

Welcome to
THE HUNTER MARINE FAMILY

Congratulations on your new sailing yacht manufactured by Hunter Marine. We have engineered and constructed your boat to be as fine a yacht as any afloat. In order to get the best performance and most enjoyment from your boat you should be familiar with its various elements and their functions. For your sailing pleasure and safety, please take time to study this manual.

We stand behind the quality of your boat with a warranty, which you should review. To insure the validity of your warranty, please complete the attached card and send it to us within ten (10) days of the purchase date. Section 15 of the U.S. Federal Boat Safety Act requires registration of a boat's first owner. The warranty data should also be recorded in the space below for your own reference.

This manual has been compiled to help you operate your craft with safety and pleasure. It

contains details of the craft; equipment supplied or fitted, systems, and information on operation and maintenance. Please read it carefully, and familiarize yourself with the craft before using it. If this is your first sailboat or you are changing to a type of craft you are not familiar with, please ensure that you obtain proper handling and operating experience before you assume command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools or competent instructors.

PLEASE KEEP THIS MANUAL IN A SAFE PLACE AND HAND IT OVER TO THE NEW OWNER IF YOU SELL THE CRAFT.

You should also complete the warranty cards for your engine, stove, head, electric water pump and other accessories. These are enclosed in the manufacturers' manuals that are packaged with your owner's manual.

OWNER INFORMATION CARD

HULL IDENTIFICATION NUMBER IS ON THE STARBOARD AFT SIDE OF THE HULL OR TRANSOM. THIS NUMBER MUST BE GIVEN IN ALL NECESSARY CORRESPONDENCE.

HULL NO.

DATE DELIVERED TO OWNER

YACHT NAME

OWNER NAME

STREET ADDRESS

CITY

STATE/COUNTRY

ZIP CODE

HOME PORT

ENGINE MODEL

SERIAL NO.

PROPELLER SIZE

DEALER

PHONE

STREET ADDRESS

CITY

STATE/COUNTRY

ZIP CODE

HUNTER MARINE LIMITED WARRANTY

LIMITED ONE-YEAR WARRANTY

Hunter Marine warrants to the first-use purchaser and any subsequent owner during the warranty period, that any part manufactured by Hunter will be free of defects caused by faulty workmanship or materials

for a period of twelve (12) months from the date of delivery to the first-use purchaser under normal use and service. During this period, Hunter will repair or replace any part judged to be defective by Hunter.

LIMITED FIVE-YEAR HULL STRUCTURE

Hunter warrants to the first-use purchaser and any subsequent owner during the warranty period that the hull of each boat will be free from structural defects in materials and workmanship for a period of five (5) years from the date of delivery to the first-use purchaser under normal use and service.

This limited warranty applies only to the structural integrity of the hull and supporting pan/grid or stringer system. The obligation of Hunter under this limited warranty is restricted to the repair or replacement of hulls that are determined to be structurally defective.

RESTRICTIONS APPLICABLE TO WARRANTIES

These limited warranties *do not cover* the following:

(1) Problems caused by improper maintenance, storage, cradling, blocking, normal wear and tear, misuse, neglect, accident, corrosion, electrolysis or improper operation.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY AND ALL OTHER REMEDIES AND WARRANTIES EXPRESSED AND IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS. SOME STATES OR COUNTRIES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. THE

PURCHASER ACKNOWLEDGES THAT NO OTHER REPRESENTATIONS WERE MADE TO HIM OR HER WITH RESPECT TO THE QUALITY AND FUNCTION OF THE BOAT. ANY CONSEQUENTIAL DAMAGES THAT MAY BE INCURRED ARE EXCLUDED AND JUDGES DEFECTIVE BY HUNTER. SOME STATES OR COUNTRIES DO NOT ALLOW THE EXCLUSION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION OR EXCLUSION MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS THAT VARY FROM STATE TO STATE OR COUNTRY TO COUNTRY.

HUNTER MARINE LIMITED WARRANTY

WARRANTY REGISTRATION

These limited shall not be effective unless the Hunter Warranty Registration Form and Pre-Delivery Service Record, which are furnished with each new boat, are filled out completely and returned to Hunter within fifteen (15) days of delivery. Responsibility for sending the completed Registration Form remains with the dealer.

It is critical that the Warranty Registration Form is signed by both the dealer and the owner and returned to Hunter. Warranty coverage cannot be initiated until Hunter receives the completed form. All repairs and/or

replacements will be made by an authorized Hunter dealer, or at the option of Hunter, at the Hunter plant. If the repairs are of such a nature that the warranty work must be performed at the Hunter plant, the owner shall pay transportation costs to and from the Hunter plant. The labor cost reimbursement will be based on a labor allowance schedule established by Hunter and where not applicable, on a reasonable number of hours as determined by Hunter. An authorized Hunter service representative must approve any repairs and replacements in advance.

TRANSFER OF LIMITED WARRANTIES

Limited warranties will be transferred to a subsequent purchaser of the boat if:

(1) A notice of the transfer of ownership of the boat is given by the subsequent purchaser in writing to Hunter within thirty (30) days of the transfer.

(2) The notice shall include the name, address and telephone number of the subsequent purchaser, the date of purchase, the hull number, and the name of the seller of the boat.

Hunter will mail notice of expiration dates of the limited warranties to the subsequent owner. The transfer of the ownership of the will not extend the expiration dates of the limited warranties.

CUSTOMER SATISFACTION SURVEY

During the first year of ownership, the first purchaser will receive two Customer Satisfaction Surveys: the first (CSS #1) will be received shortly after taking delivery and focuses on the customer's experience with the dealer and commissioning of the boat, and the owner's initial satisfaction.

The second survey (CSS #2) is given nine to ten months into ownership, and primarily gives the customer an opportunity to evaluate dealer service capability and the boat's functional systems and characteristics. Both surveys are contingent upon receipt of the first purchaser's Warranty Registration form.

HUNTER MARINE'S OWNER AND FOUNDER

WARREN R. LUHRS

BRIEF BACKGROUND

Warren Luhrs was born in East Orange, New Jersey in 1944 into a family with an established tradition in the maritime and transportation industries. His great-grandfather, Henry, was a railroad and clipper-shiping pioneer in America, while his great-uncle John helped build the famous St. Petersburg to Moscow railroad for Czar Alexander II.

Henry Luhrs owned shares in twenty-two different ocean-going vessels – barks, brigs, and schooners - and was the principal owner of the bark *Sophia R. Luhrs*, named for his wife. He was also a partner with Albert Sprout, who managed the shipyard where the *Sophia R. Luhrs* was built in Melbridge, Maine.

Warren Luhrs' father Henry worked at a small boat manufacturer in Morgan, New Jersey, and later started his own company, continuing the Luhrs' family sea tradition during the great depression. During World War II he repaired boats and installed ice sheathing on their bows for the Coast Guard.

After the War, Henry built 27-foot fishing boats and in 1948 began to construct custom-built pleasure craft. He then turned to skiffs and in 1952 incorporated as Henry Luhrs Sea Skiffs, where he constructed lapstrake sea skiffs using assembly-line techniques. Henry personally "shook down" his prototypes on family trips up the Hudson River to Lake Champlain.

The sea skiff is a class of boat that has been very popular, owing to its seaworthiness. It features a sharp bow, which reduces pounding in surf or choppy seas, and a hull whose forward section is rounded below the waterline to increase stability in rough water or a following sea. Such skiffs can either be smooth sided or of a lapstrake construction.

Inspired by Henry Ford, Henry Luhrs' aimed to give the average man the opportunity to enjoy the luxury of boating by building an affordable and reliable boat. He was both designer and engineer, and his progressive new models exhibited his talent for innovation. He successfully changed the line of the bow from straight to curved at a time when the industry trend was a straight square effect, and he is believed to be the first designer-builder to popularize a small boat with a fly bridge.

In 1960, Luhrs acquired the Ulrichsen Boat Company of Marlboro, New Jersey. It was here that Luhrs' Alura fiberglass division was located. In 1965, Henry sold his company to Bangor Arrostock Railroad, which was to become the recreational conglomerate Bangor-Punta. It was also during this period that Silverton of Tom's River, New Jersey was purchased by John and Warren Luhrs.

Today, Warren R. Luhrs and his brother John own the Luhrs Group of marine manufacturers, which consists of Silverton Marine, Mainship Motor Yachts, and Luhrs Fishing Boats with its Alura division, as well as Hunter Marine, which exclusively manufactures sailboats.

In January of 1996, the Luhrs family transferred a portion of the Luhrs Group to its employees through an ESOP program.

