start as per starting instructions.

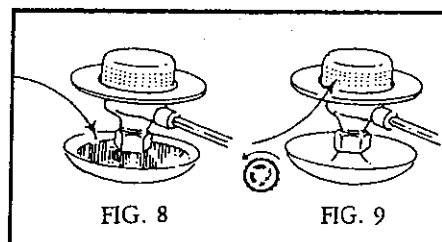


FIG. 8

FIG. 9

Fill priming cup under burner 3/4 full with alcohol stove fuel and ignite (Fig. 8). **DO NOT USE KEROSENE TO PRIME BURNERS. DO NOT ATTEMPT TO FILL BURNER FLANGE — PRIMING CUP IS BELOW BURNER BODY.** When alcohol is fully consumed, turn control wheel toward open position (counter clockwise) and light burner (Fig. 9).

DO NOT PUT COOKING UTENSILS ON STOVE UNTIL BURNERS ARE FUNCTIONING PROPERLY.

Oven burner — operation of the oven burner is the same, except the baffle plates (located at the bottom of the oven) must be raised to prime the burner. Temperature control is by manual adjustment of the burner flame using the control located under the oven door.

To turn off — turn control wheel to extreme right. Release pressure in tank by loosening filler cap.

IN CASE OF FIRE SMOTHER GREASE AND KEROSENE FIRES, OR USE BAKING SODA OR A CLASS B FIRE EXTINGUISHER

ALCOHOL STOVE OPERATION

1. Fill tank 3/4 full with alcohol stove fuel.
2. Pump tank 15-20 strokes.
3. Momentarily open burner valve till priming cup under burner is 3/4 full (1). Close valve and light alcohol (2).
4. When alcohol is consumed, hold lighted match to burner cap and open valve (3).

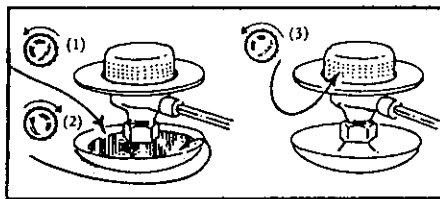


FIG. 10

CAUTION:

- Burner must be above 200 degrees F for correct operation.
- Do not leave operating burner unattended.
- Use alcohol stove fuel only.
- Close valve and release tank pressure when not in use.
- USE WATER ON ALCOHOL FIRE
- USE CLASS B EXTINGUISHER ON GREASE FIRE

TOILET

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

Before using, raise lever (1) and pump slowly to partly fill and wet inside of bowl.

After using: (1) raise lever (flush position), and pump until bowl is thoroughly cleaned. Continue with several more full strokes to flush discharge lines. (2) depress

lever and pump slowly until bowl is empty (pump dry position).

HOLDING TANK PUMP OUT:

When the toilet is flushed, waste is pumped directly into the holding tank. This tank is connected to a divided hose, with one side going to a thru-hull fitting and the other to a pump-out fitting on deck. To pump waste overboard where allowed, keep deck pump-out fitting closed, open the valve on the thru-hull or discharge fitting, and work the hand pump. **IMPORTANT: VALVE ON DISCHARGE FITTING MUST BE CLOSED AT ALL TIMES EXCEPT WHEN PUMPING WASTE OVERBOARD.**

To suction waste out at dockside, open pump-out fitting on deck (making sure valve on pump is closed). When tank is empty be careful to reinstall deck pump-out fitting securely so that rain or seawater does not run into holding tank and overflow.

