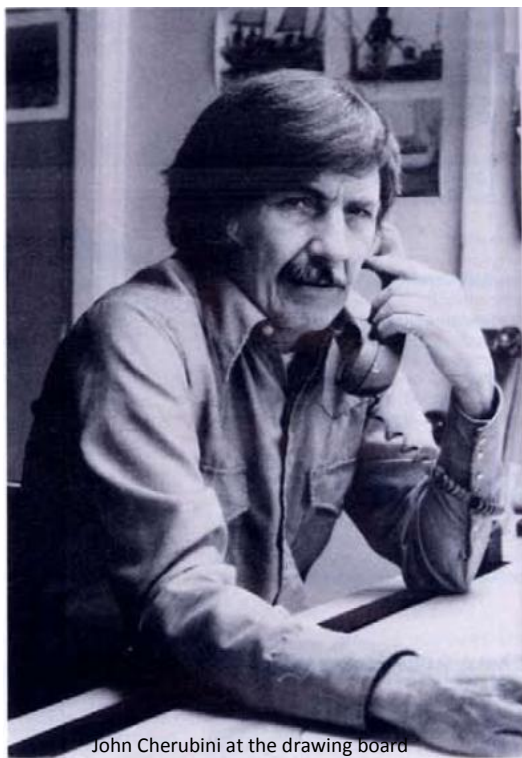


A BRIEF HISTORY OF THE HUNTER 37 CUTTER

by Jim Legere

The story of the Hunter 37 Cutter begins with a tale of two men. Warren Luhrs (1944 - 2013) was one of two sons of a boat-building father who founded Henry Luhrs Sea Skiffs in New Jersey. John Cherubini (1921-1983) was raised in Bristol, Pennsylvania, on the shores of the Delaware River, where he and his brother Frit began building boats from plans in Rudder magazine in the 1930s. John studied naval architecture at the Westlawn Institute of Marine Technology prior to working as an aviation engineer during the Second World War. After the war, he pursued a career in aviation with Boeing while he dreamed of boats and began sketching the design of his first boat - the Cherubini 44 (it would not be launched for almost three decades). In the late 1950s, John and his brother started building runabouts as a business.

Both Cherubini and Luhrs raced small sailboats in the same area of New Jersey and had certainly made each other's acquaintance by the early 1970s. In 1972, Warren contracted John, who was then working with builder Bob Seidelmann, to design a sailboat for a new Luhrs family venture known as Hunter Marine and located in Tom's River, New Jersey. The first fruit of this venture was Cherubini's Hunter 25 design, introduced in 1973.



John Cherubini at the drawing board

Those early years at Hunter Marine were busy ones for John Cherubini, now working as head designer for Luhrs. Cherubini's son, who helped with the layout of some of the interiors, recalls: "There followed, in this order, the 30 in '73, the 27, in '74, the 33, the 37, then the 35 and 36 (essentially both stretched 33s), the 54 in '78-79."¹ With so many designs on the drawing board simultaneously, it is difficult to date the birth of the 37 cutter, but it is most likely that John started work on the drawings sometime in late 1977. The date sometimes given is 1978, which was the first model year for the 37.

The first Hunter 37 was built in June or July 1978. Its current owner, Bill Young, writing on the web forum SailboatOwners.com, indicates that his boat "SHADOW JACK" is hull # 1. He gives his Hull Identification Number (HIN) as HUN37001M78 (unfortunately there is no final letter to indicate the build month). Bill sails his boat in the vicinity of Lake Ponchartraine, Louisiana and says of his boat: "The boat is so solid that I think I could pull it down the Interstate with no trailer and not hurt a thing. It sails so damn well that I don't think I will ever get rid of it."²

Hull #1 is still sailing, almost forty years later. The first ten or twelve boats had some features that distinguished them from later builds, such as the diesel tank located under the cockpit sole, rather than under the quarter berth. Either hull #8 or #9, produced in July, was the last of the 1978 model year.