LAUNCHING & RETRIEVING PROCEDURES

LAUNCHING

1. Remove any and all tie down straps and ropes securing the boat to the trailer, as well as any lines securing the rudder in the upright position or on centerline. The only attachment of the boat to the trailer should be the strap from the bow eye to the trailer winch.

2. The spar can be raised before or after launch, depending on the time available before and the docking facilities available after launch. **Beware of nearby power lines before raising spar.**

3. Attach the necessary bow and stern mooring lines and fenders if necessary. Do not lower the fenders over the side until the boat is clear of the trailer.

4. Initially slacken the trailer winch and familiarize yourself with its gear switch action and return the winch to the locked position.

5. Load all loose gear and provisions aboard by lowering the swim ladder in the transom.

6. Back the boat and trailer down the ramp until the back wheels of the vehicle are just clear of the water, Retrieve the bow and stern lines as necessary. Loosen the trailer winch and bow strap.

7. Once the boat is floating free, push the boat clear of the trailer guides to the available dock, maintaining control with the mooring lines.

8. Slowly pull the empty trailer out of the water, being careful that boat and people stay clear.

9. Park the trailer and vehicle and return to the boat.

RETRIEVING

1. Raise centerboard and rudder.

2. Back trailer into water.

3. Maneuver boat between trailer guides and up to the winch.

4. Connect bow strap and with winch in correct gear, winch boat up and snug against bow stop.

5. Center boat between upright aft trailer guides.

6. Slowly pull boat from water until the weight of the boat is on the trailer.

7. Confirm alignment on trailer. Put trailer back in water if necessary to realign boat.

8. Make sure that rudder is pinned or tied in upright position so that the tip doesn't drag on ground.

9. De-rig and unstep mast if not already done. **Beware of nearby power lines when lowering mast.**

10. Tie boat to trailer, and secure mast.

GENERAL CARE

NOTICE

Your new Hunter is built using the ACP process. This is not a Fiberglass® boat!

The outer skin is a weatherable ABS plastic known as Loran® S and is built by BASF. The outer plastic skin is approximately .170" thick.

CLEANING LURAN® S SURFACES

Luran® S (acrylonitrile/styrene/acrylate) should be cleaned regularly. Normal accumulations of dirt can be removed simply by occasional rinsings with water. If your boat is operated in salt water, more frequent rinsing will be required. To remove dirt, grease or oil, use soap and water or isopropyl alcohol. For stubborn stains, you can use mineral spirits but never leave a rag with mineral spirits on it lying on your boat.

You can wax the surface if you would like, but be aware this will make the boat slippery. For light scratches you can use a wax with a light rubbing compound or a mirror glaze which is available at any hardware store.

For more extensive repairs, contact the factory.

When storing, please open the drain plugs so the boat can breathe. When trailering make sure the boat is well supported so as not to dent the hull.

! CAUTION

Never leave a rag with mineral spirits sitting on the boat as this will attack the plastic and void the warranty. Never use acetone or other solvents. They will damage the finish on your boat.

CLEANING ACRYLIC

Use only mild soap and water to clean acrylics. Do not use products containing solvents such as ammonia, which is found in many window cleaners.

! CAUTION

Use care when cleaning acrylic. Dry cloth and many glass cleaners will scratch. Solvents will attack the surface.

! WARNING

Cleaning agents and paint ingredients may be flammable and/or explosive, or dangerous to inhale. Be sure to use adequate ventilation, and appropriate safety clothing (gloves, safety glasses, respirator, etc.).

GENERAL CARE

SHALLOW SURFACE SCRATCHES

Remove the scratches by lightly hand wet sanding the surface with 600 grit sandpaper. Sand only until the scratches are removed (to retain as much thickness as possible). This will create a dull surface. To improve the surface

gloss, sand the area with 1000 grit, then 1500 grit sandpaper. The surface should be starting to recover some of the gloss. To further increase the gloss level, polish the area with ultra fine polish (automotive polishes suitable for clearcoat).

MINOR DAMAGE

Minor damage is defined as a problem that does not affect the overall structure of the part or area. They are usually appearance concerns, such as scratches, surface mars, and minor dents. It is very important to ascertain the full extent of the damaged area. If any jagged edges or cracks are present, see the major damage section.

Mask off the damaged area, lightly hand sand (220 grit) the damaged area to remove any surface ridges and to promote adhesion. Sand in

one direction only. In a well-ventilated area, apply a thin layer of Plexus adhesive in a 1:1 ratio to the damaged area. After the Plexus has dried, smooth the area with a fine (220 grit) sandpaper. Now, apply a thin layer of automotive body filler (Bondo) to fill in any imperfections, and allow to dry. Lightly sand with a 220 grit sandpaper, followed by a 400 grit sandpaper, then a 600 grit sandpaper. Finally, apply an automotive paint to match the color.

MAJOR DAMAGE

This type of damage can be holes, cracks, or large dents. Cracks, even those found around holes, must be prevented from growing. To do this, the ends must be found and blunted (by drilling small holes). Once this is done, the crack can be ground or routed into a V groove. This allows it to be filled easily and promotes a good bond. We suggest using a Dremel tool, being sure to work in a well-ventilated area.

Mask off the damaged area and lay down a bead of Plexus adhesive in a 1:1 ratio into the damaged area, slightly under filling the V groove.

The Plexus will expand as it hardens. Skim the excess Plexus (if any) from the repair area keeping it level with the surrounding area. Allow to dry for 1 hour. Sand the damaged area until the surface is flush with the surrounding area. Apply a thin layer of automotive body filler to fill any voids. Allow the filler to dry, then wet sand with 220, 400, then 600 grit sandpaper.

After sanding the repaired area flush to the surrounding area, paint can then be applied. Recommended paints are spray enamels and oil based enamel brush-ons (Rustoleum).

Safety Considerations:

Use of solvents requires adequate ventilation, keeping in mind that they are usually highly flammable. Use proper procedures to avoid injury. In some instances, the use of these materials is controlled. Check all regulations prior to using.

Keep in mind that a repair can only attempt to match the performance predicted in the original part. The repair may not be quite as strong or stiff as the original part. The overall part/system behavior has probably changed.


Always follow all warnings and instructions given by the manufacturers of the products used for repairs.


This information is provided for your guidance only. We urge you to make all tests you deem appropriate prior to use. No warranties, either expressed or implied, including warranties or merchantability or fitness for a particular purpose, are made regarding products described or information set forth, or that such products or information may be used without infringing patents of others.


About Your Hunter 216

The Hunter 216 is a composite boat built by Hunter Composite Technologies located in East Lyme, CT. The boat is built using a process called ACP or advanced composite process. The Hunter is actually built using an outer plastic skin, foam core and inner fiberglass layer. The results are a lightweight boat that is 5 times more impact resistant than fiberglass. ACP is also much more environmentally friendly than a traditional fiberglass building process. The Hunter 216 requires very little maintenance, and with the right care, your 216 will last for many years of sailing.

** IMPORTANT INFORMATION **

 Before towing your Hunter 216 **make sure that the centerboard is eased down so the weight of the center board is on the bunk of the trailer.** This is accomplished by opening the centerboard release valve in the cockpit. You do not want the boat to take the stress of the centerboard bouncing up and down. See the centerboard section for details.

 Before launching your Hunter 216 **make sure that the centerboard is raised and the release valve is closed.** If the valve is not closed, when your Hunter comes off the trailer the centerboard will drop and may hit the bottom or the launch ramp. See the centerboard section for details.

 When stepping the mast or launching and retrieving your Hunter make sure you are clear of all power lines.

Rigging your 216

Visually inspect your boat and all of its equipment. For the first time assembling your 216 take the mast and boom off of the boat and place them on Saw Horses.

Preparing the Mast

Run the Main Halyard through the blocks in the Head of the mast and back down to the foot. You want the Shackle to be on the aft side of the mast (the side with the track).

Tie the topping lift off to the small stainless eye loop near the very top of the mast.

Attach the spreaders to the mounting points about halfway up the mast. Make sure that the base of the spreader is flush with the mast and the spreaders are swept back (toward the sail track).



Attach the upper and lower shrouds. The shorter shrouds are attached to the tangs just below the spreaders. The longer shrouds are attached to the side tangs about $\frac{3}{4}$ of the way up the mast. The shrouds are attached to the mast on the end that does not have turnbuckles. They are pinned with a clevis pin and a cotter pin on the inside. It may be necessary to use the shroud and clevis pin to slightly bend the tang outward. The upper shrouds need to be run through the end of the spreaders.