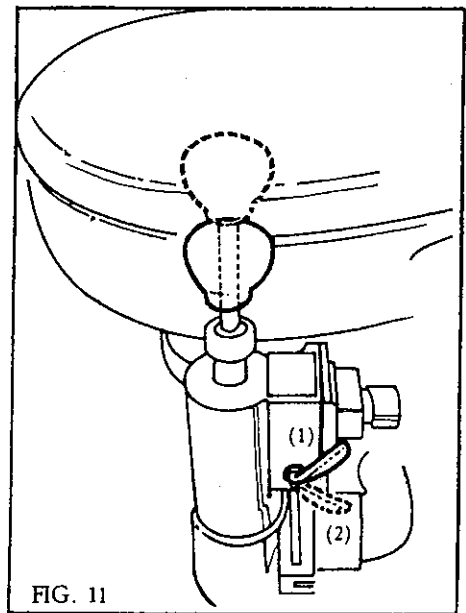


FIG. 11

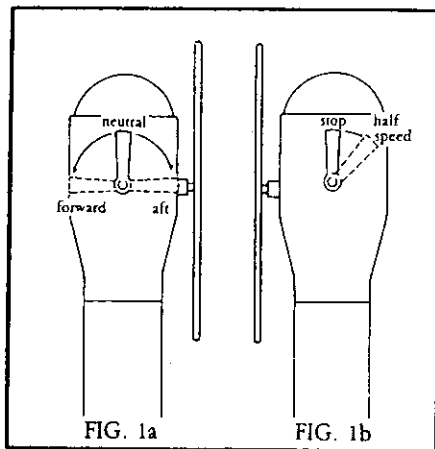
OPERATION OF THE DIESEL AUXILIARY ENGINE

THIS INFORMATION IS PROVIDED FOR GENERAL REFERENCE ONLY. READ THE YANMAR MANUAL INCLUDED IN YOUR OWNER'S PACKET THOROUGHLY BEFORE OPERATING.

NOTE: before starting the engine, make sure no tools, etc. have been left in the engine compartment where they might contact moving parts.

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. Wait until buzzer and/or light goes off. Press the starter button and hold until engine starts, then release.

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 Yanmar dealer.

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

ELECTRICAL SYSTEM

Your Hunter is fitted with an electrical system designed to be easily switched from AC to 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 switching your main breaker to the AC position (Fig. 2). (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 switch the main breaker to DC. 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 to 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 for use.

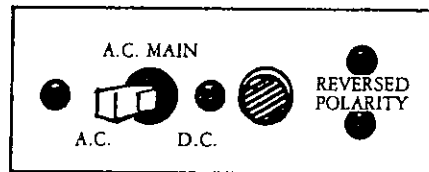


FIG. 2

TUNING THE RIGGING

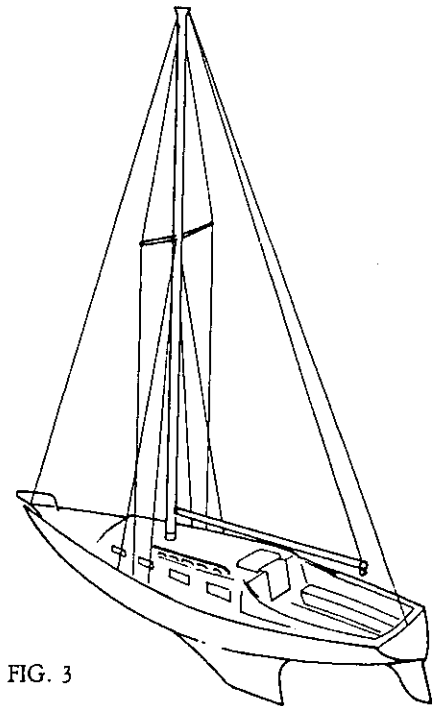


FIG. 3

After you have sailed your Hunter a few times, you should readjust or "tune" the rig to insure proper balance and maximum performance.

First check to make sure your mast is vertical athwartships (90 degree angle to surface of the water). This can be done 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. If not, adjust turnbuckles on shrouds accordingly. Adjustment of both upper and lower shrouds is necessary to avoid bending the mast at the spreaders.

