

A Hunter
Marine
Publication

KNOTLINE

Winter ~ 2007





KNOTLINE

Contents ~ Winter 2007

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j | rezendes communications

EMAIL:
hunter@jlrzcommunications.com

WEB:
jlrzcommunications.com/klwinter_06

PO BOX 2834
High Springs, FL 32655

FROM THE HELM

Greetings Hunter Owners:

Thank you for making the electronic version of Knotline such an incredible success. In less than 9 months of publication, we're very proud to have over 6000 subscribers. The content has been truly remarkable, with interesting stories from every corner of North America coming directly from you, our owners and customers. Sharing information and photography reminds us of why we have sailboats in the first place.

This month we have a technical question from one of our many world cruisers, Bob Peterson, originally from Green Cove Springs, FL. Bob's been cruising for 3 years now on his 2000 Hunter 420 and reports from Cartagena, Colombia that the significant majority of fellow cruisers are also sailing Hunters. We'd like to see a "Long Distance Cruiser Report" in every issue, but haven't received one yet. World cruisers, we want to hear from you!

If you haven't been to a boat show recently, it would be worth your while to attend one this winter. You'll be amazed at the vast array of new equipment, materials, gadgets and services you'll find. It seems anyone with a good idea for a boating product or accessory has found a way to get it produced and presented at the boat show. Our newest models will be shown at over 30 events across the continent this winter, but our biggest displays will be at the Strictly Sail shows in Philadelphia, Chicago and Miami. In addition to the boat and accessory displays, Strictly Sail shows also feature expert seminars on a wide range of sailing specific topics. Be sure to stop by the Hunter booth to see the latest innovations from the Hunter engineering team or take advantage of our winter boat show special deals.

As always, we want to hear from you. So keep the pictures and stories coming.

Best regards,

John T. Peterson
Hunter Marine Corporation
Director of Sales and Marketing

WE WANT TO HEAR FROM YOU!!!

Have a great story about your Hunter? Did you go somewhere exciting? Or do something fun? Knotline wants to hear about it. Send us your stories and look for it in a future Knotline.

We would also like to start a gallery of people on their Hunters. Send photos and captions to us.

All submissions can be made to hunter@jlrzcommunications.com

ASK THE EXPERTS



Do you have a question about your Hunter that you would like to ask the Experts at Hunter? Send us your questions and look for them in a future Knotline. All questions can be emailed to hunter@jlrzcommunications.com.

FROM COLOMBIA

Dear Knotline:

We have a 2000 Passage 420 and would to know the make and mode of the pump for the A/C is. I do not want to remove it just to find out. We are currently in Cartagena, Colombia and have been cruising for three years and the count does like this:

Catalina 2
Beneteau 7
Hunter 35

More than half of the Hunter were 42, 420 and 450

Oh Add one I forgot to include us.

- Bob Petersen

Dear Mr. Petersen,

This is a "Little Giant Pump" that we get from Marine Air (now called Dometic) and their part number is 581503.

*Thanks,
Don Martin
Hunter Marine Customer Service*

Hi Don

Thanks for the information. I did some looking around and did not find it on the Marine Air website but thanks to the part number you gave and name I found it at www.igpc.com It the Little Giant Pump Company and their

model is 3-MD-SC. The parts brake down is in English and that's what I needed.

Since I requested the information and now one more Hunter has showed up here so the count go's to 36.

Thanks again

Bob Petersen

FUEL FILTER

Dear Knotline:

I have a 1992 Legend 37.5. The primary fuel filter is located under the aft bunk and difficult to service. I am looking to relocate this filter to facilitate checking and replacing filter. My current plan is to mount a Racor filter in the head behind the aft door head and run fuel hoses through the engine bulkhead.

If you have any other suggestions or technical procedures I need to be aware of please let me know.

- MAT MORMINO

Dear Mr. Mormino:

Although we have never installed the fuel filter in this location I don't see where this would be a problem, would make sure it is in a dry location and where the hoses and filter can not be damaged.

MAST BOOT

Dear Knotline:

I have a 216, I purchased it when they first came out. Has Hunter come up with a way to stop rain water from entering the cabin every time it rains? The water runs down the mast and goes right into the cabin requiring a bailout everytime I use the boat.

- DAVID BELL

Dear Mr. Bell:

Yes, quite some time ago we developed a mast boot to keep the water out. Please contact Lind Bayreuther at our HCT division and he should be able to help you with this, his number is 866-

PASSAGE 450

Dear Knotline:

I am looking at a Passage 450 w/3 staterooms, head and shower in forepeak. My question is how many of these were made with this layout and if charter companies bought them which, ones?

- PATRICK

Dear Patrick:

The three cabins was an option and we only built a couple of these, I believe one of these went to H&S Yacht Sales in Alameda California.

HULL TRANSDUCER

Dear Knotline:

I'm installing thru hull transducer in my 2000 240. Where is the best location for speed and depth transducers?

- DAN HILL

Dear Mr. Hill:

If you remove the forward drop lid in the aft cabin bunk top you will see the ballast tank seam (looking forward). Place the transducer 8 to 10" aft of the seam and 4 to 6" off centerline and you will be fine.

WINDVANE

Dear Knotline:

The tail of the windvane on my '97 Hunter 310 anemometer has broken off. Can I replace the windvane, or do i need to replace the entire anemometer?

- J FOX

Dear Mr. Fox:

I am not sure if this is available as a separate part but if you contact Raymarine at 800-539-5539 they should be able to help you with this.

BATTENS

Dear Knotline:

Where is a good place to buy replacement sail battens? I have lost 2 over the years for 240.

- BART FORD

Dear Mr. Ford:

These should be available from Doyle sail makers at 1-800-717-1406.

REPLACEMENT PARTS

Dear Knotline:

Can you issue a parts list for Hunter items such a replacement logos, replacement rubber bumpers, etc? It would be most helpful for those of us who would like to keep your Hunters looking like new and are out of the country so cannot get to a dealer for assistance.