The very short “pigtail” cable gets attached to the tang on the front of the mast in the same location as the upper shrouds. Attach the Harken swivel bearing to the other end of the pigtail.

Preparing the Boom

Attach the two Harken blocks to the aft two stainless loops on the boom. The Block with a Becket gets mounted to the aft loop of the two loops and the single block gets attached to the forward of the two loops.

Assemble the boomvang. This is sometimes easier if the top block (without the cleat) is attached to something. Attach the top block of the boomvang to the stainless loop near the gooseneck on the boom.

Preparing the Boat

Attach the large Harken mainsheet block and cleat assembly with the spring to the mounting point in the center of the cockpit. The spring needs to be compressed between the bottom of the block and the mounting base. Make sure the cotter ring gets into the clevis pin and inside the spring without getting hung up.



Attach the Harken roller-furling drum to the aft most hole in the bow plate. Run the roller-furling line through the four fairleads on the deck and into the roller-furling drum. At the drum, push the line through the small hole in the top. Make sure that the line runs straight from the last fairlead into the drum with out any rubbing. Tie a figure 8 or half-hitch at the end of the line to prevent it from pulling back through the small hole. Wind line up on the drum clockwise 10 turns. Tie a figure 8 knot at the other end of the furling line in the cockpit to prevent it from pulling through the fairleads.



Pin the ratcheting jib sheet blocks to the loops on the top of the cabin to the right and left of the companionway. A spring gets compressed between the block and loop similar to the mainsheet block.

Stepping the mast (first time)

Make sure the mast is in the mast crutches with the foot of the mast at the bow and the sail track is on the bottom side. Unfold the jib and pin the head of the jib to the roller-furling swivel bearing $\frac{3}{4}$ of the way up the mast. Make sure there are 10 – 12 turns on the roller-furling drum so the jib can be rolled up after the mast is put up.

Remove the hatch cover and panels to the cabin.

Hold the mast near the foot and walk it toward the stern of the boat until the foot of the mast lines up with the mast plate located in the center of the cabin. Pin the rear of the mast plate to the rear hole of the mast foot. Pic.

Make sure that all the shrouds are untangled and free to let the mast go up. They do not need to be attached to the chain-plates because the mast will free stand.

Stand toward the rear of the cockpit and push the mast over your head. Walk toward the bow while pushing the mast up. If you have two people, have the second person stand near the bow and pull on the jib. Once the mast is vertical, **pin it into place.**

Pin the tack of the jib to the top of the roller-furling drum. Roll the jib up with the furling line so that it's not blowing around. Use a small piece of line to keep the jib from unrolling.


Attach the Shrouds. Make sure the turnbuckles are even and loose enough to easily reach the chain plates. The lower shrouds attach to the forward loop of the chain plates. The upper shrouds attach to the rear loop of the chain plates.

Run the jib sheets. Tie one end of the jib sheet to the loop at the base of the jib sheet block. Run the sheet up to one of the blocks on the clew of the jib and back through the jib sheet block on the cabin. Make sure the block ratchets the correct way. Finally, run the jib sheet through the cleat and tie a figure 8 knot so it does not pull through.



Tuning the rig.

This is an initial tuning guide only. It provides a starting point for tuning the 216 rig. Once further testing is done, we will provide more detailed tuning suggestions.

 When tightening or loosening turnbuckles you must hold the top swage stud with a wrench or pliers to prevent it from turning while you are turning the body of the turnbuckle. Failure to do this may result in damage to the stay.

Also note that you must re-install the cotter pins in the upper and lower studs to prevent the turnbuckle body from loosening up. They should be taped to prevent damage or injury.

Make sure the lower shrouds are loose. Adjust the upper shrouds until the mast is straight from Port to Starboard. Use the main halyard as a measuring tool. This is accomplished by pulling the halyard shackle until it just touches the chain plate loop on one side of the boat and cleat the halyard off. Now move the halyard to the same point on the other side of the boat and adjust the shrouds until both sides are even. Be aware that the halyard is somewhat stretchy and the same force must be used to get accurate results. Sight up the mast sail track from low on the deck and make sure that there is no side to side bend from the lower shrouds.

Adjust the bend of the mast. Attach something heavy to the main halyard and let it hang straight down just above the deck. Tighten the upper shrouds until the main halyard hangs approximately 2 inches from the mast at the gooseneck. Be sure to tighten the shrouds evenly. Again, sight up the mast and make sure that it is straight from side to side.

Tighten the lower shrouds. They only need to be hand tight, as too much tension will pull the bend out of the mast. When tightening pay close attention that the mast remains straight from left to right.

Boom and Mainsail

Pin the gooseneck of the boom to the mast. The topping lift can be attached to the cleat or the eye strap near the end of the boom.

Pin the base of the boomvang to the mast at the stainless loop just above the deck.

Run the mainsheet line. Start the mainsheet at the Becket on the aft most mainsheet block on the boom. Run the line down to one of the small blocks on the mainsheet block on the deck, return the line back to the starting block, then back down to the base block, then to the forward block on the boom, then back through the large block and through the cleat.



Centerboard

Your Hunter 216 is equipped with a 500lb solid lead centerboard for stability and performance. An advanced hydraulic mechanism was developed for raising and lowering this centerboard. This system consists of a manually operated hydraulic ram, which is attached to the centerboard via a stainless steel cable.

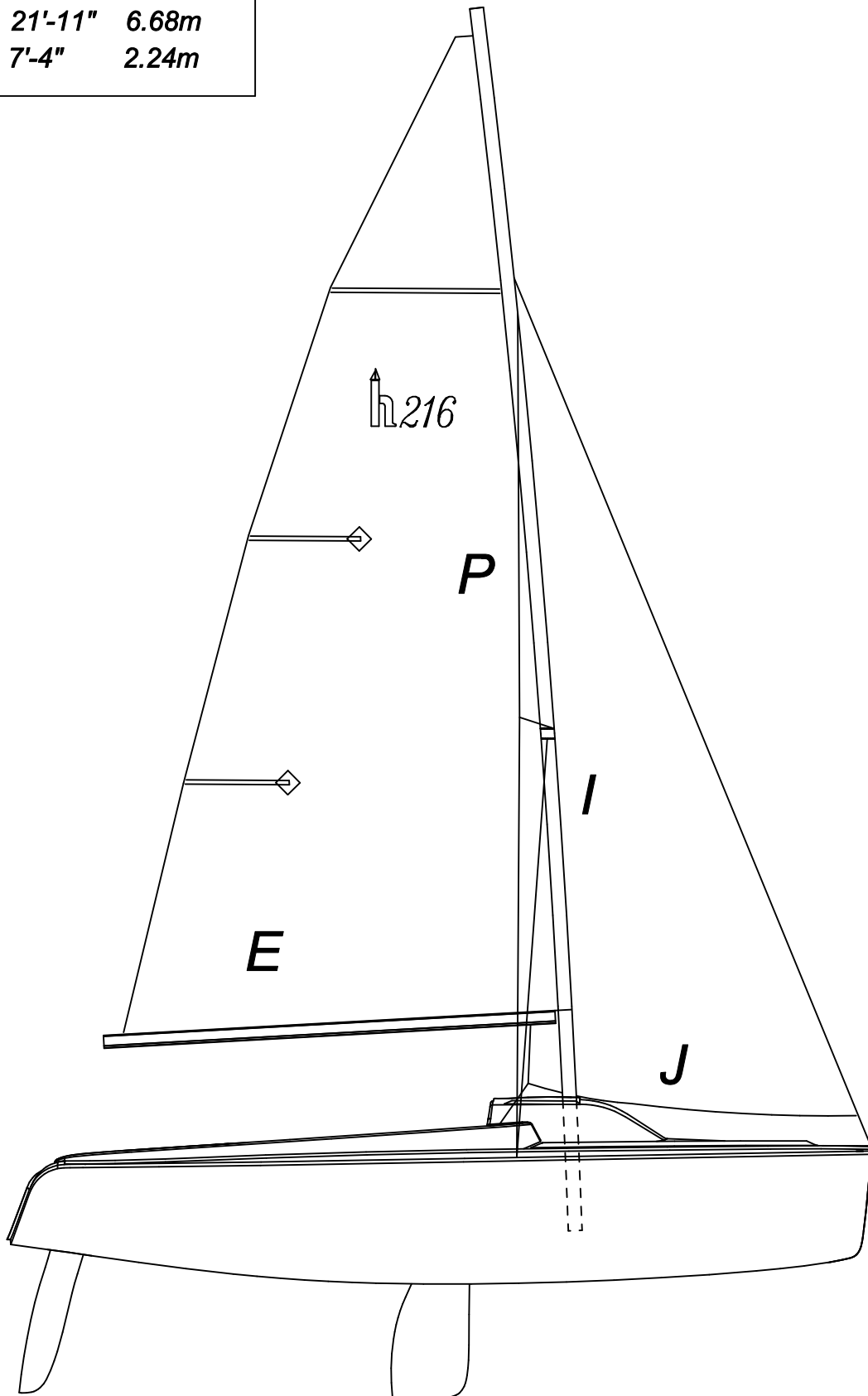
To lower the centerboard, simply turn the release valve (counter clockwise) located in the center of the cockpit. As the centerboard goes down you can view the hydraulic cylinder extending toward the bow of the boat through the centerboard cover.