¹ John Cherubini II: thread post 09-05-2007, John Cherubini Designs, The Cherubini Hunters, SailboatOwners.com

² William F. (Bill) Young: thread post 12-19-2000: Comments on the 37C, The Cherubini Hunters, SailboatOwners.com

Like many boat manufacturers, Hunter Marine changed over its model year in August, so that the latest versions could be presented during the fall and winter boat shows. Production of the 37 Cutter was ramping up, and over one hundred examples of the 1979 model were produced - an impressive tally at a time when most production boats were smaller and less expensive. It was during that busy year that hull #42 rolled off the line. Blaise Pierson of Bradenton, Florida is the owner of hull #42, which is called MIDNIGHT SUN.



MIDNIGHT SUN #42 with her big Genoa jib

Blaise is the self-acclaimed 'senior owner' (he is the longest continuous owner of a Hunter 37 Cutter), having bought his boat new in 1979. Interestingly, MIDNIGHT SUN no longer sails under the cutter rig. Blaise, a keen and successful racer (e.g. he placed 1st in Division and 3rd Overall in the 2009 International Regatta del Sol al Sol), has fitted his boat with rod rigging, a large genoa and other racing modifications. He sings the praises of his boat and its ability to go fast to windward.

Production of the 37 romped along with only minor changes for the next three and a half years. The 1980 model featured a three cylinder, thirty horsepower, Yanmar 3QM30 diesel, replacing the slightly underpowered 2QM20. Minor changes were made in the plumbing. Curiously, the head discharge hoses and pump out connection moved from the starboard side, adjacent the holding tank, to the port side. The holding tank under the shower seat never moved, but most owners have been forced to replace them as their boats age; the aluminum sewage tank is one of the

boat's few flaws. The electric pressure water pump moved from inside the galley sink cabinet to the space under the starboard settee during this build period. At least one 1980 model was equipped with a Yacht Specialties steering pedestal in lieu of the more common Edson equipment. The roller furling for the jib was Hyde Stream Stay until sometime in 1981, when it was replaced by a simpler, less expensive CDI unit. By and large the 300+ boats made before mid-1982 were very similar, with only small refinements made from time to time.



MATHURIN II -1981 Hunter 37 Cutter # 225

The changes in the Hunter 37 cutters of the early 1980s may have been minor, but big changes were happening at Hunter Marine. Hunter was looking in new directions, inspired in part by John Cherubini's new design for a 54 ULDB (Ultra Light Displacement Boat) called TUESDAY'S CHILD. Warren Luhrs wanted a developmental race boat that would put Hunter on the cutting edge of yacht design.

Cherubini prophetically said of the new, one-off boat: "Even if it proves to do half what we intend, it will influence our future designs of production boats".³ TUESDAY'S CHILD became the basis for the last of the Cherubini-designed Hunters, the 54. The Hunter 54 remains to this day the largest model Hunter ever produced. Luhrs raced TUESDAY'S CHILD to a 14th place in the 1980 OSTAR transatlantic race and to second place in the 1982 two-handed Round Britain race. Later, Warren was the first to break the old clipper ship record for the New York to San Francisco passage in a subsequent boat called THURSDAY'S CHILD.

Sadly, by 1981 John Cherubini was undergoing chemotherapy for cancer. His prolific output at Hunter dwindled, although he was still involved with other projects at his family's Cherubini Yachts yard, namely the 44 and 48 footers. The sailing world suffered a great loss when John Cherubini died in February, 1983. One can only hope that he had an inkling of how much his designs would be appreciated in years to come, from the popular and plebeian Hunters to the magnificent Cherubini 44 and 48 custom yachts, not to mention his Mainship motor yachts and other designs.