If your boat exhibits either lee helm or excessive weather helm, additional adjustments are indicated. A slight degree of weather helm (the tendency for the boat to round up into the wind when steering

is released) is considered desirable. If weather helm is excessive, it can usually be corrected by raking the mast forward until proper balance is reached. If this does not quite achieve the balance you want, try storing additional weight aft (under the cockpit seat).

Lee helm (the tendency to fall off when steering is released) can usually be corrected by following procedures opposite those outlined for weather helm.

After adjustments are made, be sure to tape the cotter pins on the turnbuckles to protect sails from chafing and snags.

DOCKING CONSIDERATIONS

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.

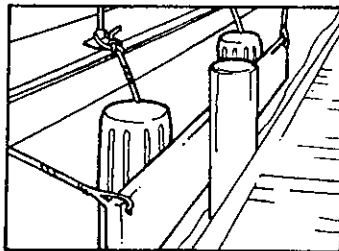


FIG. 4

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 2 or more fenders (Fig. 4).

3. Tying up — attach bow and stern lines to dock, hauling boat in with fenders against dock. Rig crossing spring lines (Fig. 5) 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 wind or water conditions, consult your *Chapman's* or other approved boating guide.

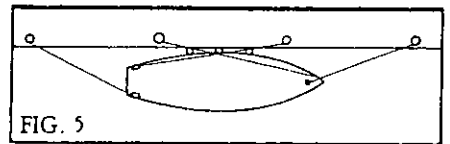


FIG. 5

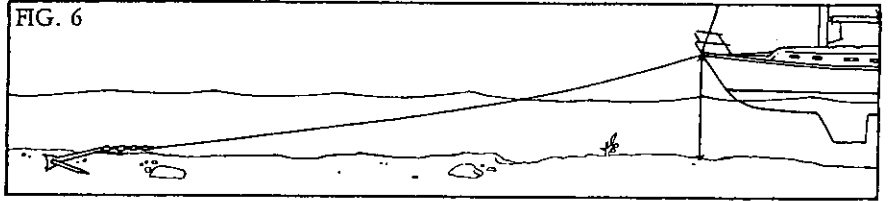
ANCHORING SUGGESTIONS

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 (Fig. 6 overleaf). A good rule of thumb is to allow a scope of about 7 to 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

FIG. 6



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 the anchor aboard. It is good practice to thoroughly clean the anchor prior to placing it in the anchor well.

REEFING THE MAINSAIL

Your Hunter is equipped with an easy-to-use jiffy reefing system. To reef the main:

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

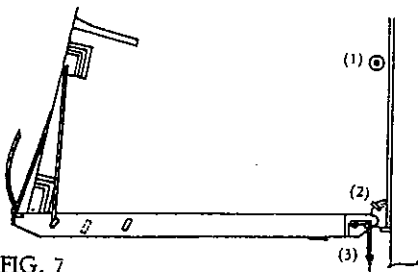


FIG. 7

4. Re-adjust 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.

IMPORTANT: be sure to untie these first when shaking out the reef.

7. To unreef, reverse the process.

ROLLER FURLING OPERATION

NOTE: HALYARDS HANGING DOWN FRONT OF MAST CAN CATCH IN ROTATING HALYARD FITTING. TO PREVENT, FLIP THEM BEHIND UPPER SHROUDS AND SPREADERS BEFORE CLEATING TO MAST.

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 use of a winch.
2. To roll the jib tightly around the headstay, it is advisable to keep some tension in 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 snarls on 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.

The Hunter 30

No frills coastal cruiser sails surprisingly well

The Iraqi invasion of Kuwait, and the resulting "energy crunch," is in some ways an anniversary for Hunter Yachts.

The company began building auxiliary sailboats in 1974, largely as the result of the first oil embargo and the new energy consciousness that followed in this country. Hunter began as a division of Silverton, one of the country's large manufacturers of small powerboats, which was interested in expanding its offerings and taking advantage of the new interest in saving fuel.

The new company's aim was high-volume production, keeping prices low by standardizing design, making as few tooling changes as possible, and offering its boats "fully equipped," this in the days when other companies were selling such things as bow pulpits and lifelines as options on a 30-foot boat.