To raise the centerboard, attach the pump handle extension to the pump stub located just aft of the release valve. Close the release valve (clockwise) and pump the hydraulic handle. Verify that the centerboard is coming up by watching the hydraulic piston retracting toward the stern of the boat.

The Hydraulic piston can be removed for service or replacement when the Hunter 216 is on its trailer. To remove the pump, lower the centerboard on to the trailer bunk. Remove the centerboard cover. Remove the cotter pin and clevis pin holding the centerboard cable to the piston. Slide the hydraulic piston up and back to remove.

Before towing your Hunter 216 **make sure that the centerboard is lowered down so the weight of the center board is on the bunk of the trailer.** This is accomplished by opening the centerboard release valve in the cockpit. You do not want the boat to take the stress of the centerboard bouncing up and down.

E	10'-5"	3.18 m
P	24'-7"	7.49m
I	21'-11"	6.68m
J	7'-4"	2.24m



DIMENSIONS, CAPACITIES, ETC.

DESCRIPTION:	H216
<i>Lenght overall (LOA)</i> -----	21' 6" (6.55m)
<i>Beam (MAX)</i> -----	7' 11" (2.41m)
<i>Draft: Centerboard up</i> -----	1' 0" (0.31m)
<i>Centerboard down</i> -----	3' 6" (1.07m)
<i>Displacement</i> -----	1,500lbs (680.4kg)
<i>Sail Area (TOTAL)</i> -----	252sq. ft (23.41 sq.m)
<i>Mast height</i> -----	30' 11" (9.42m)
<i>Engine (not supplied) size recom</i> -----	15 H.P. MAX (11.2kW)
<i>Maximum loading (Persons/Luggage)</i> -----	6 Persons + Luggage = 1,500lbs. (680kg)

▼ CAUTION ▼

Use a light colored material (white, tan, light grey) to cover your boat in order to minimize heat buildup and potential sun damage. Do not use a dark cover or dark shrinkwrap for storage.

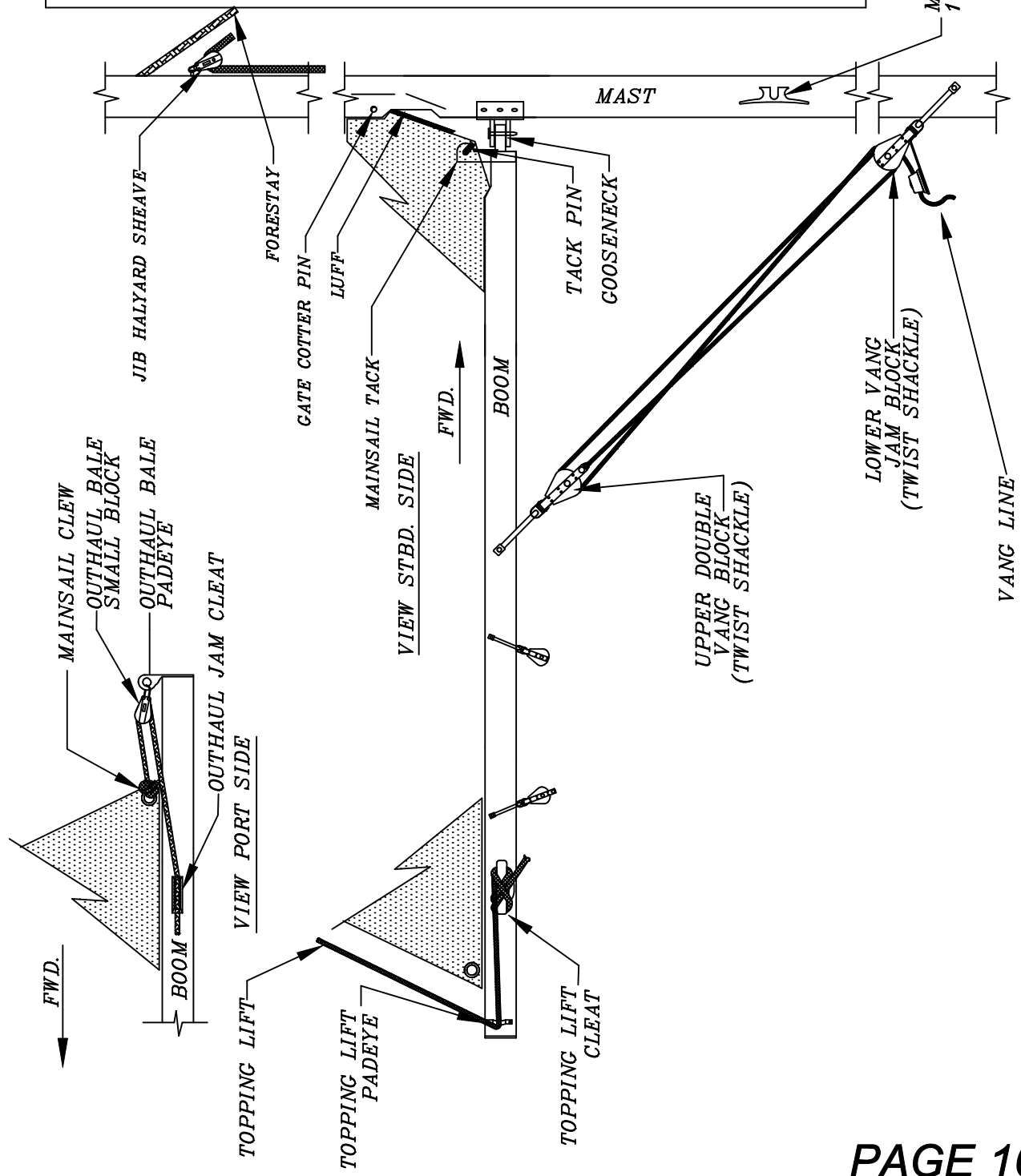
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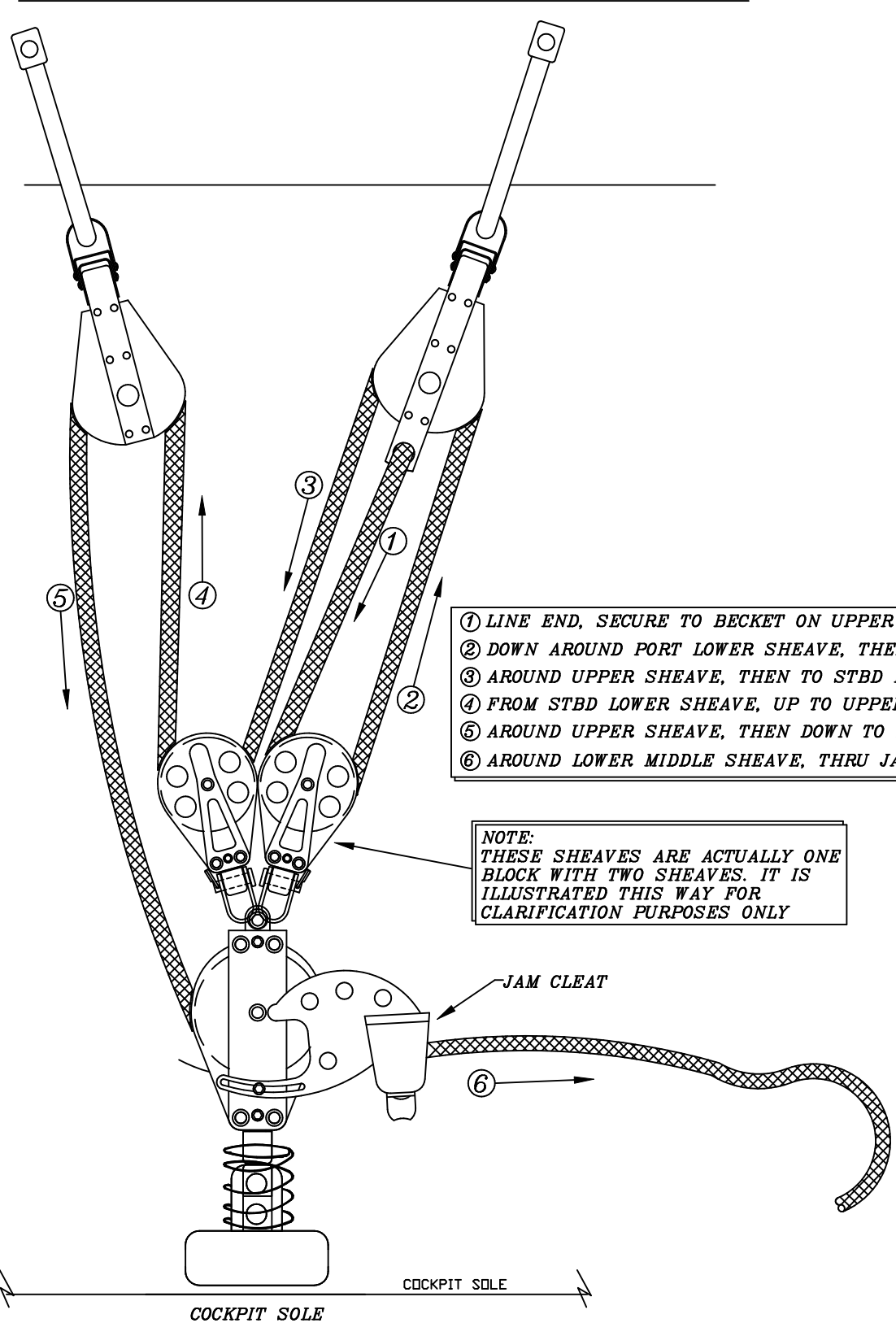
HUNTER