In 1980 Hunter Marine began planning a new line of boats and formed an in-house design team under Cortland Steck. The plan included moving remaining Hunter Marine production from Marlboro, New Jersey to Alachua, Florida. Around mid-1982, the deck mold for the Hunter 37 Cutter was extensively retooled. By now, all Hunter production was in the large facility at Alachua. The author's own boat (hull



CALYPSO -1983 Hunter 37 Cutter # 308

#308) is an early example of the 'Mk II' version. The changes made were evident at a glance. The mainsheet traveller moved from the bridge deck in the cockpit to the cabin top, forward of the companion way. The cockpit combings were lengthened, swept up and integrated into a splash dam that formed the base of the dodger. This new cockpit configuration necessitated a change in the cabin ports: the aft-most port had to be relocated almost a foot forward and one of three large 7"x14" ports in the main cabin shrunk

to 5"x12", accommodating the squeeze. A small 5"x12" port was added to starboard side of the rear cabin bulkhead, to restore natural light and ventilation to the galley area. The companioway weather boards were recessed slightly as well. Other changes were more subtle. A small deck box for winch handles, sail ties, etc. was added between the dorade vents forward of the mast, as well as a stainless steel 'crash bar' to protect the deck and dorades from the staysail boom. In the cockpit, the teak trim under the primary winches disappeared, but a new hinged, teak step on the stern cleverly hid the emergency tiller connection. The winches themselves changed from Lewmar 42s to Bariant 23s. Down below, the only change of real significance was the addition of a much-needed access hatch between

³ "John Cherubini Is a Designer in Motion – a profile by Deborah T. Luhrs" Cruising World magazine, October 1979

the quarter berth cabin and the machinery space aft of the engine. Late in 1982, the Edson steering pedestal was replaced by a Merriman pedestal.

Summer 1983 brought yet another facelift for the 1984 model year. In this 'Mk III' iteration, the large opening ports in the main cabin were replaced by two long trapezoidal fixed ports, leaving three small 5"x12" opening ports on each side of the cabin. The louvered locker doors in the cabin gave way to tinted plastic sliders. Engine horsepower was up again, as the four cylinder Yanmar 4JHE became an option.

The 1984 models were being sold to an increasingly sophisticated and competitive market that had many choices of boats and equipment from the major manufacturers. Accordingly, the Hunter 37 could be ordered with many 'factory' options such as roller furling on the staysail, halyards led aft to rope clutches on the cabin top, extra winches, Adler Barbour refrigeration, etc.⁴

1984 was the final year that Hunter Marine produced the Cherubini-designed 37. The 1985 models produced in the latter half of that year were numbered with the new, modified HIN coding that had been mandated in the USA: the last four characters in the hull identification number now signified the build month, the build year and the model year. When the 1985 models were introduced in August of 1984, slightly over 400 hulls had been launched; at least ten hulls would be produced as 1985 models. All had the Yanmar 4JHE as standard equipment. It has been difficult to determine the number of the final hull, but #411, NOSARO, may have been the last. She and her siblings will be sailed for many years to come by owners who appreciate the beauty, the function and the seaworthiness of the 37-foot cutter that was designed by John Cherubini and built by Warren Luhrs and his craftsmen at Hunter Marine .

If you are interested in learning more about the Hunter 37 Cutter, the best resource on the web is the "Cherubini Hunters" sub-forum at SailboatOwners.com. John Cherubini II, son of the designer, is a frequent poster on the forum.

Last revised June 20, 2017



GUTSY GETAWAY -1984 Hunter 37 Cutter # 377

⁴ Ed Allen: thread post 09-16-2010 07:48 pm, Evolution of the Cutter, SailboatOwners.com