- Judith L Fegen

Dear Ms. Fegen,

I am sorry but at this time we do not have an online parts list, however do have a retail parts department that you can contact at 800-771-5556 x 3615, mthomas@huntermarine.com or 386-462-3077 x 3615 and they should be able to help you any parts you may need.

PROPANE

Dear Knotline:

I have a 1987 Hunter legend 37.5 which has a RADIANT 2-burner stove and is a CNG system. I would like to change the stove to propane and need to know if there is a retrofit kit for propane or if the burner orifices (jets) come in a size compatible with propane. If not available what is the easiest route to convert to propane.

- Terry Tirrell

Dear Mr. Tirrell,

I believe the vendor for this stove was Seaward and they do have a conversion kit to change from CNG to propane, you can contact them at 562-699-7997.

Changing to a propane system would also require you to have a self contained propane box.

OIL FOR THE ENGINE

Dear Knotline:

I have an 06 31 with the Yanmar engine. I would like to know if the use of Mobile 1 Synthetic oil is recommended for the engine..

- Ron Clark

Dear Mr. Clark,

You would need to contact Yanmar to see if this would be acceptable oil for this engine, you can contact Mastry Engine Centers and they should be able to answer this for you, his number is 800-454-4574.

ANTI-FREEZE

Dear Knotline:

I have just purchased a used 1994 H26 water-ballasted model and I would like to leave it in the water during the winter. Can I add anti-freeze to the ballast tank and leave water in the tank? Or should I pump the water out through the interior plug and leave the tank empty? In either case, how can I leave this boat in the water as I have no trailer and would rather not haul out over the winter? I sail the Lower Chesapeake Bay area where temperatures stay mild for most of the winter, but I do not want to chance a frozen ballast tank. Thanks for your input.

- Harry Harris

Dear Mr. Harris,

Our only recommendation to insure the ballast tank from freezing is to remove the boat from the water and drain the tank. Please see your owners' manual.

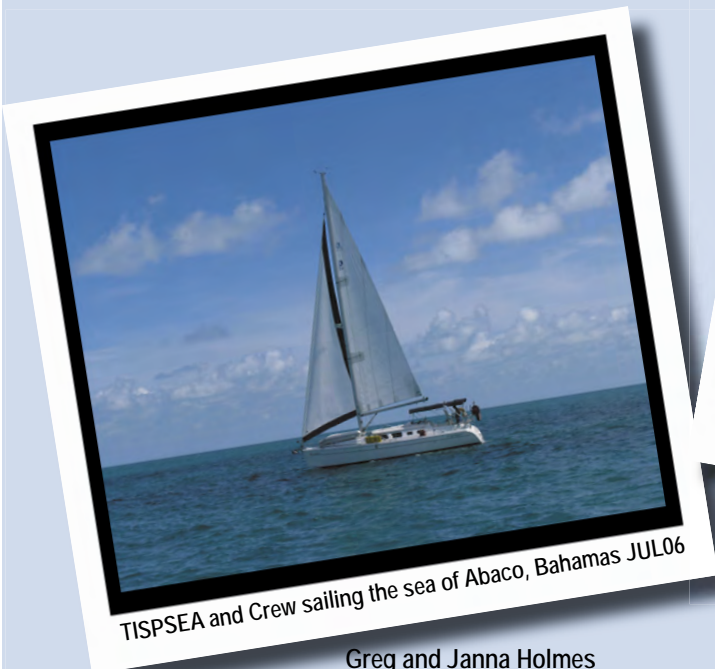
DO YOU HAVE QUESTIONS ABOUT YOUR HUNTER?

Email them to us TODAY at hunter@jlrezcommunications.com

HUNTERS UNDERWAY



Hunter 280 in the Friday night races on Lake Michigan in 2005
- Steve and Michele Bruskiwicz



TISPSEA and Crew sailing the sea of Abaco, Bahamas JUL06

Greg and Janna Holmes



2004 Hunter 386, KnotWorking Too North Channel in Northern Lake Huron

John and Sandy Zawacki

HUNTER OWNERS ASSOCIATION ROUNDUP



The Lake Ontario Hunter Sailing Association

LOHSA is active with over 80 members. Two of the families are on long range cruises this winter.

Larry and Gail Hodge out of Brockport, NY are sailing their 2006 Hunter 36, *Gale Winds*, back to Florida for the winter. This couple sold everything a year ago and moved on to their boat. They wintered 2005 sailing her to Florida, then back to Lake Ontario in June to attend the 2006 LOHSA Hunter Rendezvous. Gail is good at writing and has a Blog titled "Living Our Dream" at galewinds2005.blogspot.com.

Gary and Annette Grant out of Sodus Point, NY are sailing their 2003 Hunter 356, *Sabbatical*, on the Great Loop. We were all surprised this year to learn that Gary planned on sailing the Trent-Severn Waterway to Georgian Bay, Ontario. They met another boater at their destination that was heading toward Chicago and the Great Loop. Gary decided that an adventure like that happens only once a lifetime, and committed to traveling the loop also. Gary also keeps a nice Blog named "Sabbatical" that can be accessed by going to onsab.blogspot.com.

We hope to meet up with both couples at the 2007 Rendezvous at Port Credit, Ontario. I'm sure they will have plenty of stories to tell and pictures to share.

AUSTRALIAN HUNTER OWNERS' REGATTA 2006 - SYDNEY HARBOUR – SATURDAY 28TH OCTOBER

Blue skies, brilliant sunshine and a blustery sou'easter made for spectacular and challenging conditions for the 2nd Annual Hunter Owners Regatta held Saturday 28th October on Sydney Harbour.

Hunter owners across Australia were invited, of which some 80 owners with family and friends attended. Due to the gale force winds some owners were unable to sail their yachts down the coast from nearby Pittwater but were happily invited aboard by fellow owners to take part. This was to be the largest gathering of Hunter yachts ever seen in Australia, an event that proved a major drawcard for one determined owner, Scott Ramage, aboard his Hunter 31. Scott battled into the headwind and 2-3m seas to make

the start line – an effort that saw him receive the award for the most courageous sailor of the day.

