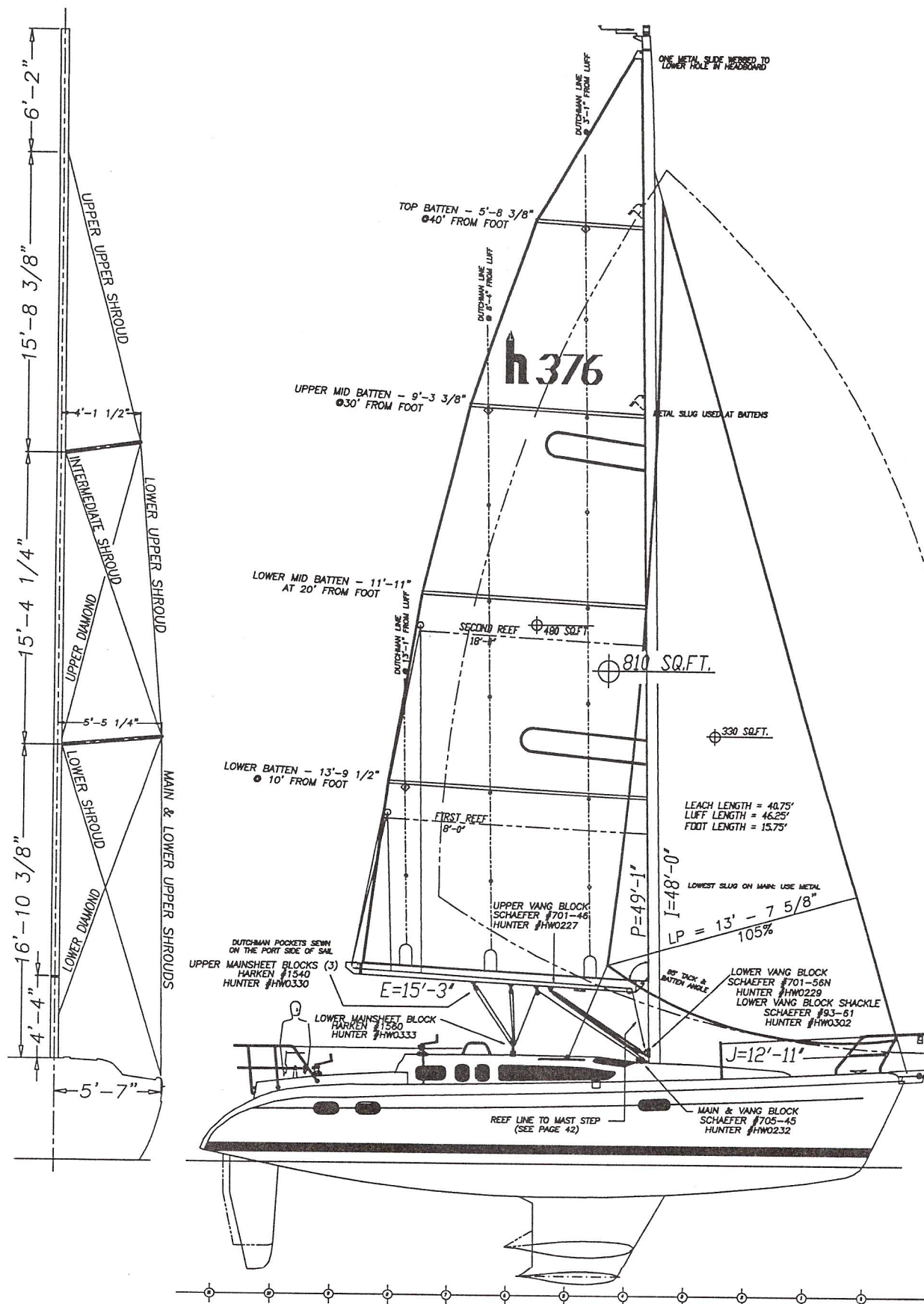
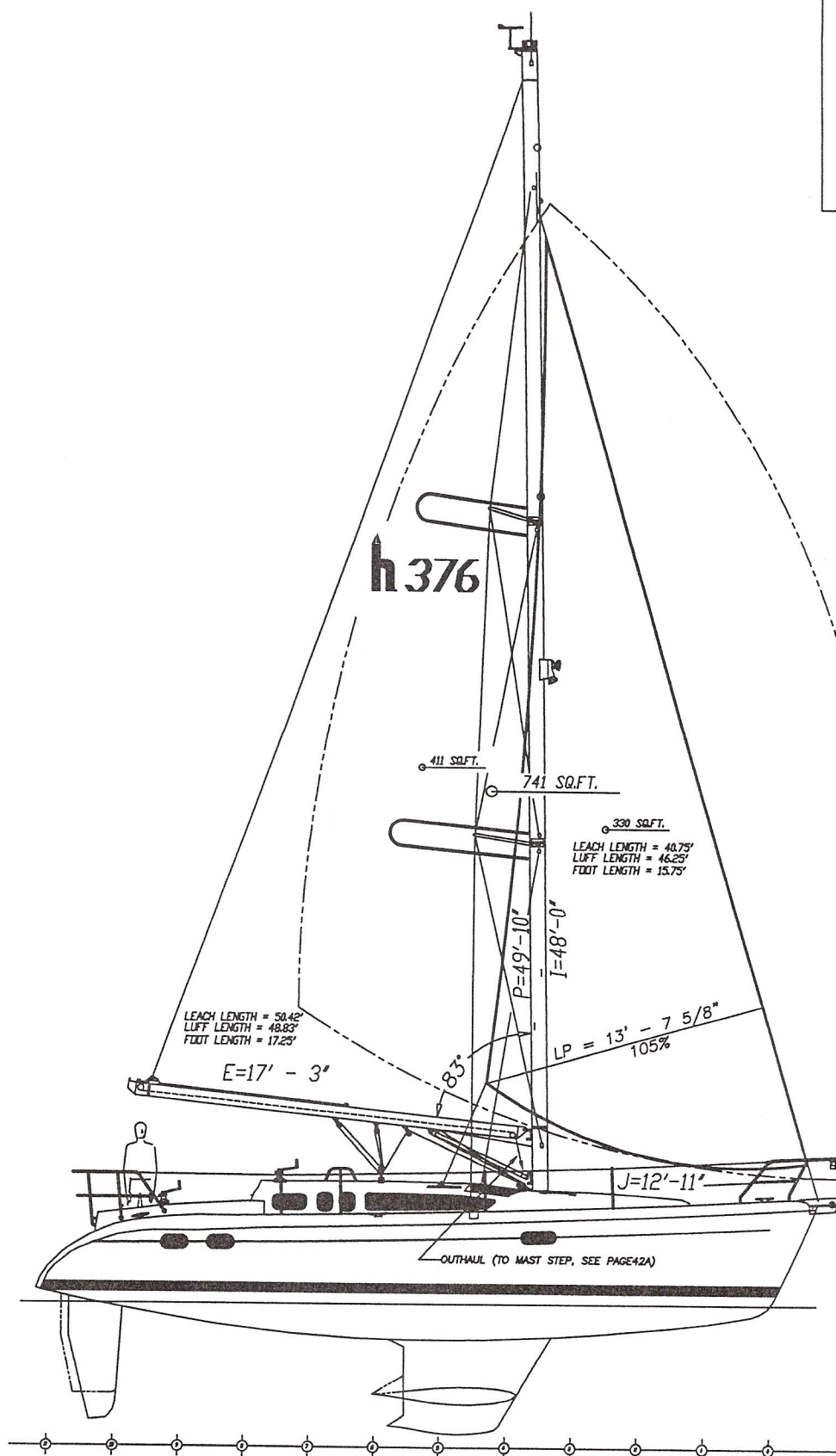
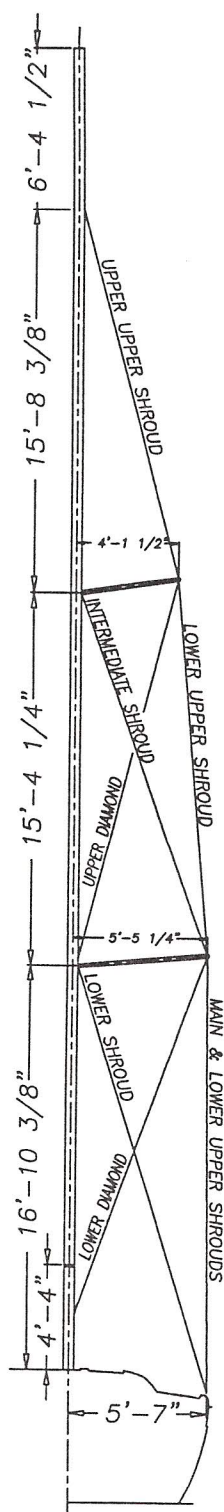