APPENDIX - List of currently known Hunter 37 Cutters

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
1	1978	May or June?	Shadow Jack	Slidell LA	Bill Young is the 3rd Owner of hull #1
3	1978	June 1978	Manana	Newport OR	purchased in San Francisco and sailed home to Oregon
7	1978	July 1978	Aeolus	Hampton VA	
8	1978	July 1978	Cariad/EllieA	Rhode Island RI	
10	1979	Aug 1978	Sea Phanthom	Madisonville LA	Formerly 'Fantome' owned by Wally Rivett
11	1979	Aug 1978	Fred V	Philadelphia PA	Formerly Idle Hours
15	1979	Aug 1978	Archangel	Lasalle MI	Toledo Beach Marina, LaSalle MI
19	1979	Sep 1978	Good News	San Francisco CA	
26	1979	Sep 1978	Segue	Mobile AL	Moved from Chesapeake to Mobile in 2005
27	1979	Oct 1978	Kwaai	La Paz MEXICO	"refitting in La Paz, Baja for puddle jump 2015"
28	1979	Oct 1978	Selkie	Ruskin FL	
31	1979	Oct 1978	Chusan	Brunswick ME	Repowered Jan. 2014
32	1979	Oct 1978	Changes	Gabriola Island BC	Formerly Mystic Maiden, owned by Mike16163, San Francisco CA
35	1979	Nov 1978	Spindrift	St. Johns NF	Boat sold, headed to Caribbean c. 2003, whereabouts unknown.
36	1979	Nov 1978	Fantasy II	Punta Gorda FL	Spouse posts as Maryd33950
37	1979	Nov 1978	Autumn Breeze	Alemeda CA	Purchased boat from Tony23676 in 2016 - phone: 415-730-4436
40	1979	Nov 1978	Broken Wind	Blaine WA	New owner in 2016
41	1979	Nov 1978	Bertha Stern	Quarry Bay WI	Formerly "Easy Over" - a dealer showboat on Lake Minnetonka
42	1979	Dec 1978	Midnight Sun	Bradenton FL	Sloop-rigged super racer!
43	1979	Dec 1978	Tac Two	Stockton CA	
51	1979	Jan 1979	<i>Name not known</i>	Palm Beach FL	Boat originally from Beaufort NC
55	1979	Jan 1979	Felicity	Santa Rosa Beach FL	
57	1979	Jan 1979	Southern Cross	Port Clinton OH	formerly Endless Summer (Tim Bunner)

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
63	1979	Feb 1979	Irresponsible	Huron OH	
64	1979	Feb 1979	Dreamer	Hilo HI	
65	1979	Feb 1979	Orion	Newport News VA	
66	1979	Feb 1979	Enchantée	Baton Rouge LA	
70	1979	Mar 1979	Dionysus	Sacramento CA	
72	1979	Mar 1979	Calypso	Point Washington FL	Purchased at auction in Tampa 2011
73	1979	Mar 1979	Rhapsodie	Milwaukee WI	
74	1979	Mar 1979	Ladylove	Huron OH	Ed is 'The Godfather' of the Hunter 37 Cutter :-)
75	1979	Mar 1979	Wanderer	River Tay, Dundee, Scotland	
77	1979	Mar 1979	Rubicon	Camden NC	Jim's son owns a 1980 H37C
86	1979	Apr 1979	Alati	Halifax NS	Originally 'SeaScape' from the Chesapeake area.
93	1979	May 1979	Yuginot	Portland ME	Lives aboard in ME
94	1979	May 1979	<i>Name not known</i>	St. Croix, V.I.	Possible refit or scrapping after sinking 2011
101	1979	Jun 1979	Moonshine	Somerset, MA	Formerly "White Magic" & "Lolly C II". Cruises Narraganset Bay area.
107	1979	Jun 1979	Bonheur	Punta Gorda FL	(formerly 'Stampede') Refit 2011 - 2012, relaunched June 2013. Sold in FL in June 2014
109	1979	Jun 1979	Gypsy Wind		Formerly Gustin' Wind
117	1980	Aug 1979	<i>Name not known</i>	Nassau, Bahamas	In refit, Oct 2012
119	1980	Aug 1979	Cats Cradle	Tacoma WA	
120	1980	Aug 1979	Dog Daze	Port Aransas TX	Formerly Miss Scarlet, Padre Island, TX
122	1980	Aug 1979	Yonder	Lasalle MI	Renaming pending after refit (purchased from Roger20160)
123	1980	Sep 1979	Free Spirit	Jacksonville FL	
128	1980	Sep 1979	Artemis	Gold River, NS	Purchased from Robert Selfie, Riverport NS in 2016
133	1980	Oct 1979	R Dream	Dartmouth, NS	Formerly INTUITION 1, Lunenburg (Chester), NS
138	1980	Oct 1979	Chutzpah	Huntington NY	