Owners and their yachts assembled at the US Yachts base in Darling Harbour at noon. As the yachts rafted up and lines were thrown people mingled and chatted excitedly about the windy conditions and what awaited them out on the Harbour.

The fleet comprised 14 yachts ranging from 27ft to 45ft and of both new and old designs.

The group were welcomed by Matt Hayes of US Yachts followed by a general briefing, outlining the expected wind, course and starting sequence. The yachts then sailed a circular course around the natural landmarks of Fort Denison, Clarke Island and Shark Island. The start line was set in Farm Cove, nestled next to the Sydney Opera House and in front of the city, a truly spectacular back drop for the event.

All yachts were reefed down as the wind peaked at 33 knots prior to the start. As the countdown sequence ticked away the yachts jostled for position and weaved their way down the line. It was an impressive sight seeing the crisp white sails of so many yachts preparing to start. Our starter and on water judge for the day was of the highest calibre, Olympic Gold Medallist and US Yachts staff member Jenny Armstrong.

There was some spectacular action including an involuntary tack which turned in to a 360 (Carpe Diem Hunter 38), a collision with a rubber marker buoy at 8 knots (Mustang Sally Hunter 44DS) and reaching at nine knots of boat speed (Hunter 45CC) while the ladies on board were sipping chardonnay on the back deck.

Awards were presented for the following:

- Best looking Captain - Nick Vetta on Hunter 356 (His face was caked in salt)
- Most courageous act of the day - Scott Ramage on his Hunter 31 tackling 30 to 35 knot headwinds off the New South Wales coast
- Best Gybe - The Charlotte (Best to centre the mainsail next time guys)
- Best Start - Mustang Sally crossing the line .05 seconds before the gun

Hunter Owners Association Round-up Continued...

- The winner of the Hunter 33 division - Smitten, with two very smitten owners Warwick and Kate.
- First over the line - Mooramba owned by Max Clarke who sailed superbly to take the honours.

The day ended with the presentation and post race drinks and hot fish and chips at Darling Harbour.

We would like to thank our sponsors who helped make the day a successful event including; Hunter Marine, Boatworks, Wayne Newman Marine, Lewmar, TopGear Marine Grade

Another Hunter rendezvous is planned for March next year for Pittwater with a date to be decided.



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Hunter Owners Association

EVENTS

The Chesapeake Bay HSA's (HSA Station #1, Northern Star HSA and HSA-Southern Bay) have announced their dates for there biannually Hunter Rendezvous. June 21-24 at Zahniser's Yachting Center in Solomons, MD.

Lake Ontario Hunter Sailing Association

Our Hunter Dealer is having a Customer Appreciation Reception at the Toronto Boat Show. The show is from Jan 13-21, 2007 at the Direct Energy Centre, Exhibition Place, Toronto.

Contact: Angus Yachts of Toronto

Telephone #: 905-274-2968

Date: January 13, 2007

Location: Toronto Boat Show

Web address: <http://www.lohsa.com>

Maine Hunter Sailing Association

The Maine HSA celebrated 5 years of incorporation this year. We celebrated at our annual meeting in November. Otherwise we had a number of events this year, not the least of which was a group trip to the BVI where we had 20 members and guests who chartered 5 boats (one H44DS, 2-40' Beneteaus and 2 catamarans) at Tortola Marine Management (TMM) in April. To view this and other events that our association held in 2006 (in season or off-season), please go to the following link. Then click "2006 - This Year In Review":

[Click Here to View](#)

Contact: Peter Poulin

Telephone # 207-782-5433

Web address: www.mainehuntersailing.com

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FROM OUR READERS



Passing the Keys submitted by Peter Fridman

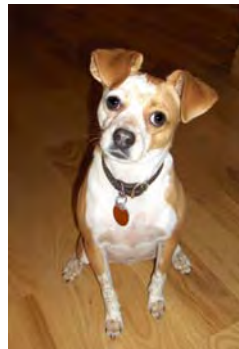
Living in Puerto Rico gives us the opportunity to sail year round, and that is what our family has done best. Our children have been raised on four different Hunters and sailed at least once a year in the Virgin Islands (US & BVI) since the times when ice, water or diesel were not as readily available as is today, (when they were real virgins).

One day my son asked me for the keys to the boat! Since he is a great sailor, (he has raced in 2 Laser & Sunfish world championships) I had no problem with his request, but when he explained that he would be sailing to the Virgins for 15 days with friends and not me, that was a reality shock.

The pictures were taken from our Whaler while he was doing 8 knots of Francis Drake Channel north of St. John. That was a true proud moment in our sailing experience!



Dog overboard? Not this trip submitted by John Casteel



My daughter, son and I went sailing Grand Traverse Bay (part of Lake Michigan) on my Hunter 170 last summer and took her dog with us. He's a two-year old rat terrier and a highly active dog. As we were coming about in a fairly stiff wind, the dog decided he didn't like all the activity and tried to jump ship! My son caught him by his hind legs just as his front paws were hitting the water. I wasn't too worried

about it because I have always thought that ALL dogs can swim. Not so! I learned later that you have to be careful with rat terriers around the water because they are very poor swimmers! Lucky for him, my son was paying attention. That's the last time that dog will be sailing with us.

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From Our Readers Continued...

Two Weeks of Heaven submitted by Pamela Mormino

We've been planning our trip up the Narragansett Bay for quite a few years, but something always got in the way. This summer we actually took 2 weeks off and did it!

The Narragansett is a great place for southern New Englanders as well as New Yorkers to sail if you are looking to remain in local waters. Aside from being local, most of the stops along the way are short distances. That leaves you time for some extra sailing or sightseeing. The wind and depths are great for sailing, and the scenery is breathtaking.

A trip can be made memorable having to experience engine trouble, bad weather, fog, and missing dinghies. For a change, we had the pleasure of having none of these calamities along the way. Almost everyday was perfect which produced beautiful sunsets.

We were off to a good start leaving our homeport of Mystic, CT aboard Just Ducky, our Hunter 37.5, on a bright sunny morning.