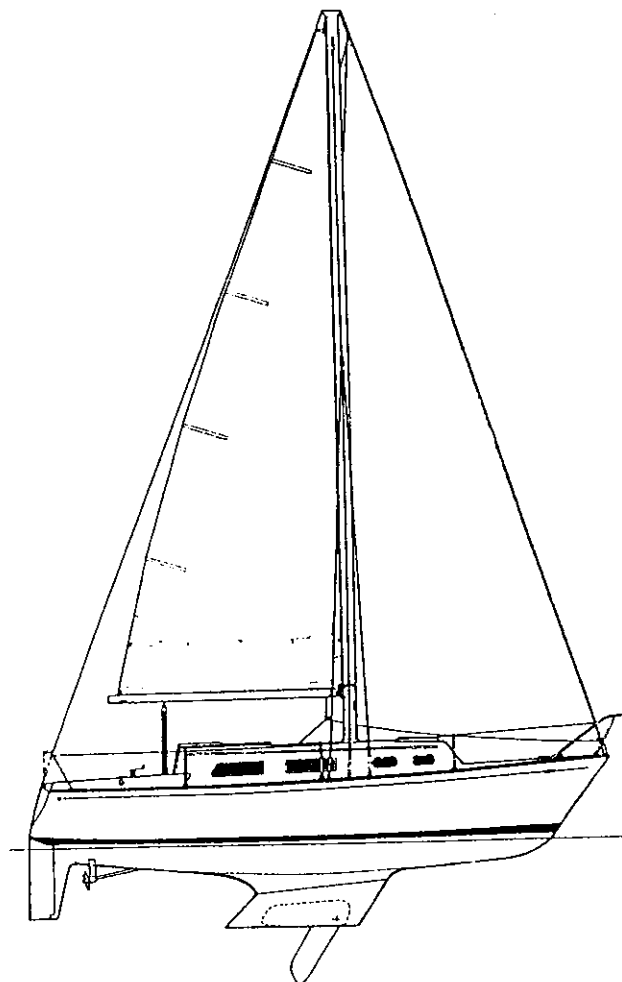
The original boats came with sails, dock lines, fenders, lifejackets, and fire extinguishers, in what Hunter came to call the "Cruise Pak" of standard features. About the only option available on the early Hunters was a choice of shoal or deep draft keels.

The company's corporate goals seem little different today, a remarkable consistency in marketing sailboats through the ups and downs of the last 16 years. The company continues the Cruise Pak on its boats to this day, now offering even electronic equipment and a copy of *Chapman's Piloting, Seamanship, and Small-Boat Handling*. The one notable change in Hunter over the years has been in the number of models offered. Hunter began—like its chief competitor, Catalina Yachts—with a small group of standardized models. From 1974 through 1977 they offered only the Hunter 25, 27, and 30 models, and from 1977 through 1979 they added only the 33 and 37.

Nowadays, unlike Catalina, Hunter is offering an almost bewildering variety of models, with frequent updates and design changes. Model lines called "Hunter," or "Vision," or "Legend," have little in the way of family resemblance.

The Hunter 30 is a John Cherubini design, as was the companion Hunter 27. The third of the original Hunters—the 25—was designed by Cherubini and Robert Seidelmann.

The company has been remarkably reticent about giving out information—more so than any other boat builder *Practical Sailor* has ever dealt with. We called for information on how many 30s had been built, for example, and were told simply, "We don't release that information." We asked also for design information, both for the original 30 and the current Hunters, which are advertised as the product of



Specifications

LOA	29' 11½"
LWL	25' 9"
Beam	10' 1½"
Draft	4' 0" (shoal) 5' 3" (deep)
Ballast	4,100 lbs.
Displacement	9,700 lbs.

CEO "Warren Luhrs and the Hunter Design Team." Again, the company declined, and we can only guess as to who is responsible for this policy.