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
141	1980	Oct 1979	Drifter	Alton, IL	Formerly Kokomo of Pensacola FL, (Alan3764) - under refit
143	1980	Oct 1979	Leben ist gut	Grand River, OH	
147	1980	Nov 1979	Unity	Bayfield WI	
149	1980	Nov 1979	Merlin	Orwell, VT	Formerly owned by Capt. Dan Sheehan
152	1980	Nov 1979	Dios Piratas	Kermah, TX	Formerly 'Symbiont' owned by Mike's brother, 1985 - 2012
154	1980	Nov 1979	Silent Wings	Gananoque, ON	Formerly Superneat II owned by Alan6707
162	1980	Dec 1979	Seazure	La Paz MEXICO	Name reportedly from fact boat was auctioned after IRS "seizure"
165	1980	Jan 1980	Queenston Loyalist	Kingston, ON	Formerly Adventure of Jackson Creek VA, owned by Carl Woods
167	1980	Jan 1980	Hypatia	Jacksonville FL	Formerly RazzleDazzle of Mattapoisett MA & Safari of CT
171	1980	Feb 1980	Obsession	St. John USVI	Purchased Washington NC, 2014
173	1980	Feb 1980	Lady's Leisure	Long Beach MS	
176	1980	Feb 1980	Endeavour	Palmetto FL	Boat originally from NC, then KS (ex Magnolia), now in FL
177	1980	Feb 1980	Harrison	Key West FL	
178	1980	Feb 1980	Kaleidoscope	San Carlos MEXICO	
180	1980	Mar 1980	Passages	Kermah, TX	
183	1980	Mar 1980	Millie N Me	Lake Lanier, GA	
185	1980	Mar 1980	Bad Boy	Colington Island NC	
187	1980	Mar 1980	Drastic Plastic	Titusville FL	Formerly The Good Life. For sale as of Jan. 2014
189	1980	Mar 1980	Miss Bobbi	Rockledge FL	Miss Bobbi sails with a piece of toe rail recycled from Calypso!
194	1980	Apr 1980	Illusion	Annapolis MD	
203	1981	Sept 1980	Hespera	Howell NJ	
209	1981	Oct 1980	Impulse	Port Clinton OH	
214	1981	Nov 1980	Island Time	Washington NC	Purchased Toms River NJ, 2008
215	1981	Nov 1980	Leeward III	Tolchester MD	

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
217	1981	Dec 1980	Sea Breeze	Yorktown VA	
221	1981	<i>Dec or Jan?</i>	Grace	Raleigh NC	
222	1981	Jan 1981	Coney Island	Annapolis MD	
224	1981	Jan 1981	Little Wing	Blind River ON	
225	1981	<i>Jan or Feb?</i>	Mathurin II	Montreal QC	Formerly Gloria`s Rival, Philadelphia PA
232	1981	Mar 1981	Gitana*	Panama City FL	*pending re-name? Formerly owned by robjazul?
234	1981	<i>Mar 1981?</i>	Miyako	Baltimore MD	
241	1981	Apr 1981	Raven	(Josephine AL) Tampa FL?	Formerly owned by Richard Shelby
243	1981	May 1981	Persistence	Bristol VT	
244	1981	May 1981	Odyssey	New Bern NC	Purchased by Tom in fall 2016 - formerly owned by Joe23335
252	1981	May 1981	Lorelei	Port Clinton OH	
262	1981	July 1981	St. Somewhere	Virginia Beach VA	
263	1981	July 1981	Retreat	Slidell LA	
267	1982	Sept 1981	Compass Rose	St. Augustine FL	Formerly "Breakaway" Oriental NC/Fort Pierce FL & "Via Vela" Jacksonville FL
268	1982	Sept 1981	Kiriko	Annapolis MD	Under restoration 2012/13
274	1982	Nov 1981	Tera	Havelock NC	Purchase 2015. Previously named Chenonceau and Ex-ta-sea.
279	1982	Feb 1982	Andimano	Ladysmith BC	
*289	1982	Apr 1982	Always Sunday	Beaufort SC	*HIN anomaly
*290	1982	Apr 1982	Sudden Love	Valentine TX	Formerly Heaven's Door of Kermah TX *HIN anomaly
292	1982	Feb 1982	Night Train	Jacksonville FL	Formerly Lady Loraine
294	1982	Mar 1982	Astrid	Melbourne , Vic., AUSTRALIA	Formerly All Hands'/Sybaritic - Lost off Islas Magdalena (Mexico), October 2015
296	1982	Mar 1982	Fat Tuesday	Ventura CA	P.O. - Joel Vannorsdel
304	1982	Apr 1982	SWMBO 3	Centerport NY	Purchased from Steve Lazar (Steve21956) - Sept 2015