Block Island, Rhode Island

Almost all of our eastern voyages were started with a stop at Block Island and this trip was no different. After about 2000 miles on the ICW last fall, winter and spring, we learned to follow the tides carefully and to take advantage of the currents. We found out the favorable tide was outgoing at 4 p.m. Having had mixed feelings we decided to opt for getting a mooring instead, and we left in the morning. As a result, we did not get the advantage of the outgoing tide nor did we get the pleasure of a south or north wind for easy sailing. Again the ICW has taught us many things. For one, there is no disgrace sailing a vessel with a motor. This was the mode of sailing much of the day, and as luck would have it (and not good luck I might add), we didn't secure a mooring either.

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Arriving at Block Island was uneventful. My husband Mat used his highly developed anchoring skills to find us a good spot in the anchorage. The bottom in the Great Salt Pond is very hard mud and sometimes very hard to set an anchor. We did have one boat bump us gently on our second night. It seemed that they were from Mystic also and their crew offered us some homemade cookies as we waited for the captain to return to the boat. What a nice way to meet your neighbors!

It is just a short dinghy ride to the beach and Old Harbor is just a 20-25 minute walk where you can find many shops and a great array of restaurants to choose from. We had an incredible seafood lunch at The Old Harbor Inn. You can also rent bikes or scooters to take you around the island at your own pace.

Our first stop in the Narragansett was Dutch Harbor on Conanicut Island. It was a great sailing day, with visibility over 12 miles. The winds were varied and gusty, but allowed for some challenging sailing. In Dutch Harbor you can either anchor or get a mooring, but call early to reserve a mooring in the busy summer season. The Harbor is on the other side of Jamestown. Along Narragansett Ave, you will find some shops (Conanicut Marine Services if you need any supplies) and restaurants as well as the ferry from Jamestown to Newport. This is a non-hecktic port that can make a trip to Newport both fun and easy. Biking around the island down to Beavertail Light is a great experience as well.

Not being able to find a slip in Wickford, we opted for Warwick instead. However, if you can get to Wickford, it's worth the trip and there is an anchorage inside the harbor. Wednesday nights during the summer there are free outdoor concerts at the town dock. The trip to Greenwich Bay to Warwick was about 10-12 miles and beautiful. Being able to catch the right wind made it delightful! Warwick doesn't have much to offer. However, Greenwich Bay is beautiful and is a good spot to sail. There is an anchorage in the bay for those who enjoy being on the hook.

Our next stop was Bristol, my favorite of the trip. We docked at the Herreshoff Museum that offers both moorings and dockage. If you join the museum, your first night is free and there is a discount for the second night. After doing the math, we joined and saved about \$80.00. There is also a reciprocal arrangement on the museum entrance fee with other maritime facilities. The dock was quiet and only a few blocks from their charming town. We took our dinghy in once (there are a few places to tie up) and walked into town another time. It claims to be the most patriotic town in the US and even has a red-white-blue stripe down the middle of its main street. With flags adorning most doorways, it's hard to not get caught up in the spirit. If you can time your visit, their 4th of July celebration is supposed to be quite a spectacular sight. The streets are lined with beautifully restored homes as well as boutiques and antique shops. It even has a few places to get that summer ice cream cone.

Then it was a short hop to Battleship Cove in Fall River, MA. Notice I didn't say short sail. The winds were light. We picked



Battleship Cove, Fall River, MA

up a mooring for \$35.00. Touring the battleship, submarine and destroyer was fun and educational. The night, however, brought out all of the locals to the outdoor bar adjacent to the mooring field and played music, not even good music, until 1:30 am. Not fun!

We awoke to some rainy weather the day we planned to head for Newport. Again, it is just a short sail, about 15 miles. The weather improved as the day went by and we arrived in the sunshine. Since it was Sunday, we had no trouble getting a mooring (\$40.00) as the weekenders had already cleared out. Newport is a stop not to be missed. The area offers so much in the way of activities such as historic tours of the mansions, a walk along the cliff-walk, Fort McAdams, and excellent shops and restaurants.



Newport Harbor, Rhode Island

Though we did not run out of spots to visit, we did run out of time and worked our way back to Mystic from Newport, about 40 miles, in one day. We had a great time and thank Mother Nature for the great weather. We are always grateful that we can live the life of vagabonds, even if it's for a little while.

From Our Readers Continued....

Having Fun on Freeman

submitted by Randall L Hobbs PDMT

I have the hardest time putting my boat away come winter. I will fight it with all I've got. My girlfriend does very well with cool weather but she can't take it when it gets very cold.

I own an 86 Hunter 23 wing keel. Every year I try to sail on my birthday. (My birthday is December 6th and I'm fifty-one.) Friday December 1st, the wind was putting a damper on everybody's day; trees breaking, trash cans changing addresses. Someone said 50mph winds. I was stuck at work wishing I could sail. On Sunday I got my wish. It was still breezy with bright sunshine and cold as can be. After convincing my 5hp Nissan that it was ok to run, it stuck more like froze in reverse. It took awhile to get free of the dock, backed out crossways in the channel. The wind was way to strong and had no room to maneuver and blew the bow into the boat lift. Then I had to back track the length of the channel to get to the lake. I then made my way to Lee Shore to run up the sails. Being very breezy, I spent the next three hours with the rub rails in the water. MAN WHAT A RIDE!!! Splashes froze instantly. The deck looked like it had a frozen hairdo. No deck shoes stick to ice, so moving around the boat was very treacherous. Fighting the cold takes a lot out of you, but hot buttered rum puts it back. Another birthday is in my wake, living life to the 9s. Thank God for the sun and wind!



"Water Colors" is a 1990 Hunter 33.5 owned by Ken and Ruth Palmer out of Rochester, NY. Ken is past commodore of the Lake Ontario Hunter Sailing Association and now is the webmaster for the group at <http://www.lohsa.com>. Visit Ken's website at <http://www.lakeontariosailing.com>.