1ENSIONS, CAPACITIES, ETC.

HUNTER 380

LENGTH OVERALL (LOA).....	37'3"	11.35m
LENGTH OF WATERLINE (LWL).....	32'0"	9.75m
BEAM (MAX).....	12'7"	3.84m
DRAFT (SHOAL/DEEP).....	5'0"	1.52m
DISPLACEMENT.....	16,172 lbs.	7351 kg
BALLAST (SHOAL KEEL).....	5,4000 lbs.	2455 kg
BALLAST (DEEP KEEL).....	4,700 lbs.	2136 kg
SAIL AREA (100% TRAINGLES).....	684 sq. ft.	63.5 sq.m
SAIL AREA (ACTUAL W/STANDARD SAILS).....	810 sq. ft.	75.2 sq.m
I.....	48'0"	14.63m
J.....	12'11"	3.94m
P.....	49'1"	14.94m
E.....	15'3"	4.65m
MAST HEIGHT (FROM WATERLINE).....	60'1"	18.31m
HEADROOM.....	6'6"	1.98m
WATER CAPACITY.....	75 U.S. gal.	280 liters
HOLDING TANK CAPACITY.....	35 U S gal.	130 liters
FUEL TANK CAPACITY.....	30 US gal.	110 liters
LPG TANK CAPACITY.....	20 lbs.	9.09 kg
BATTERY CAPACITY.....	DEALER SUPPLIED	
ELECTRICAL VOLTAGES.....	SEE ELECTRICAL DRAWINGS	
INBOARD ENGINES.....	36 hp	26.8 kw
MAXIMUM LOADING.....	10 PEOPLE	1655 kg
LIFTING POINTS.....	INDICATED BY "SLING" LABELS ON HULL	(INCLUDING LUGGAGE)