The latest 30 we examined was a 1980 model, hull #934. The 30 we sailed was a 1978, hull #568. The boats were built from 1974 until 1983, and we presume that more than 1,000 were built. Some number of them were sold as "Quest 30s," essentially a sail-away bare-hull kit boat, with the purchaser completing the interior and the fitting out.

The Hunter 30 owners who responded to our reader surveys generally felt they were decently treated by the company. Most said the company had responded to warranty problems and to inquiries and complaints, though a number of owners did remark on the long time it sometimes took to get a response.

One example of good customer relations was in the

owner's manual that we found on each Hunter 30—a good, clear, simple manual. It has always amazed us how many other makers of low-priced, and even expensive, boats provide the buyer with little or no printed information.

The Boat

In contrast to today's Hunters, the early Cherubini-designed models were conservative and conventional in design.

The longer sister models—the 33 and 37—were in our opinion good-looking boats, moderately styled, with an attractive bow line and sheer and a pleasing coach roof. The smaller boats, the 25 and 27, were not ugly; however, packing a lot of room into a short waterline caused them to be higher-sided with boxier cabin houses than would be ideal for appearance's sake.

The 30 lies somewhere between—handsome from some angles but just a little bit too flat in the sheer and high in the cabin top to be considered beautiful. Still, most traditionalists will consider it a much more attractive boat than the modern Euro-style Hunters.

The hull is very full to give a lot of interior room, but otherwise quite typical of the racer-cruisers of the 1970s. Overall, the boat is 29' 11½"—the maximum allowable length under the then popular Midget Ocean Racing Club (MORC) rule. The short overhangs result in a long waterline, fundamental for sailing speed. The beam, at just a hair over 10 feet, is moderate by 1970s' standards, but narrow in comparison to the "big" 30-footers that have appeared since. The Catalina 30, for example, is nine inches wider, and many 1990 boats carry a foot more beam (and generally carry it further aft) than the Hunter 30.

A conventional fin keel, drawing 5' 3", was standard, with a 4' 0" shoal keel as an option. We sailed only on the deep keel version, and suspect it is much to be preferred unless you absolutely need the shallower draft. Company literature lists the displacement and ballast as identical on both models. If true, the shallow keel version will be more tender, calling for a reef early as the wind pipes up. There's a full skeg ahead of the rudder. If you have to remove the propeller shaft for some reason, you'll have to remove the engine first, or tear the skeg off.

In construction, the boat is very conventional—an eco-

At A Glance...

Strengths

- Good value
- Sails well
- Roomy interior

Weaknesses

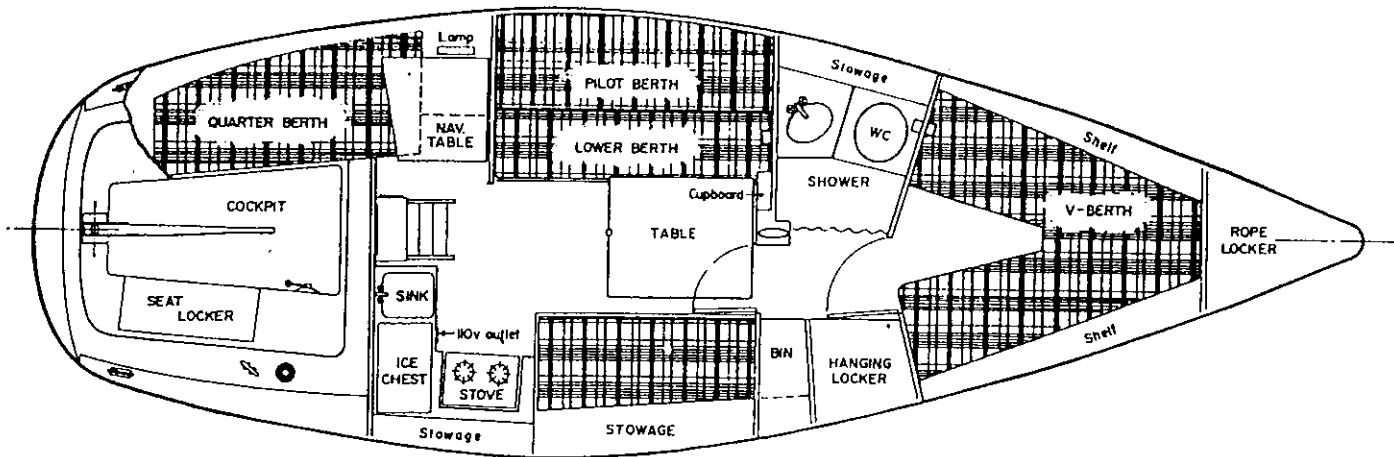
- Small foredeck
- Plain interior
- Short rig for light air
- Engine vibration (old Yanmars)