Ernesto

submitted by Ken Decker



My one and only 1997 Hunter 450 sunk on Labor Day in Atlantic Highlands Yacht Club...N.J. Thanks to Ernesto. However, I researched Google with the same boat information and up came an auction with what- do-ya-know; a 1997 Hunter 450 Passage...Yes, the same boat! There was one day left on the auction and I was able to get in. With a money transfer the next day, I was in the bid. Long story short, I'm the proud owner of my

2nd 450... It's the same boat but very different! I'm looking forward to making it my own. Visit Ken's website at www.kendecker.net



Ken's 97 Hunter 450 after Ernesto



Ken on his new 97 Hunter 450

From Our Readers Continued....

Mainsail Malfunction Leads to Unexpected Road Trip and Lesson Learned

submitted by John "D-Day" and Stephanie Day
Sv, Fox III



In late September, my wife, Stephanie (the "Admiral") and I were returning home to Panama City, Florida. We were sailing from the Dry Tortugas when we had the "opportunity" to put our skills to the test. The forecast was fair weather and light breezes for the next thirty six hours. From 0900 to 1300, everything was perfect. Then, we sailed through some persistent squall lines. We didn't mind a little rain, because the wind was blowing from the

Southeast direction. By 1600, the skies had cleared, but the winds continued to blow. The boat was sailing at a speed of 20 knots and holding. The Fox III, our beloved 2001 Hunter 380, was coasting home just under her rated hull speed. This was going to be a great way to finish our month-long vacation along the Western coast of Florida!

At sunset, the winds were steady at 30 knots. The "Admiral" and I had a decent reef rolling in on both the main and headsail side. Due to the building sea state, we kept a preventer on the boom to ease our minds. By 2100, the winds peaked out at 35 knots and we had about 40 percent of our sails in play. The stars were out and our Fox III was sailing smoothly.

Precisely at 0133 hours, our smooth sailing came to an end. The boat shuddered for a moment, following a loud bang! After exchanging puzzled looks with each other, we peered up at the rigging to see what happened. Part of the main sail was laying up against the port spreaders. The metal clew and it's block were still hanging on the boom by the outhaul. We thought, "This can't be good". Within a few minutes we had the main rolled in. We had the rest rolled around fast, thanks to a little help from "Captain Duct Tape"! We let out most of the headsail and altered course toward the Punta Gorda area. I tried to act like nothing had happened and relax, but I worried about the repairs all night.

The following morning I used my cell phone to make arrangements for repairs as we rolled into the Gasparilla Marina. The yard

manager loaned us his car and gave us directions to the Quantum sail loft in Sarasota. We were so thankful for the help, especially since we had to make an unexpected road trip for the mainsail to get repaired. Within six hours we had our sail repaired and back in the mast. One thing I learned in this situation is that if you have UK sails you should have your heads, tacks and clews re-stitched with SPECTRA webbing. It's stronger and it last longer. A lesson learned the hard way!

Hunter built us a great boat. The Fox III has served us well. She's carried us to Bermuda, up and down the Atlantic seaboard and across the Gulf of Mexico. She's been pounded in the Gulf stream and weathered some big seas and rough winds. Through all of that, nothing integral to Hunter has failed us. We've repaired some things like the electronics, but nothing on the hull, mast or rigging. We haven't had a single leak down below.



No matter how much you prep for a trip, you have the risk that parts can fail while you're sailing. I had all my sails checked at my local loft before we left. Sometimes you will experience complications, especially at night. My advice is that when something breaks, assess the situation, come up with a plan and execute it. I hope to see you on the water in your favorite Hunter model.



KIDS CORNER



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HUNTER WINTER/SPRING 2007 BOAT SHOW SCHEDULE

Come See the Hunters at a Show Near You!

JANUARY 2007

Dec. 30 - Jan. 7 - New York Boat Show - NY
Jan. 4 - 7 - San Diego Boat Show - CA
Jan. 5 - 14 - Houston Intl. Boat Show - TX
Jan. 5 - 14 - Northern California Show - Pleasanton, CA
Jan. 6 - 14 - Portland Boat Show - OR
Jan. 10 - 14 - Atlanta Boat Show - GA
Jan. 11-14 - Providence Boat Show - RI
Jan. 12 - 21 - Cleveland Boat Show - OH
Jan. 13 - 21 - Toronto Boat Show - Canada
Jan. 17 - 21 - Minneapolis Boat Show - MN
Jan. 18 - 21 - Denver Boat Show - CO
Jan. 18 - 21 - Strictly Sail - Philadelphia - PA
Jan. 19 - 28 - Milwaukee Boat Show - WI
Jan. 25 - 28 - Hartford Boat Show - CT
Jan. 25 - Feb. 3 - Seattle Boat Show - WA
Jan. 29 - Feb. 7 - Tulsa Boat Show - OK

FEBRUARY 2007

Feb. 1 - 4 - Strictly Sail - Chicago -IL
Feb. 1 - 4 - Calgary Boat Show - Canada
Feb. 2 - 11 - Dallas Boat Show - TX
Feb. 6 - 11 - St. Louis Boat Show - MO
Feb. 7 - 11 - Vancouver Boat Show - Canada
Feb. 7 - 11 - Charlotte Boat Show - NC
Feb. 14 - 18 - Syracuse Boat Show - NY
Feb. 14 - 18 - Grand Rapids Boat Show - MI
Feb. 15 - 19 - Strictly Sail - Miami - FL
Feb. 16 - 18 - Carolina Boat Show - Raleigh, NC
Feb. 16 - 25 - Indianapolis Boat Show - IN
Feb. 17 - 24 - New England Boat Show - Boston, MA
Feb. 23 - 25 - Greensboro Boat Show - AL

MARCH 2007

Mar. 16 - 18 - Edmonton Boat Show - Canada

APRIL 2007

Apr. 20 - 25 - Jacksonville Intl. Boat Show - FL
Apr. 18 - 22 - Strictly Sail-Pacific - Oakland, CA
Apr. 26 - 29 - Charleston In-Water Show - SC



2007 Winter Boat Show Highlights

Strictly Sail Philadelphia – January 18-21

Strictly Sail Philadelphia is the first of the 4 winter boat shows produced by Sail America. It is the only indoor, all sailboat show on the East Coast and is the “kick-off” to the 2007 north east sailing season. Hunter will have an impressive display including both the keelboat and trailerable lines.

