



H U N T E R[®]
MARINE CORPORATION

Dear Hunter Owner,

Attached you will find a list of items and recommendations that we believe should be incorporated into your own ongoing list of preventative maintenance items and safety check points. **THIS LIST SHOULD NOT BE CONSIDERED A COMPLETE SERVICE MANUAL OR THE ONLY ITEMS ON YOUR BOAT IN NEED OF ROUTINE MAINTENANCE, INSPECTION OR ATTENTION.**

You will find that we address commonly found optional equipment items installed on Hunter boats, as well as most standard equipment from Hunter Marine. Owner's need to familiarize themselves with individual equipment manuals on all such items, especially aftermarket purchases or optional equipment installed by your dealer or Hunter Marine. This should insure that you are following the manufacturer's recommendations for proper maintenance and up-keep.

We strongly recommend that all owners complete a Power Squadron course followed with a complementary boat inspection before leaving the dock. To locate a Power Squadron in your area please visit < www.usps.org >.

Reviewing and familiarizing yourself with the Chapman's Piloting Manual is also highly recommended for every boat owner. This manual contains demonstrations for safety drills which should be practiced routinely, dealing with adverse conditions, general boat handling and recommended safety equipment. Our opinion is that no boat owner should operate a boat without first reviewing this manual and without having ready access to it while sailing.

We hope that this list will be beneficial to you in your ongoing maintenance and upkeep. Safe boating!

Thank You

Hunter Marine

Preliminary Care and Maintenance Checklist

A qualified Technician should be used if you are not completely confident in your ability to make repairs or inspections.

Out of Water Inspection

Pre-launch inspection

- ___ Sacrificial zinc anodes installed
- ___ Propeller installed with keyway, nuts and cotter pin
- ___ Propeller shaft turns freely and without excess wobble
- ___ Struts and shaft log free of corrosion
- ___ Rudder swings easily & correct with wheel direction
- ___ Rudder and post inspected for cracks and/or concealed damage (may require removing rudder)
- ___ Auxiliary tiller handle properly aligned, fits securely and operational
- ___ Backup rudder system complete and operational
- ___ All thru-hulls and valves below water line inspected for corrosion, labeled and closed until after launch
- ___ Bottom paint in satisfactory condition
- ___ Hull freshly cleaned and waxed (free of gelcoat damage)
- ___ Mooring, safety lines and fenders onboard and in good condition
- ___ House & engine start batteries installed and filled with correct electrolyte levels
- ___ House & engine start battery boxes secured
- ___ All battery terminals clean and wires secured
- ___ Engine block & transmission drains closed
- ___ Speed / Depth transducers in place. Speed paddle wheel rotates smoothly
- ___ Hose clamps on all systems below water line tight
- ___ Keel bolts tight and clean
- ___ Exhaust hose attached and secured
- ___ Boat is free of internal and external water leaks above water line (Failure to stop water intrusion could result in permanent damage or deterioration of structural coring materials, internal wiring and cause mildew and molding)

Mast Assembly

- ___ Review manufacturers manual for maintenance and up-keep
- ___ Spreaders securely fastened
- ___ Mast and spreaders free of corrosion and stress cracks
- ___ Standing rigging and pins inspected for wear, tear, corrosion and cracking
- ___ External wiring secured for anchor, steaming and deck lights
- ___ Electronic wind indicator installed per manufacturers recommendation
- ___ Manual wind indicator installed on masthead
- ___ VHF antenna installed and connected
- ___ Headsail furling system installed inspected per manufacturers recommendation
- ___ Running rigging inspected for wear and tear
- ___ Mast step stand-up blocks secured and operational
- ___ Main Sail, jib sail and flaking system inspected for wear and tear (non-furling mast). In- mast system checked for smooth operation and overall condition of sails
- ___ Specified pre-bend and diagonal tensions attained in mast. See owners manual
- ___ Mast to deck wiring properly sealed with drip loop

Anchor System and Ground Tackle

- ___ Anchor windlass inspected per manufacturers recommendation
- ___ Anchor secured in bow roller assembly
- ___ Spare anchor onboard and accessible. See Chapman's Manual for recommendations on anchors, anchor lines and drogues
- ___ Anchor line pays out and retrieves into anchor locker without difficulty
- ___ Bitter end of anchor line secured
- ___ Anchor rode inspected and free of abrasions
- ___ Anchor chain shackle lock-wired at pin after secured to anchor and corrosion free
- ___ Anchor locker hatch secures properly with anchor and line in place
- ___ Anchor locker free of debris inside
- ___ Anchor locker drains open