H216 DIMENSIONS AND CAPACITIES	
DESIGN NO. 17080015	None
DATE 03/18/03	ENG

ASSEMBLY ORDER

1. AFTER ATTACHING THE SHROUDS & FORESTAY TO THE MAST & THE BOOM TOPPING LIFT TO THE TOP OF THE MAST, INSTALL THE MAST BASE INTO THE MAST STEP. RAISE THE MAST AND ATTACH THE FORESTAY AND THE SHROUDS TO THEIR APPROPRIATE DECK FITTINGS.
2. ATTACH THE BOOM TO THE GOOSENECK.
3. ATTACH THE TOPPING LIFT TO THE BOOM.
4. ATTACH THE MAINSHEET PURCHASE.
5. ATTACH THE VANG.
6. SLIDE THE MAINSAIL CLEW SLIDE INTO THE GROOVE ON THE BOOM AND ATTACH THE OUTHAUL, BEGIN EXTENDING THE SAIL AFT BY PULLING THE OUTHAUL LINE.
7. LOOSEN THE TRACK SLIDE STOP
8. SLIDE THE MAINSAIL TRACK SLIDES UP INTO THE LUFF GROOVE ON THE MAST. RAISE THE MAINSAIL WHILE "FEEDING" THE TRACK SLIDES INTO THE LUFF GATE.
9. ATTACH THE MAINSAIL TACK TO THE GOOSENECK TACK PIN.
10. RAISE THE MAINSAIL BY PULLING ON THE HALYARD WHILE CONTINUING TO GUIDE THE SAIL SLIDES INTO THE LUFF GROOVE OF THE MAST.
11. INSTALL THE SLIDE STOP ABOVE THE GATE.



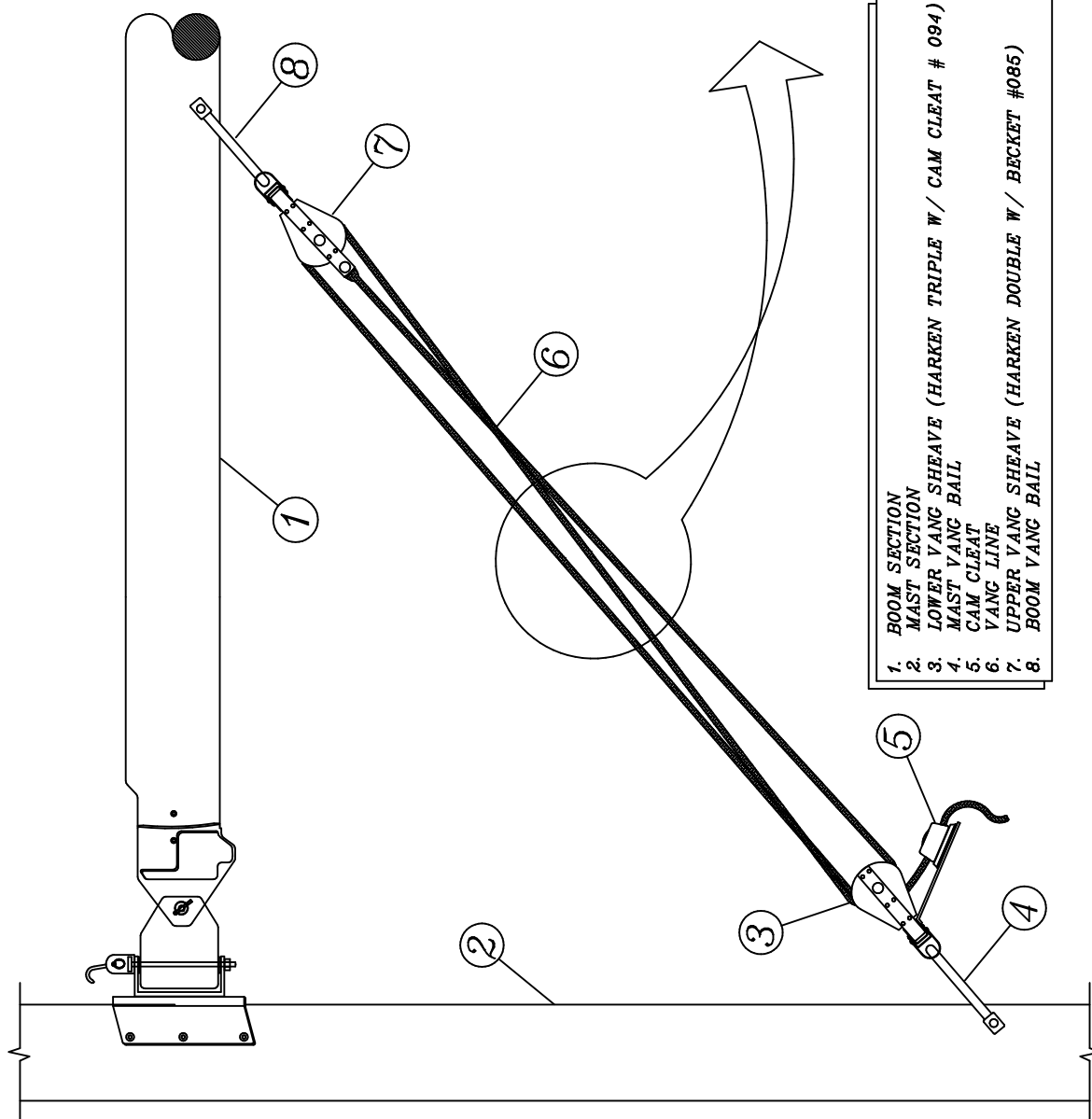


- ① LINE END, SECURE TO BECKET ON UPPER SHEAVE
- ② DOWN AROUND PORT LOWER SHEAVE, THEN TO UPPER SHEAVE
- ③ AROUND UPPER SHEAVE, THEN TO STBD LOWER
- ④ FROM STBD LOWER SHEAVE, UP TO UPPER SHEAVE
- ⑤ AROUND UPPER SHEAVE, THEN DOWN TO LOWER MIDDLE SHEAVE
- ⑥ AROUND LOWER MIDDLE SHEAVE, THRU JAM CLEAT

NOTE:
 THESE SHEAVES ARE ACTUALLY ONE
 BLOCK WITH TWO SHEAVES. IT IS
 ILLUSTRATED THIS WAY FOR
 CLARIFICATION PURPOSES ONLY