Strictly Sail Chicago – February 1-4

In its 12th year of existence, Strictly Sail Chicago is the mid-west’s only all sailboat show. With a great venue at Navy Pier in downtown Chicago, sailors can look at the ice covered Lake Michigan and then enter the show and pick out their new boat for the 2007 sailing season. Hunter’s award winning indoor display is sure to draw the customers to the Chicago display!

Strictly Sail Miami – February 15-19

While the rest of the country is shoveling snow, Strictly Sail Miami enjoys balmy temperatures and azure water! With a setting like this it is hard to not want to go sailing! Hunter’s in-water tropical display draws huge crowds to the display and show goers have the opportunity to try a Hunter boat in the Discover Sailing program.

Strictly Sail Pacific – April 18-22

The Strictly Sail Pacific show in Oakland, CA is the largest sailboat show on the West Coast. A large in water and land display make this the show to go to for any West Cost sailor. Hunter has two locations at the show an in-water keelboat display by H&S Yacht Sales and a trailerable display by Sailing Obsession and Nelson Yachts.



www.offshore-sailing.com

Furlex goes electric!

Two versions: original equipment and upgrade kit



Furling the sail at the touch of a button can easily be considered the height of comfort and convenience but only found on mega yachts.

Now, with the Furlex 200E (Electric), Seldén is offering the luxury of push-button sailing for the masses. The Furlex 200E (Electric) is intended for boats with a forestay diameter of ¼” – 5/16” i.e. yachts of about 30 ft to 35 feet.

Owners with a manual Furlex 200S system can upgrade to electric power. The control line, drum and line guard assembly are replaced with a Furlex 200E motor housing unit. The through-deck components for the cables and the electric control box are all included in the upgrade kit.

The Furlex 200E (Electric) is designed around a highly efficient 12V electric motor. Power is transmitted to a self locking worm gear to rotate the luff extrusion. The motor uses only 30 amps under normal load. Since it only takes 20- 30 seconds to reef or furl the sail the power consumption is negligible.

In order to counteract overloading, the system comes with a built-in overload cut-out. If the sail is reefed without previously easing the sheet, the power is immediately switched off. The overload cut-out is automatically reactivated a few seconds after the In or Out buttons are released. In the event of a loss of power the sail can be reefed manually.

The Furlex 200E will have its US debut at the Chicago boat show Feb 1-4 and again at the Miami boat show Feb 15-19. Seldén plans on starting series production in spring 2007.

A complete original equipment system will cost somewhere in the region of \$3000-\$ 4000. An upgrade kit for use with a manual Furlex will cost about \$2000. A larger electric system to fit boats to 45 feet will debut later in 2007.

For more information, www.seldenus.com

TIPS AND TECHNIQUES



The Bottom Line (Bottom Paint)

Whether you've just bought a new boat or are lavishing care on a classic, a good bottom job is a wise investment of both time and money.

Often boat owners make an enormous effort to make sure that a half dozen coats of varnish glisten in the sunlight, and yet the paint that protects the underwater portion of their boat's hull is scarcely given any thought. This flip-flop of priorities can cause both short and long term problems. In the sooner rather than later category lies poor adhesion of antifouling paint, as well as a performance downturn from a rough, uneven surface. Much more sinister are the long term effects that water has on fiber reinforced plastic (FRP) construction, and that's why most pros feel that barrier coating and careful antifouling are so important.

When the time comes to tackle a bottom job, it's essential to look at both your wallet as well as the calendar before deciding what's to be done and who will be doing the work. It's also important to understand the scope of the project and the extent of your own expertise. Barrier coating the bottom and finishing it off with a careful application of antifouling paint requires more than a quick scuff with sandpaper and a slap-dash "one-coat cures all" approach to painting.

In some ways, bottom work is a little like a visit to the dentist. What's in store ranges from a tolerable cleaning to a painful root canal, the latter being equivalent to what's entailed in curing a full blown case of osmotic blister, while the former is an easy-to-accomplish coat of bottom paint applied to an underbody that's in like-new shape. To a large extent, the scope of your commitment goes hand-in-hand with the condition of the gelcoat below the waterline and the antifouling paint's condition. The following hands-on tips should give you a feel for what it takes to cope with a wide range of boat bottom blues.

The focus of the following guidelines targets mainstream bottom work, ranging from relatively straightforward bottom prep and painting to barrier coating and minor blister repairs. The heavy-duty task of fixing a badly blistered bottom requires more than simply rolling your sleeves up a little higher. It's a labor-intensive process in which care must be taken in order not to damage the fairness of the hull, trap water inside the laminate or place the proverbial band aid on a serious injury. So, before you commit to coping with the craters of the moon, call in an experienced surveyor or skilled boatyard fiberglass technician and get a pro's slant on the problem and your range of options.

Several Options

Option one, normally the most streamlined and straightforward, is the annual spring antifouling ritual, a fact of life for boaters who don't opt for a multi-year paint. Though initially more expensive, the cost effectiveness of paints like Micron CSC and Micron Extra are obvious when you look at their multi-season performance, ability to be relaunched and no-buildup, self-polishing nature.

If the bottom is in good shape and the paint shows no sign of chipping, flaking or crazing, all it takes is a light sanding prior to applying a coat of antifoulant. It's the simplest answer to bottom work but it's only appropriate for a boat bottom in good shape with little or no sign of paint or gelcoat problems. Using this approach on a boat plagued with deeper problems can be worse than simply postponing repairs.

The second alternative is still a feasible do-it-yourself project that's as appropriate for a brand new boat as it is for one with 10 years of paint peeling off the bottom. The process is a combination of barrier coating with Interprotect 2007E/2007E, followed by one or more coats of one of Interlux's numerous formulations of bottom paint. Direct overcoating with antifouling paint can be carried out if care is taken and a smooth surface maintained during the application of multiple coats of Interprotect. Be sure to follow the specific time guidelines indicating when no additional sanding is needed prior to antifouling.