Conclusion: Surprisingly nimble sailer despite being under-rigged for light air conditions. Handles well under sail and power. The fiberglass work is average and the interior finishing plain, but the boat has a wholesome, somewhat traditional feel. With prices ranging from mid-teens to low 20s, we think it's a good buy.

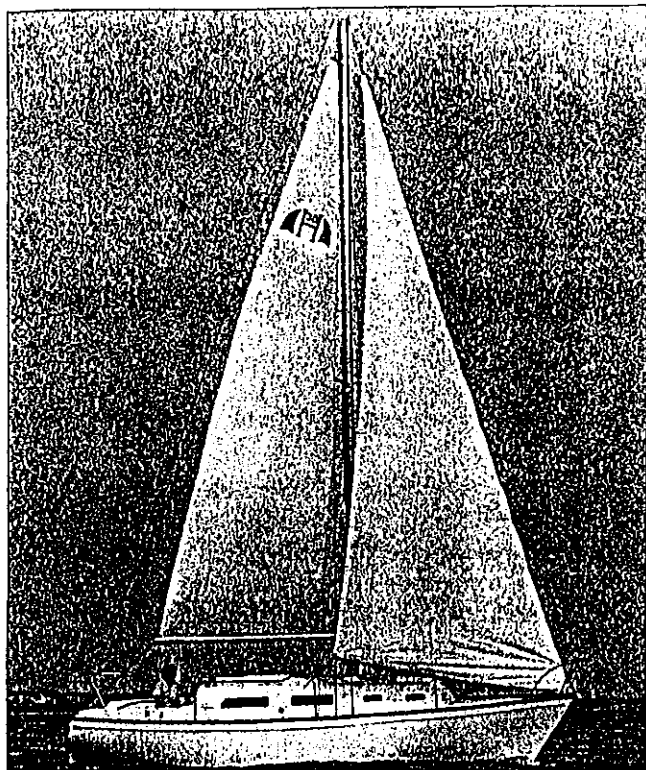
nomical solid-glass layup in the hull and a balsa-cored deck with plywood for backing under cleats. A conventional flange, with a through-bolted aluminum toerail, joins the hull and deck together. Our opinion of the fiberglass work was that it was good but a little light—marginal for offshore sailing but strong enough for typical coastal cruising. On one of the boats we looked at there was extensive delamination of the cockpit sole and the bench seats.

The conventional construction is quite in contrast to the present-day Hunters. CEO Warren Luhrs has heavily advertised his participation in long-distance singlehanded races, featuring boats with high-tech construction and exotic materials. And the new Hunters can generally be described as highly engineered, at the opposite end of the spectrum from the early Hunters, like the 30.

Finally, on the two 30s that we examined thoroughly, there was a good bit of sloppy glass work—ragged edges, un-



According to readers, the large interior was a major reason for purchasing the Hunter 30.