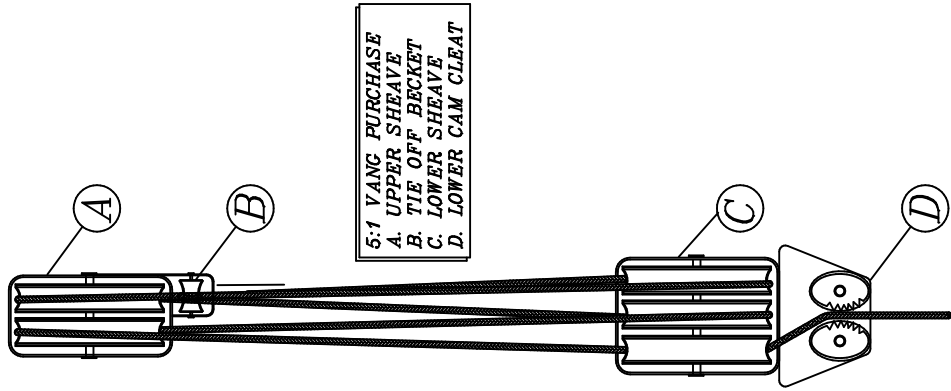
JAM CLEAT

COCKPIT SOLE



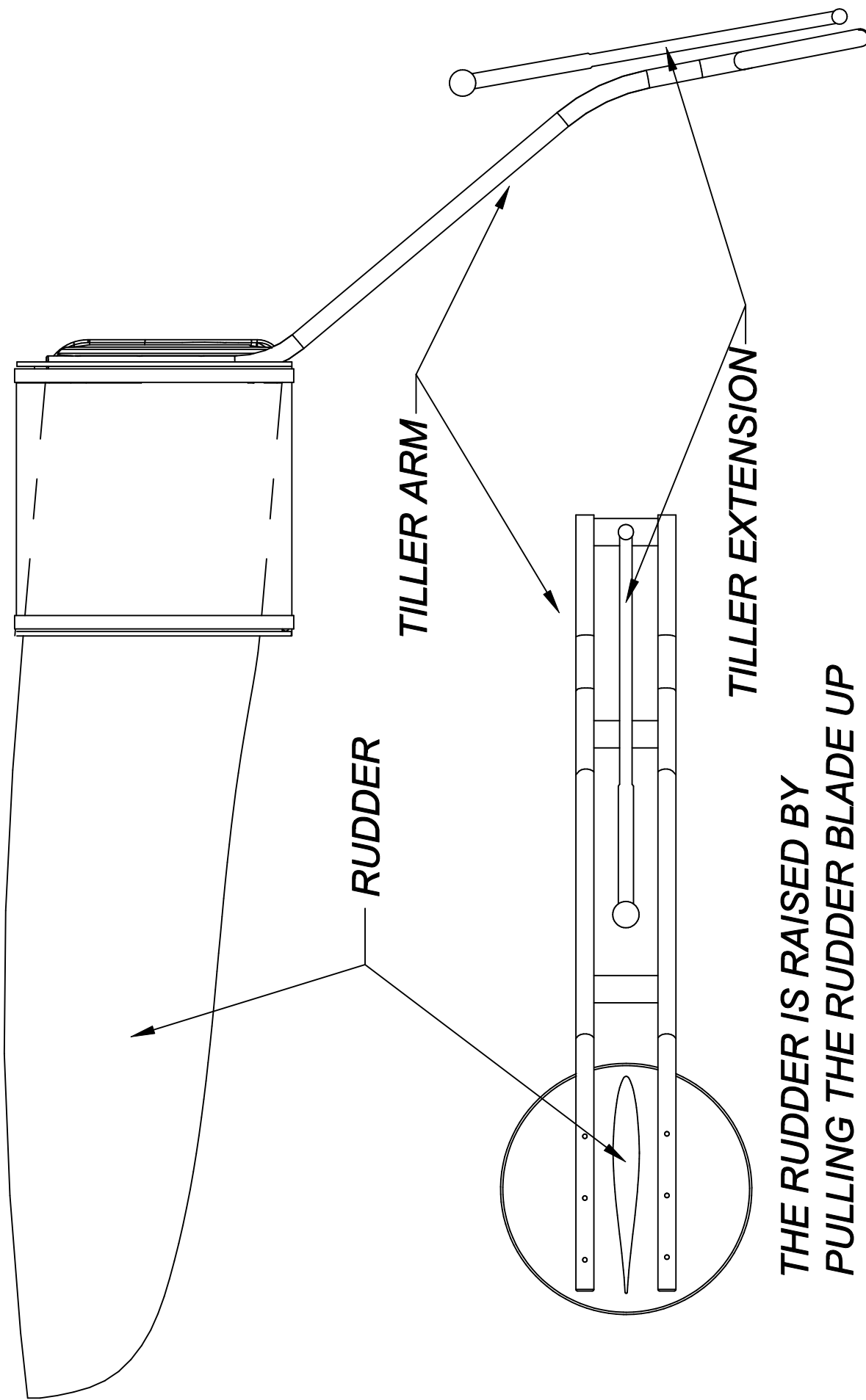
- BOOM SECTION**
1. MAST SECTION
 2. LOWER VANG SHEAVE (HARKEN TRIPLE W/ CAM CLEAT # 094)
 3. MAST VANG BALL
 4. CAM CLEAT
 5. VANG LINE
 6. UPPER VANG SHEAVE (HARKEN DOUBLE W/ BECKET #085)
 7. BOOM VANG BALL

VANG DETAIL:

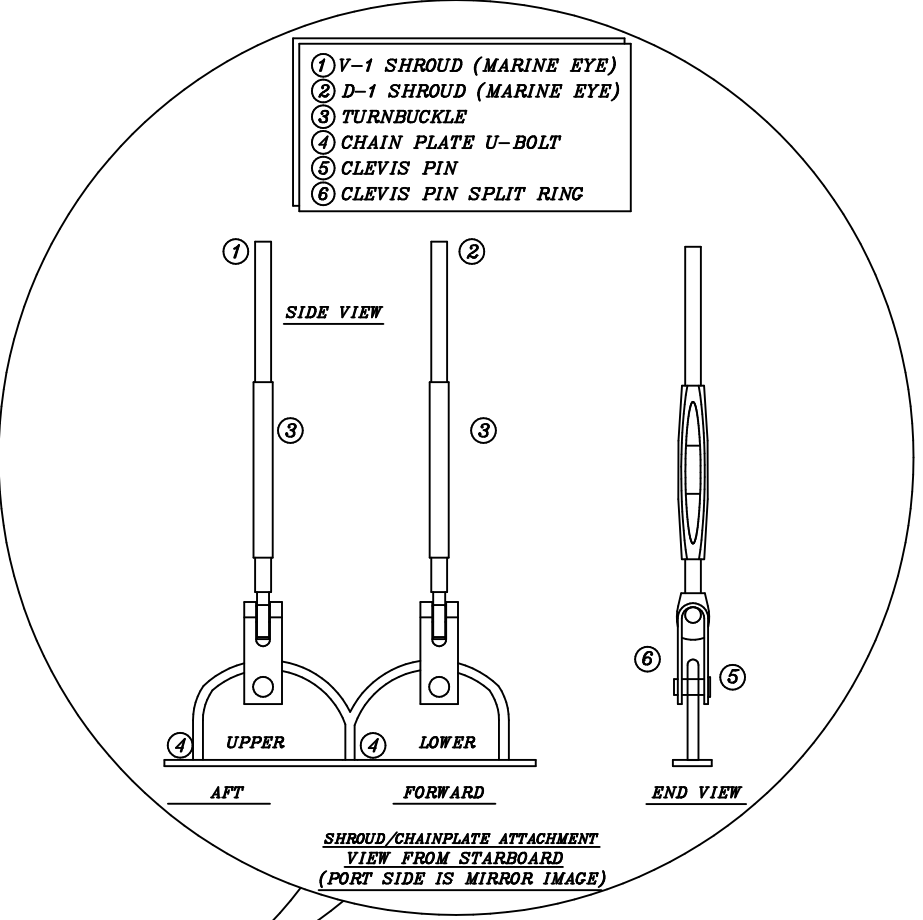
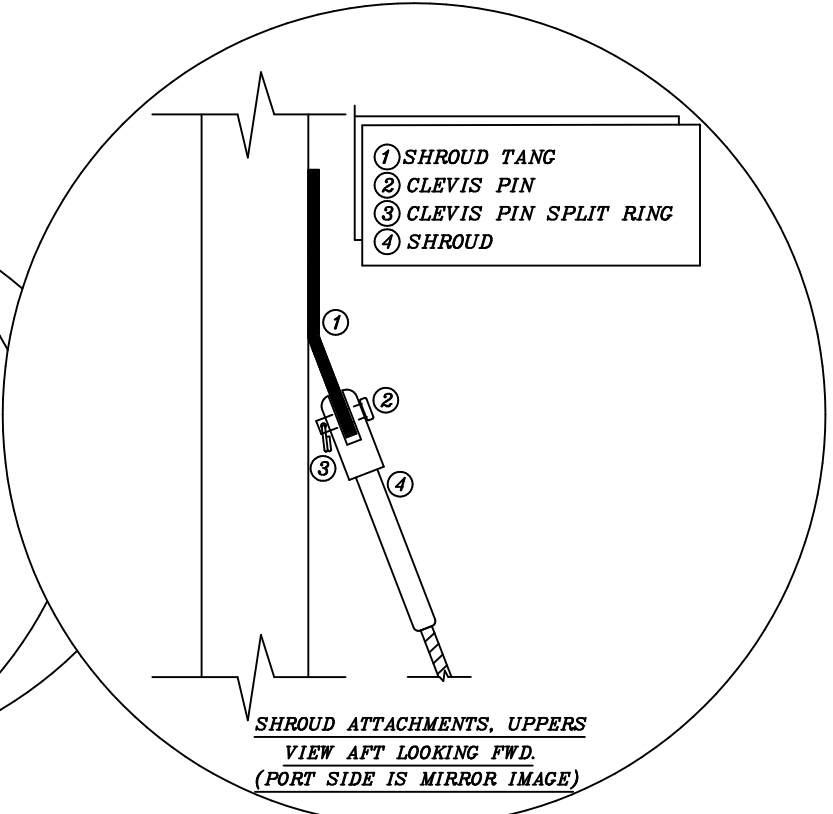
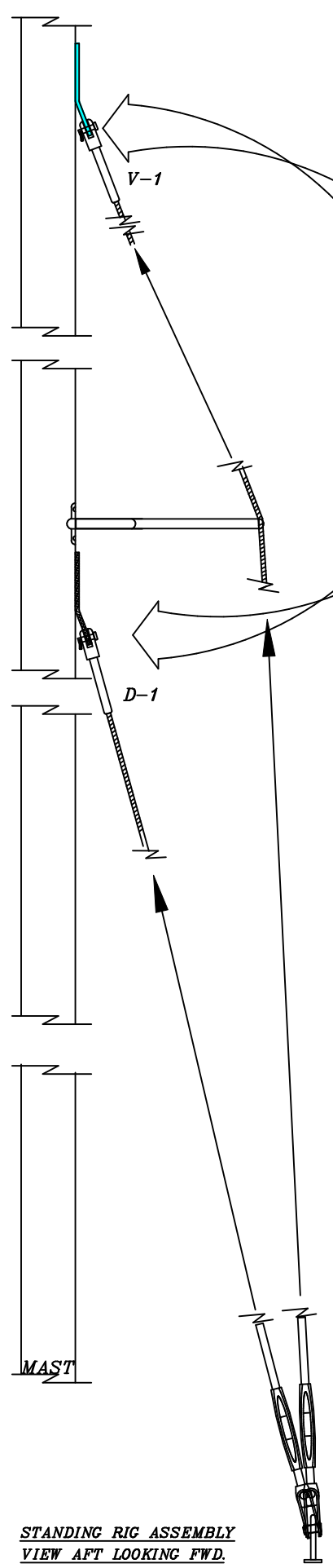