Step-by-Step

Once your boat has been hauled, pressure sprayed, and blocked, it's time to carefully check the bottom for blisters and circle problem areas with a contrasting color felt tip marker. This inspection needs to be done immediately because as the moisture evaporates from the surface minor blisters tend to disappear and even larger ones become harder to see.

1. Reinspect the bottom now that it is dry and use a knife or chisel to open up random blisters that appear on the surface or have been previously marked. Carefully determine whether these are paint blisters or deeper problems that penetrate the gelcoat. If the surface contains thousands of blisters originating beneath the gelcoat, it's time to call in the experts. In extreme cases, some laminate removal and relamination of a new FRP layer(s) may be necessary. Spot repairs of badly blistered bottoms tend to be labor intensive and reblistering is not uncommon. Assuming that the blistering you encounter falls into

the minimal to moderate realm, it's usually reasonable to continue to assume that a do-it-yourself approach is still feasible.

2. Remove old bottom paint via sanding, paint remover/scraping using Interstrip 299E (for fiberglass) or hire the yard to sandblast away the paint build up. It takes a pro to remove the paint and not chew up the gelcoat, but when such talent is available it's usually well worth the expense.

Each of the of the paint removal processes has specific merits and disadvantages, and you should decide on a course of action with skill, time and dollars in mind. Sanding requires careful work with soft pad sanders and abrasives. The difference between removing the paint and cutting through the gelcoat can be a mere few thousandths of an inch. Those inexperienced with a sander can do quite a bit of damage to the surface that they are trying to improve. If you're unfamiliar with the idiosyncracies of a high r.p.m. disk sanders you may be better off with a less aggressive orbital unit, chemical stripper, or contracting a sandblaster.

The secret to mastering the art of soft pad sanding lies in keeping the sponge pad flat and continuously moving the machine while maintaining a light uniform pressure. The trigger switch should not be squeezed until the pad is on the surface and you are moving the sander as if it were on. Holding the 9" pad sander at shoulder height or overhead for hours at a time is like a lengthy visit to your local gym—make sure that your arms, shoulder, and back are up to the challenge. Powder residue from antifouling paint contains some nasty chemicals and it's important to wear a mask, eye protection, and clothing or coveralls that keep the dust off your skin.

Keep in mind that your goal is to return the bottom to an unpainted scuffed-up gelcoat state with as few "burn through" spots as possible. Compressed air is the best means of removing the dusty residue prior to taking a close look at what should be roughed up gelcoat not a dished-out craters-of-the-moon kind of landscape.

3. Wash the bottom one or more times (water only) if you notice chemical residue around any opened up blisters. Repeat the wash until the residue no longer forms. If chemical stripper has been used to remove the paint, clean the surface with a solvent wash such as Interlux #202. Chemical residue that's left on the surface can be a cause of future premature paint failure. These extra preparatory efforts tend to pay off down the road. Those in the northeast may want to do the prep work in the fall and allow the hull to dry over the winter, tackling the painting phase in the spring. The wham-bam all done in a week approach can lead to moisture being trapped by the barrier coat. If no blisters are involved, allow the hull skin to dry out prior to tackling the application process.

To be sure not to seal moisture into the laminate, you may want to hire a professional surveyor with a moisture meter. It can take many months for a hull to dry out. To test the hull for moisture yourself, tape small squares of clean plastic to several areas on the bottom. If moisture beads up inside, the laminate is too moist to coat.

4. Tape off the bottom edge of the boot stripe with heavy-duty 3M long-term tape (A-02828 for a week or A-61174 for a month or two worth

of exposure). Make sure all the application tools are on hand and brushes as well as roller pads are resistant to epoxy and the reducer 2333N. The right material for the first coat is contingent on the condition of the surface being coated. For example, if numerous blisters have been opened, cleaned and flushed and the gelcoat has been sanded through in many areas, the bottom really needs an epoxy resin sealer coat. Interlux 1000/1001 has proven to be a great choice for pros as well as do-it-yourselfers. Along with this highly adhesive water resistant epoxy base coat, Interlux also offers other Interprotect products that help create a formidable barrier and an effective substrate for their full line of bottom paints. By sticking with one manufacturer's line of paint products, you're guaranteed intercoat compatibility as well as how-to guidelines, bulletins, and technical advice that will carry you through your project from start to finish. If the boat is new or the gelcoat of an older boat is in good condition, Interprotect 1000/1001 may not be necessary. One of the big pluses of Interprotect 2007E/2007E is its ease of handling and reluctance to sag or hang. The material is best applied using a solvent resistant roller and a good quality natural bristle brush. It's advantageous to tackle the job as a two person roll-and-tip tango which allows paint to be evenly applied as one person's vertical roller passes over the surface while the second individual is smoothing stipple pattern with back and forth brush strokes. Experiment with section size and brush/roll technique, enlarging the size to an area that allows for efficient coverage as well as maintaining a wet edge to cut into.

When deciding how much reducer to use, carefully follow mixing directions on the can, keeping in mind that hotter and drier conditions warrant more solvent. In such cases, additional reducer may be needed during the paint application process. Use filter funnels to strain the paint prior to application.

5. Follow the manufacturer's recommendation for film thickness. One of the easiest ways to do this is to apply the amount of paint prescribed for a given surface area.

Tricks of the Trade

Epoxy resin (1000/1001) is not as easy to apply as the barrier coat 2007E/2007E, and it takes a bit of practice to nail down a technique that affords an even, sag-free surface. In this case, if too much material is applied to a near vertical surface, the paint sags and creates sanding problems. If too little is applied, the results are often marred by residual brush and roller marks and can yield too thin a skin to be an effective barrier coat. Reaching the happy medium is what skillful paint application is all about.