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
305	1982	Apr 1982	Freedom	Muskegon MI	Formerly "Clair de Lune"; Former owners - Gary16332 & Terry411
306	1982	Apr 1982	Trinity	St. Petersburg FL	
308	1983	Aug 1982	Calypso	Halifax NS	
309	1983	Aug 1982	Vela Narcosis	Grand Rivers KY	
323	1983	Nov 1982	Malaya	Redwood City CA	
*324	1983	Jan 1983	Kinyonga	Richmond CA	Numbering anomaly - double checked by owner - is what it is
325	1983	Nov 1982	Courageous	Solomons MD	
326	1983	Nov 1982	Mermaid Hunter	Sacramento CA	
328	1983	Nov 1982	Slainte	St. Johns NF	
330	1983	Dec 1982	Bright Star	Bayfield ON	
331	1984	Dec 1983	<i>Name not known</i>	Charleston SC	Under refit, post Hurricane Sandy
336	1984	Dec 1983	Ollie Ree	Bradenton FL	Formerly Spritzer, Key Largo FL (Ollie Ree AKA Water Bill)
*339	1984	July 1984	Island Girl	New Bedford MA	
345	1984	Jan 1984	Miss Kitty Kay II	Centerport NY	
346	1984	Jan 1984	Windflower	Sandusky OH	Reported by Ed Schenck - present owner unknown
349	1984	Jan 1984	Renasci	South Pasadena FL	
357	1984	Feb 1984	Fjellmo	Woods Hole MA	
358	1984	Feb 1984	Jolly Roger	Melbourne FL	Owner gives HIN as HUN373558M84G - possible typo?
359	1984	Feb 1984	Harmonic	Blaine WA	formerly Gatta, Cygnet, and Amanda Grace
360	1984	Feb 1984	Klickitat II	McCarthy AK	Located in the Sea of Cortez since 2007
*363	1984	Apr 1984	Bits & Bytes	Chesapeake City MD - Bohemia Bay Yacht Basin	Dick & Carol are in New Castle, DE. Boat formerly Afterglow of Falston, MD.
368	1984	<i>Feb or Mar?</i>	Jonah	Point Roberts WA	
370	1984	Mar 1984	Tamara	Northeast MD	Formerly owned by Walter24098
375	1984	Mar 1984	Viento de Dios	Mark Twain Lake (Moberly) MO	Purchased boat at Rathbun Lake, Iowa in 2015.

Hull Number	Model Year	Month Built	Vessel Name	Home Port	Comment
377	1984	Apr 1984	Gutsy Getaway	Anacortes WA	
380	1984	Apr 1984	<i>Name not known</i>	Alemeda CA	
381	1984	Apr 1984	<i>Name Change Pending</i>	Beaufort NC	Formerly Sole Obsession & Yachtukus owner Carl 12606 - Atlantic Highlands NJ
383	1984	May 1984	Hustler	Caumont NY	
384	1984	May 1984	Endurance	Montevideo URUGUAY	Owned by Aldo, Fernando Ferme, Luis Costa & Martin Banales
386	1984	May 1984	Windseeker	Perth Amboy NJ	Boat mast hit by aircraft while owned by Ed A in Tampa FL. USCG# 692008
388	1984	May 1984	Hannah	Freeport FL	originally Hannah but once named Wandering Wind II (from Texas)
392	1984	Jun 1984	Sea Dreamer 2	Lunenburg NS	Formerly owned by Tom23540 & Lee Rossetti, now in Eastern Passage
397	1984	<i>Jun or Jul?</i>	Reliant	Poquoson VA	
401	1985	Aug 1984	Cut N Run	Alemeda CA	Formerly BerBot owned by Mike8148
402	1985	Aug 1984	Celebration	Seattle WA	
403	1985	Sep 1984	Por do Sol	Bayville NJ	Formerly Lonesome Dove of Forked River NJ
406	1985	Sep 1984	Valhalla	Long Island NY	P.O. - Alan Johnson. Sold by broker in Huntinton Harbor, 2015 USCG Doc # 698305
409	1985	Sep 1984	Obsession	Yankton SD	Obsession sails on the Lewis & Clark Reservoir
411	1985	Oct 1984	Nosaro	Channel Islands CA	Purchased Moss Landing CA. Formerly owned by Ian's dad in Sausalito 1997-2005