The Cherubini-designed Hunter 30 is under-rigged for light air, but a good sailer in moderate winds.

resinated glass—in compartments and otherwise out of sight. And among responses from Hunter 30 owners, there's a surprisingly high number of complaints about what we would collectively call quality control problems: fuel-return lines improperly hooked up, chafed hoses, leaking ports, plumbing kinked, untightened screws and nuts, poorly fitted hatch boards and lazarette covers, improperly installed exhaust systems, and so on.

On Deck

The foredeck is a bit small for anchor work and sail handling because the cabin house extends quite far forward. The 1978 and later models have an anchor well built into the foredeck.

A significant shortcoming of the boat's design is the narrow walkway on each side of the cabin. The wide cabin house makes it clear that the top priority was interior room, with deck work being a distant consideration. It's hard to get past the chainplates, especially on the leeward side when under a press of canvas. The boat we sailed had a furling jib, a desirable option in view of the small foredeck.

The boat has a good cockpit, a bit smaller than many other 30s (again, a result of extending the cabin house for maximum interior room). A wheel was standard on the boat; it's small, which is good for moving around the cockpit, but less than ideal for sailing. We're not big fans of steering wheels on boats under 40 feet or so, but Hunter is obviously successful in appealing to the entry level sailor or the small boat sailor moving up to a first cruising boat.

A "T" cockpit became standard following 1980, and some people prefer that arrangement; however, you can lie down on the older bench seats and you can't with the 'F. The bench

seats would benefit from some sort of drain arrangement since they trap water. In addition, cushions, especially back cushions, would make the cockpit seats more comfortable.

A peculiarity of the decks on the early Hunters is that the non-skid pattern was not molded in as is customary on fiberglass decks. Instead, non-skid material was painted on. In almost all older Hunters we've seen, that material is coming off in spots or even large patches. Fortunately, repair is straightforward (though time-consuming), requiring the filling and fairing of any holes and then the application of a new non-skid paint.

On the boats we examined, there was minimal sail handling equipment on deck—one pair of jib sheet winches, a small halyard winch for the jib, no winch at all for the main halyard, no Cunningham or vang, no control lines on the traveller, no flattening reef, a single jiffy reef block, two jib lead blocks out on the toerail, no backstay adjuster.

Interior

The interior was originally a strong selling point for the boat. Almost every owner commented on the size of the interior—often relative to low price—when talking about their reasons for buying the 30.

Layout is conventional, with a good V-berth forward, then a head with small hanging locker opposite, settee berths on each side with a drop-leaf table in the middle, an L-shaped galley, with the sink underneath the companionway, and a quarter berth, with a tiny chart table at its head. The berths are of decent size, though a tall person will wish they were all a few inches longer.

Many of the boats have alcohol stoves ("Cooks about like a solar oven," said one owner) that will be due for upgrading. The icebox on the boat we looked at had minimal insulation and would benefit from several more inches all around.

The deck house is high and wide, and this gives a look of spaciousness below. The white hull liner overhead helps to offset the extensive dark teak veneer on the bulkheads, ceilings, sole, and furniture.

There are adequate windows and hatches for adequate light inside, and opening portlights (Hunter was one of the first production boats to offer numerous opening ports as standard) to give good ventilation. If the boat has not been upgraded by the time of purchase, the new owner will probably want to add some Dorade or solar vents to keep the air moving when the opening ports must be closed.

Finish below is average—typical of the low-cost production boats which depend on pre-fab components, rapidly installed in the hull. In our owner surveys, there were a great many complaints about sloppy detailing in the joinerwork, door hinges, hardware, and loose trim. Storage space is minimal, and water tankage of 35 gallons is marginally adequate for cruising.

Engine

For the first four years, a 12-hp Yanmar diesel was standard. After 1978, a 15-hp Yanmar and finally an 18-hp Yanmar. As far as we know, there was never an optional engine available, though the *BUC Used Boat Price Guide* lists a 1974 model with an outboard engine.