Tools of the trade include several different sizes of good quality natural bristle brushes, a rugged heavy-duty 7-9" roller frame and a supply of solvent-resistant rollers. A roller extension rod and a good sturdy pan round out a bottom painter's tool kit. If possible, it also helps to set up a piece of plywood on sawhorses to act as a paint mixing workbench. This gets the chemistry above ground level and lets you better organize your mix, stir, and strain routine. When mixing any two-part paint, use some inexpensive kitchen measuring cups to get the volumes accurate. Glass or metal cups should be used because some plastic materials can be damaged by the solvents in the paint.

A key issue in the Interprotect process is building up adequate barrier thickness through multiple coats of paint. Refer to the manufacturer's guidelines to determine how long a window of time is available for direct overcoating without resanding the surface. Keep in mind that additional coats can't cure the sags, runs and other surface problems caused by poorly applied prior coats. If such problems arise on the first go-round, let it cure and sand out the imperfections before proceeding. With a careful hand, multiple coats can be built up without sanding in between. It usually requires four applications of Interprotect 2007E/2007E to achieve the appropriate barrier thickness that the manufacturer recommends.

Use the same roll and tip technique developed with the Interprotect process to apply antifouling paint. Many experienced boaters, especially those plying warm saltwater estuaries and bays, swear by the slogan "don't skimp on bottom paint". The comment refers to both the amount and quality of the material applied to a boat's bottom. In this portion of the paint market, a boater certainly gets what he pays for, and the performance of top-of-the-line paints show their value in less need for bottom cleaning during the season and much less prep work when it comes time to repaint. This can be a real value for sailboat owners as well as those with displacement powerboats. Faster boats tend to keep slime and soft growth from accumulating. The multi-year, relaunchable no build up copolymer ablative paints found in the Micron line have year after year proven to be a very reliable product.

Boatyard Business

Whether you intend to do the work yourself or favor the "call me when she's ready" approach, a good working relationship with your boatyard staff is vital. This starts with a clear understanding of who will do each aspect of the work and just what restrictions the yard has on projects done by owners. Be sure that, if a subcontractor is to be involved, both the boat owner and the yard staff are on the same page, especially with regard to how billing will be accomplished.

There are also a variety of safety issues ranging from who is to move jackstands around in order to paint under pad spots, to what to do with waste solvent and paint cans. It's also a good idea to pay close heed to the time constraints enumerated in the haul out agreement; the job you planned to conclude in a week can stretch out when the rain clouds roll in. It's helpful to have a cushion built into the arrangement you have with the yard, just in case the weather or other variable is less than cooperative.

When making arrangements with a boatyard, look for cost effective options, not simply the lowest price. Take into consideration the condition of a yard's boat hauling equipment, security and the quality of the work that's accomplished by the staff. Do-it-yourself yards are getting harder and harder to find, especially when it comes to bottom work, but with a bit of willingness to range a little further a field, one can usually be found.

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DESTINATIONS



Bucksport, Maine

Cruising the Penobscot River

A century ago, one in every 10 American shipmasters came from the small coastal towns situated along the banks of the Penobscot River. If you like history and enjoy scenic splendor, captain your boat into this picturesque region of Maine, and enjoy the wonderful combination of heritage, architecture and natural beauty.

To visit Bucksport, travel up the Penobscot Bay through a fisherman's paradise of striped bass and mackerel, where you can meet bay seals roving in the waters or catch a glimpse of a bald eagle gliding by. Bucksport Marina is located at the mouth of the Penobscot River, just ten minutes from open ocean but still protected from the weather, and is one of the most easily navigated ports of coastal Maine. Port Harbor Marine/Bucksport (207-469-5902) has 36 slips, both seasonal and deepwater transient, a 100-foot fuel dock, showers and a marine store. You can enjoy the recently renovated mile-long waterfront park and walking path with gazebo, as well as a variety of on-shore restaurants, seafood markets, ice cream shops and convenience stores.

The harbor is situated in the shadow of the Waldo/Hancock suspension bridge with an impressive view of Fort Knox. Built during the mid-19th century to thwart a third British invasion that never came, kids of all ages can explore the cannons, climb granite stairways and roam the underground chambers (remember to take a flashlight). If your timing is right, you can attend the Annual FORT KNOX BAY FESTIVAL on the Bucksport waterfront, held July 25, 26 & 27, 2003, featuring activities for all ages and fireworks over Fort Knox!

For the shoppers onboard, the town of Bucksport offers boundless opportunities, including a fascinating mix of goods sold in Sebastian's Corner where you may find everything from furniture to a first-edition Hardy Boy mystery. Bucksport Golf Club has Maine's longest 9-hole layout and is a pleasure to play. If your interests lie in local lore, trek over to the Bucksport Cemetery, home of the legendary "footprint" on the grave of John Buck -- legend claims that Buck was cursed by a witch who promised to return from the dead and dance on his grave!

Nautical history enthusiasts will want to make the trip to nearby Searsport, home of the Penobscot Maritime Museum. The museum is

actually a village with 12 buildings, including sea captains' homes dating from the 19th century when more than 200 sea captains lived in Searsport, and offers visitors a glimpse into the daily life and vast enterprise of Maine's maritime trade. If all this sightseeing works up an appetite, don't miss the sausage rolls and Death By Chocolate at Periwinkles Bakery! According to the locals, they alone are worth any journey!

Public Facilities

- * Port Harbor's Bucksport Marina, a full service marina with seasonal and transient slips
- * Town owned dock providing short-term docking and water facilities, restrooms, and telephones
- * Mile-long waterfront walkway with gazebo and professional landscaping
- * Public boat ramp with access to Penobscot River on Verona Island
- * Ample mooring sites available at below-area prices (approximately \$40 per season)

Where can you climb a mountain, catch some saltwater fishing action, paddle a lazy river, listen to loons, visit an Atlantic salmon hatchery or an historic fort, all in one weekend? Try the Bucksport area!

Outdoor recreation is certainly one of Maine's biggest attractions, and whether you're a hunter, angler, skier, hiker, boater, history or nature enthusiast, Bucksport, Orland and Verona, have plenty to offer.

Submitted by Onshore Magazine - from www.discoverboating.com