Fuel System

- ___ Tank fuel level indicator functioning properly
- ___ Fuel clean and treated with engine manufacturers recommended additives
- ___ Primary and secondary filters cleaned or replaced
- ___ Fuel tank supply valves open
- ___ Fuel tank vent clear from tank to atmosphere (hose has anti-siphoned loop in place at hull or deck side)

Steering System

- ___ Inspect and service steering system according to manufacturer's recommendation
- ___ Clean and grease autopilot drive chains
- ___ Ensure compass light is operational

Primary Pumps Functional

- ___ Manual bilge pumps
- ___ Electric bilge pumps and float switches (discharge hose has anti-siphon loop in place to prevent back flow under sail)
- ___ Macerator pumps
- ___ Fresh water pumps
- ___ Toilet flush pumps
- ___ Shower sump pumps
- ___ High water bilge alarm pump

Illumination and small electrical components check

- ___ Bow light
- ___ Cabin lights
- ___ Stern light
- ___ Deck light
- ___ Instrument lamps
- ___ Masthead light
- ___ Chart light
- ___ Anchor light
- ___ Courtesy lights
- ___ Reading lights
- ___ Distribution panel lights
- ___ Smoke detectors operational
- ___ CO detectors operational (one per cabin recommended)
- ___ Engine & generator room blower operational
- ___ Auto fire suppression system operational (engine compartment)
- ___ Shore power cord and adapter plug operational. See manufacturer's manual for complete details
- ___ 110 or 220 VAC outlets operational – Ground fault circuits functioning
- ___ 110 or 220 VAC inverter/battery charging systems functioning properly
- ___ Cockpit control systems operational

Fresh Water Systems

- ___ Hot water heater drains shut
- ___ All spigots and hose bibs shut
- ___ All tanks flushed clean and free of debris and antifreeze
- ___ Water heater tank and lines flushed of antifreeze
- ___ All water lines and components purged of air and checked for leaks
- ___ Sinks and drains checked for leaks and adequate flow
- ___ Cockpit shower operational
- ___ Fresh water filters clean
- ___ Tank water level indicator systems operating – labeling and tank valve selection correspond

Head and Holding Tank Systems

- ___ Vent clear from tank to atmosphere
- ___ Filled with fresh water and test pumped with macerator
- ___ Toilets flush to holding tanks properly
- ___ Waste level indicating system properly functioning
- ___ No leaks at any hose fitting within the system

Galley Systems

- ___ Gas bottle filled installed and connected to regulator. Inspect Gas system for leaks after 3 minutes. Should a leak be detected immediately close the main valve exit boat and seek professional assistance for a thorough inspection.
- ___ Stove and oven operational. Refer to manufacturer's manual for proper operation and trouble shooting.
- ___ Gimbals latch secure and operational
- ___ LPG stowage locker drain open and tank storage area free of derbies.
- ___ Microwave operational
- ___ Refrigerator operational and proper temperature attained
- ___ Freezer operational and proper temperature attained
- ___ USCG waste disposal-warning poster onboard or in owner's package
- ___ Icebox drains to sump or bilge properly
- ___ Icebox drain plugs installed

Topside Inspection

- ___ Swim seats / ladders / gates operational
- ___ Swim seat latch operating correctly
- ___ Cockpit hatches operate properly (adjustments should be made with boat in water)
- ___ Canvas properly cleaned and installed
- ___ Cockpit cushions cleaned and installed
- ___ Lifeline fittings tight and secure
- ___ Rubrail sealed secured to hull
- ___ Sliding hatches drains free of debris
- ___ Companionway drop-ins fit properly in companionway and stowage rack
- ___ Load bearing hardware sealed and securely fastened. This includes but is not limited to chainplates, winches and handrails
- ___ Traveler arch sealed and securely fastened. Stainless Steel models should be properly grounded, see owners manual for details
- ___ Plexiglas hatches, ports, windscreens and windows adjusted and cleaned. Cleaners and polishers specifically for Plexiglas can be purchased from most marine supply stores
- ___ External teak cleaned and oiled (Teak decking cleaned with mild soap and water)
- ___ External railings cleaned with soap and water then hand polished using automotive wax
- ___ All deck fill caps seal properly and have retainer chains intact (except Waste Pump-out)
- ___ Dorade vents or sealing caps installed
- ___ Topside surface clean and free of gelcoat damage