The 12 was a particularly noisy engine, the later models less so. Most of the owners who completed our survey thought the engines were minimal for powering the boat, especially in any kind of head seas; however, by traditional standards even the 12-hp model should be adequate for the weight and length of the boat. Although the 12 is highly praised for its reliability, many people may find later models to be more desirable because of their larger and smoother running engines.

Engine accessibility is criticized by almost all the owners who completed our survey. "Access is awful," said one. "You must be a left-handed midget to work on this engine."

We thought accessibility was far from ideal, but it really isn't too unusual for this size boat. With a big interior and a small cockpit, it's hard to stuff an engine under the cockpit sole without cramping.

The boat we sailed (with the Yanmar 12) was well behaved under power, backing nicely, turning crisply, driving through strong winds (though in protected water) with no problem. Our impression was that the vibration and noise were more of a concern than the power of the engine. Anyone buying the boat with the Yanmar 12 will probably want to spend the time to get perfect alignment. We'd also look closely at the engine mounts and the shaft strut mounting.

A two-blade solid prop was standard, but a number of owners refitted the boat with a three-blade solid prop, apparently to improve powering. We doubt if the gain would offset the loss in sailing ability.

Sailing

We were pleasantly surprised by the sailing performance of the Hunter 30. We sailed one in a long triangular race—two triangles, then windward-leeward-windward legs—in heavy air, a little over 20 knots at the start.

Considering that the boat had almost no sail controls and

old sails, and that the underbody was rough and a bit weedy, the boat moved very well, going to weather respectably in a serious racing fleet, and reaching and running competitively.

The jib we used was the 130-percent genoa on roller-furling, and this was about right for the boat in those conditions. When the wind faded near the end of race, the boat was clearly under-canvassed.

The boat is slightly under-rigged with its short mast. To sail well in light air, especially with the solid prop that almost all the 30s have, a huge jib is required, with all the consequent hassle of tacking and winch cranking.

Nonetheless, the 30 is a good sailing boat, responsive and easy to steer. Its PHRF rating of 186 would probably be very favorable if the boat were rigged with a full complement of sail controls and modern sails. It should be able to stay with other 30-footers of the same era, such as the Pearson 30, Catalina 30 (not the tall rig), and O'Day 30. Since sailing is what sailing is all about, our opinion of the Hunter 30 was improved dramatically when we took a first in our main-and-jib class.

Conclusions

The Hunter 30 was a boat built to a price—to sell at the bottom end of the market and appeal to the sailor who wanted a lot of room for the least amount of money.

As long as the buyer understands that, not expecting custom quality at barnyard prices, the Hunter 30 can be a good value in a used boat. Recent *BUC* books indicate that 1989 prices ranged from \$15,000 (1975 model) to \$29,000 (1983 model), and current prices are probably somewhat lower. It's easy to pay too much for a used boat these days, but for a roomy coastal cruiser in good condition, those are decent prices—a lot of cruisability at a very minimal investment.

—R.D.

Hunter 30 Owners Comments

"The Hunter 30 offers a lot of boat for the investment, but by no means is she a blue-water passagemaker. An excellent, sheltered water or limited coastal cruiser, she's a good buy for the novice-to-intermediate sailor."
—1980 model in New York

"In spite of the low prestige, it's a good boat and a good value. I wanted a 30-footer for headroom and the capacity for family cruising. I have had much pleasure and am satisfied."
—1976 model in Virginia

"Other than hull-to-deck joint leaks, she's a jewel. No boat I know has more room in a 30-footer."
—1977 model in the Gulf of Mexico

"Both before and after I bought the boat new, I heard people 'knock' the Hunter line. The criticism is totally unjustified in my opinion. I am convinced that my boat is well designed and reasonably well built. There is not a lot of 'hand-finishing' in a Hunter, but things are not too rough either."
—1979 model in Michigan

"If a close friend were looking for a similar boat, I'd advise him/her to get a later model with the bigger engine and roomier cockpit."
—1978 model in Green Bay