- 5:1 VANG PURCHASE**
- A. UPPER SHEAVE
 - B. TIE OFF BECKET
 - C. LOWER SHEAVE
 - D. LOWER CAM CLEAT



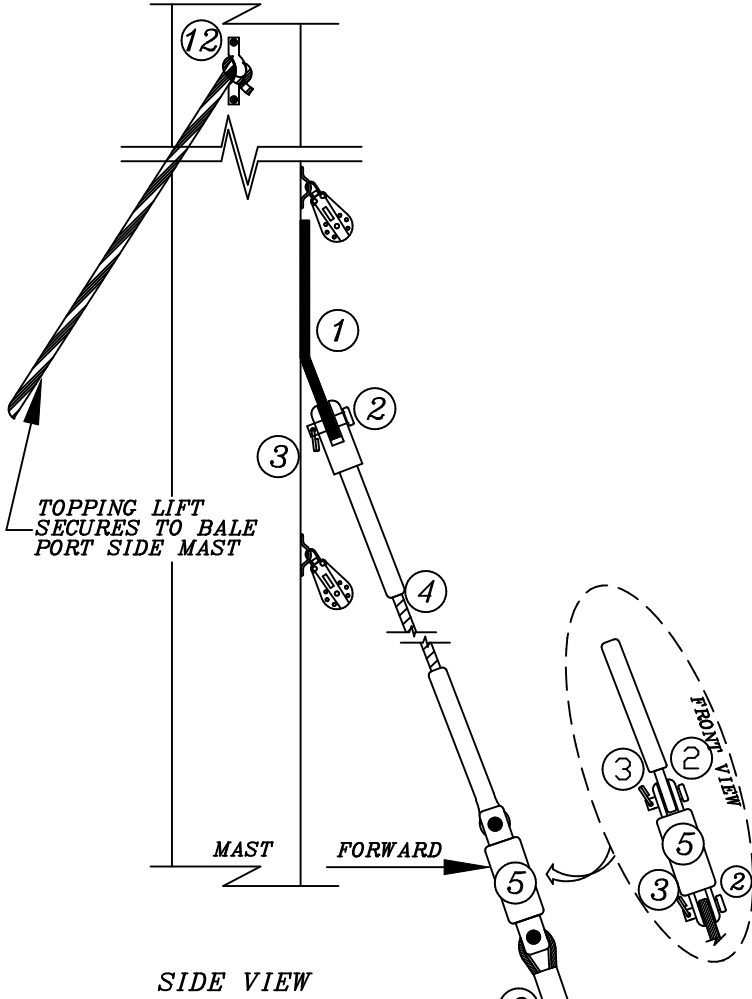


**THE RUDDER IS RAISED BY
PULLING THE RUDDER BLADE UP
OUT OF THE VARA RUDDER
ASSEMBLY.**



STANDING RIG ASSEMBLY
VIEW AFT LOOKING FWD.
SEE FOLLOWING PAGE FOR FORESTAY DETAILS

UPPER FORESTAY/SHROUD/TOPPING LIFT ATTACHMENT



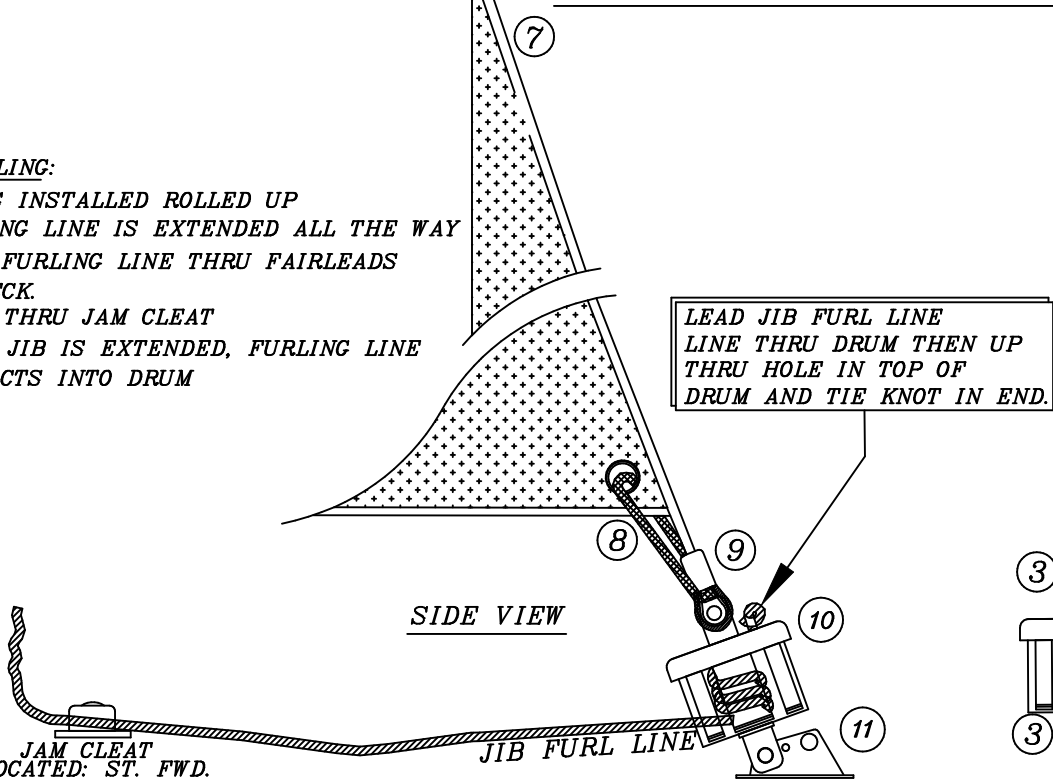
SIDE VIEW

- ① FORESTAY/SHROUD TANG
- ② CLEVIS PIN
- ③ CLEVIS PIN SPLIT RING
- ④ FORESTAY PIGTAIL
UPPER END = MARINE FORK
LOWER END = MARINE EYE
- ⑤ UPPER FURLING SWIVEL
- ⑥ UPPER FORESTAY EYE
- ⑦ JIB HEAD
- ⑧ JIB TACK/TIE
- ⑨ LOWER FORESTAY EYE
- ⑩ FURLING DRUM
- ⑪ STEMHEAD FITTING
- ⑫ TOPPING LIFT ATTACHMENT PADEYE (PORT SIDE MAST)