* Denotes out of sequence serial number / numbering anomaly

HUNTER 37 Cutter: Changing Features by Model Year

	1978	1979	1980	1981	1982	1983	1984	1985
11 opening ports	X	X	X	X	X			
12 opening ports					X	X		
8 opening ports							X	X
Short cockpit combings	X	X	X	X	X			
Long cockpit combings					X	X	X	X
Main traveller located on bridge deck	X	X	X	X	X			
Main traveller located on cabin top					X	X	X	X
Engine panel on bridge deck	X	X	X	X	X			
Engine panel on port side					X	X	X	X
Manual bilge pump port side cockpit	X	X	X	X	X			
Manual bilge pump stbd side cockpit					X	X	X	X
Engine exhaust port side water line	X	X	X	X	X			
Engine exhaust stbd side water line					X	X	X	X
Lewmar 42 primary winches	X	X	X					
Barient 23 primary winches				X	X	X		
Maxwell 26 primary winches							X	X
Hyde Stream Stay	X	X	?					
CDI Furler				X	X	X	X	X
Edson Pedestal	?	X		X	X	X		

HUNTER 37 Cutter: Changing Features by Model Year

	1978	1979	1980	1981	1982	1983	1984	1985
Yacht Special pedestal			X					
Merriman pedestal						X	X	?
Teak under cockpit winches	X	X	X	X	X			
Teak step over top of rudder post					X	X	X	X
Deck box between dorades					X	X	X	X
Stainless steel rail over dorades					X	X	X	X
Opening 5 x 12 port in galley aft bulkhead					X	X	X	X
Engine access hatch in quarter-berth					X	X	X	X
Yanmar 2QM20	X	X						
Yanmar 3QM30			X	X	X	X	X	
Yanmar 4JHE							X	X
1 pc electrical panel, AC on right	X	X	X	?				
3 pc electrical panel, AC on left					?	X	X	X
Louvered locker doors	X	X	X	X	X	X		
Plexiglas locker doors							X	X
Head seacock plumbed on starboard	X	X	?					
Head seacock plumbed on port				X	X	X	X	X
Companionway recessed in bulkhead (~3")					X	X	X	X
Diesel tank under cockpit sole	X							

HUNTER 37 Cutter: Changing Features by Model Year

	1978	1979	1980	1981	1982	1983	1984	1985
Diesel tank under quarter berth		X	X	X	X	X	X	X

GENERAL NOTES:

- All hulls were solid fibreglass, with decks and cabin house cored with marine plywood.
- All years of H37C were available with either shoal draft (4'0") or full draft (5'1") keels - Shoal draft keel had 'slot' for centerboard but there is no record of one ever being fitted
- All years were fitted with Kenyon mast and booms.
- The new model year commenced in August - i.e. August 1978 saw the introduction of the 1979 model.
- 1982 was a transition year, with many changes, depending on the production month and model year.
- Deck mold was retooled in 1982, with different cockpit combings, location of main traveller, ports & other changes.
- Yanmar engine options overlapped in some years. Raw water cooling on "Q" engines was factory converted to closed loop cooling with a Sendure heat exchanger.
- 1984 saw the introduction of two long fixed ports per side and minor trim changes below (i.e. Plexiglas locker sliding doors)