Interior Inspection

- ___ Drop-in hatches for bunks and floors in place and fit securely
- ___ Interior steps and grab rails secured
- ___ Bilges clean and free of debris
- ___ Opening port and hatch screens in place
- ___ Blinds / privacy curtains, shades and interior cushions cleaned, installed and secured
- ___ All doors open / shut / latch properly
- ___ Insure all wires and connection on distribution panels are tight (should be professionally inspected)
- ___ Television / VCR operational
- ___ Stereo / Tape / CD operational
- ___ Chapman's Manual onboard and readily available
- ___ Safety gear onboard readily available and up to date. See Chapman's Manual and US Coast Guard website at < www.uscg.mil >for details.
- ___ Boat owner's manual onboard

In Water Inspection

Dockside inspection of Engine, Pre-start sequence and operating system

- ___ Review engine manual for maintenance requirements and proper starting procedure
- ___ Propeller shaft properly aligned (per engine manual)
- ___ Shaft to engine coupling bolted and properly torque (per engine manual)
- ___ All engine mounting bolts in place and properly torque (per engine manual)
- ___ Crankcase oil at full mark (per engine manual)
- ___ Transmission fluid / oil at full mark (per engine manual)
- ___ Coolant mix ratio proper – heat exchanger and expansion tanks full (per engine manual)
- ___ Seawater intake valve open and no leaks
- ___ Air bled from fuel lines and system
- ___ No fuel leaks at any fittings
- ___ Throttle linkages smooth and operational
- ___ Shutdown system operational
- ___ USCG Oil Discharge warning poster in place
- ___ Exhaust elbows and hoses tight
- ___ Starting sequence and alarms correct
- ___ Oil pressure acceptable (per engine manual)
- ___ Coolant temperature acceptable (per engine manual)
- ___ Alternator DC output at rated rpm (per engine manual)
- ___ Correct Idle rpm (per engine manual)
- ___ Water discharged with exhaust
- ___ Hour meter operational
- ___ Fuel level indicators operational
- ___ Throttle cable tension set properly
- ___ Shifter operation correct
- ___ Neutral safety start switch operational
- ___ No inboard exhaust gas leaks
- ___ No fuel / oil / water leaks on engine
- ___ Shaft packing / Drip free Seal adjusted and locknuts tight. One to three drips per minute with shaft turning on traditional packing assembly
- ___ Engine box installed and secured

Dockside inspection of Generator, Pre-start sequence and operating system

- ___ Review and follow manufacturer's manual for maintenance and up-keep
- ___ Seawater strainer water-tight and clean
- ___ No leaks in fuel system - Fuel filters clean
- ___ Lube oil at full mark
- ___ Coolant level full – proper mix ratio with water (per generator manual)
- ___ Seawater discharge overboard with exhaust gas
- ___ No inboard water or exhaust gas leaks
- ___ Proper voltage output to distribution panel (per generator manual)
- ___ Ship / Shore power transfer panel function properly
- ___ Starter battery box secured
- ___ Starter battery cable connections clean and tight
- ___ Starting battery electrolyte level proper

Climate Control System

- ___ Review and follow manufacturers manual for maintenance and up-keep
- ___ Seawater strainer water tight and clean
- ___ Seawater pump air purged and operational
- ___ Seawater flow adequate fwd and aft
- ___ Fwd system functions properly in all modes of operation
- ___ Aft system functions properly in all modes of operation
- ___ No seawater leaks in system components and lines
- ___ No condensation leaks to deck or liner
- ___ Air return/intake filters clean and clear
- ___ 110 or 220 VAC 30 amp shore power wired correctly at dock
- ___ Remote control units and display features operate correctly
- ___ Condensation drains open

Dockside Pre-sail inspection

- ___ Standing rigging tuned statically – all fittings pinned and secured (re-check after sailing)
- ___ Genoa installed and furling system operational
- ___ Main sail installed and operates smoothly
- ___ Main sail flaking system properly adjusted
- ___ All reefing points attained properly
- ___ Topping lift and outhaul operational
- ___ Sheets / Blocks / Winches operate correctly and easily under load
- ___ Genoa Car travels freely full length on tracks port and starboard
- ___ All line stoppers operational and labeled
- ___ Calibrate all electronic equipment and compass to geographical area.
- ___ VHF operational
- ___ Dockside water connection operable and free of leaks
- ___ Complete safety package onboard and up-to date (see Chapman's manual and US Coast Guard rules and regulations)
- ___ Secure and evenly distribute all loose equipment and weight
- ___ Complementary onboard inspection made by local Power Squadron

Date of inspection: _____

Inspection made by _____