NOTE: FORESTAY IS INTEGRATED WITHIN THE JIB LUFF

JIB FURLING:

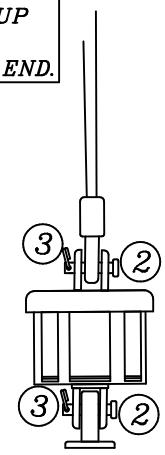
1. JIB IS INSTALLED ROLLED UP
2. FURLING LINE IS EXTENDED ALL THE WAY
3. LEAD FURLING LINE THRU FAIRLEADS ON DECK.
4. THEN THRU JAM CLEAT
5. WHEN JIB IS EXTENDED, FURLING LINE RETRACTS INTO DRUM



SIDE VIEW

LEAD JIB FURL LINE
LINE THRU DRUM THEN UP
THRU HOLE IN TOP OF
DRUM AND TIE KNOT IN END.

JAM CLEAT
LOCATED: ST. FWD.
END OF COCKPIT

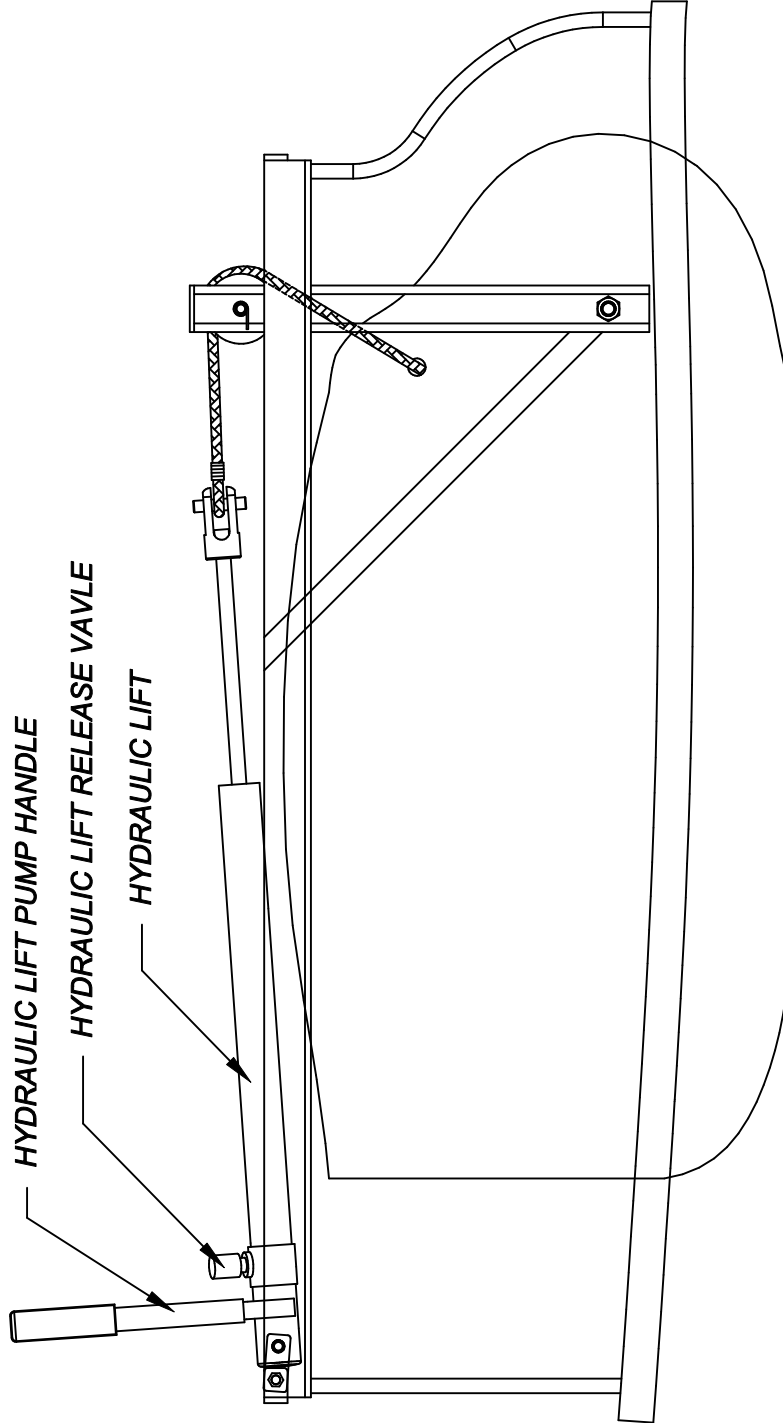
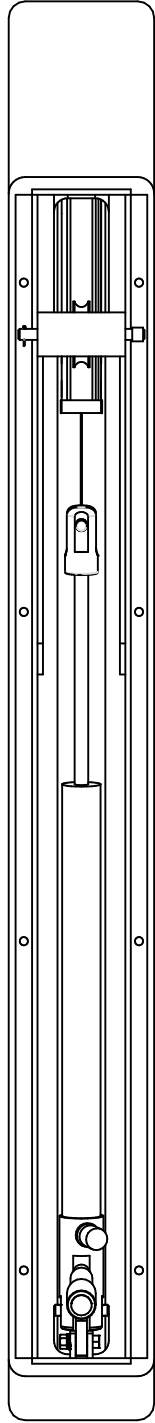


FRONT VIEW

FORWARD →

HUNTER
 H216 STANDING RIG (FORESTAY/FURLING DETAILS)
 DRAWING NO. 2168021
 DATE 03/18/03
 NONE
 ENG

FORWARD →



KEEL OPERATIONS:

TO RAISE: CLOSE RELEASE VALVE AND PUMP THE HYDRAULIC LIFT HANDLE.

TO LOWER: OPEN THE RELEASE VALVE ON THE HYDRAULIC LIFT.

H216 KEEL ASSEMBLY

DESIGN NO.	2168022	REVISION NO.	None
DRAWN BY	ENG	DATE	03/18/03

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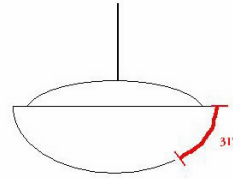


Bottom Paint

If you are going to leave your Hunter 216 in the water, you may want to consider an anti-fouling paint on the bottom for protection against barnacles and other marine growth.


The waterline for the Hunter 216 can be found by measuring down from 5 points on the boat. For each point use a flexible measuring tape and measure along the contour of the hull from the bottom of the rub-rail. This point will indicate the actual waterline (where the water hits the boat). You may want your paint line an inch or two higher.

- 1) Bow Cleat – 33 ¼”
- 2) Cabin/Deck Joint Line – 33 ½”
- 3) Chain Plates – 31”
- 4) Main Sheet – 30”
- 5) Stern Cleat – 41 ¼”



The first step to adding bottom paint to the 216 is to scuff sand the bottom surface of the boat below the waterline. Next wipe down the area with denatured alcohol to remove wax and dust from sanding. Finally, paint the boat with Interlux Fiberglass Bottomkote ACT. We only recommend Interlux's Gray White color.

If the boat is going to be left in the water the centerboard and centerboard trunk should also be painted. To access the centerboard for painting, you can either hoist the boat and drop the centerboard, or remove the centerboard from the boat. To remove the centerboard, unscrew the 8 stainless screws securing the centerboard frame to the boat (in the cockpit). Using a hoist carefully raise the complete centerboard cartridge from the boat. The centerboard is solid lead and is already primed with a suitable primer.

 Do not use Acetone or any other surface preparation chemicals as it may attack the hull material.