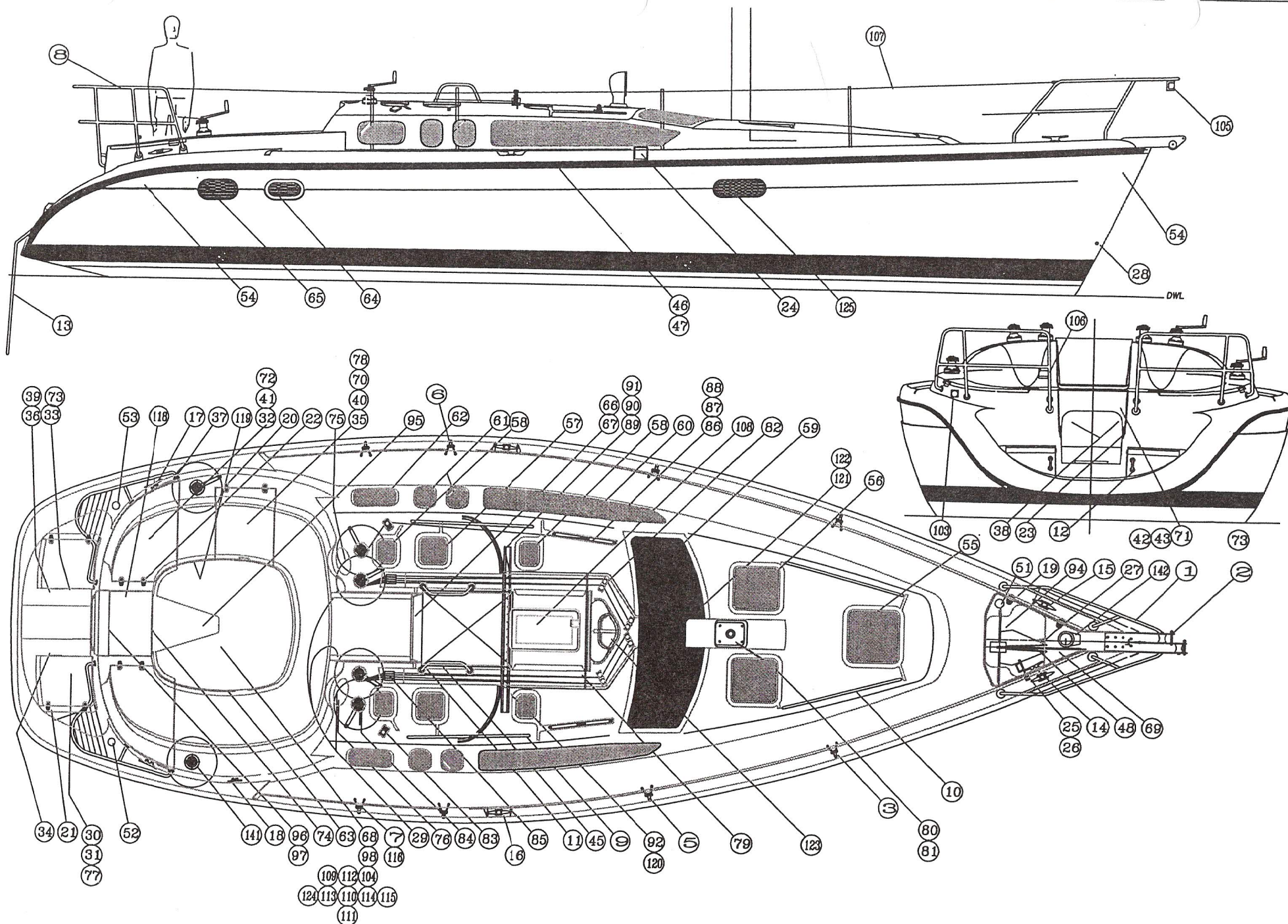




DIMENSIONS, CAPACITIES, ETC.

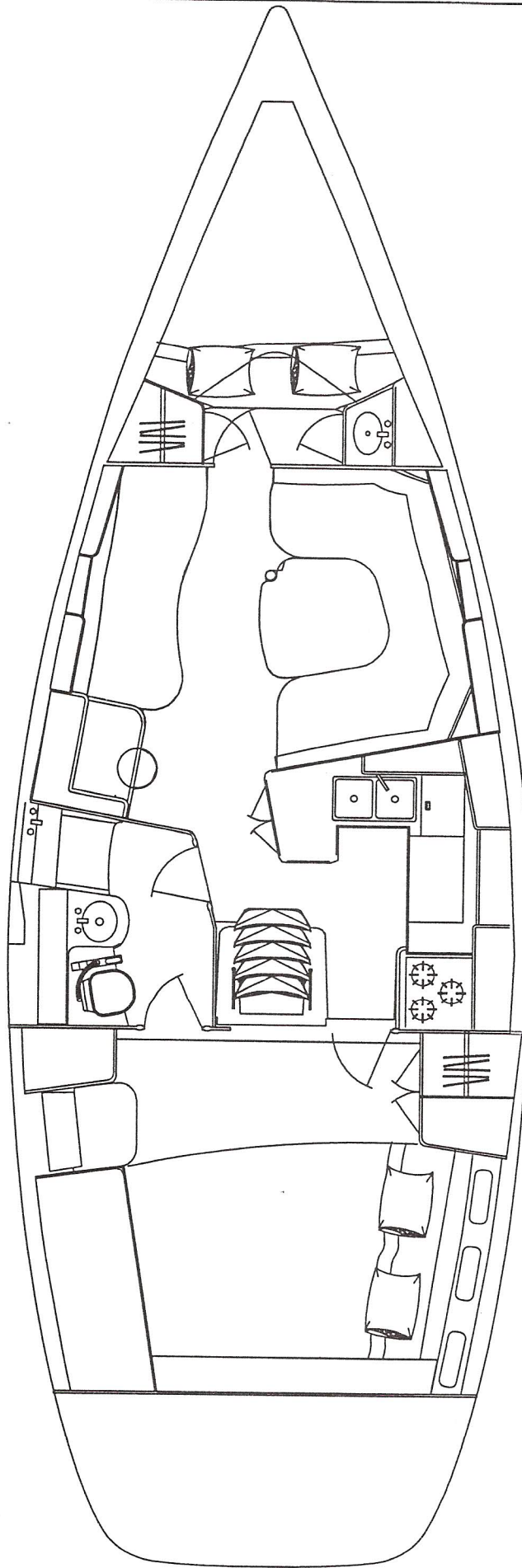
HUNTER 376

Length overall (LOA)	37'3"	11.35m
Length of waterline (LWL)	32'0"	9.75m
Beam (max)	12'7"	3.84m
Draft	5'0"	1.52m
Displacement	15,900 lbs	7,219 kg
Ballast	5,400 lbs	2,449 kg
Sail Area (100% triangles)	684 sq ft	63.5 sq m
Sail Area (actual w/standard sails).....	810 sq ft	75.2 sq m
I	48'0"	14.63m
J	12'11"	3.94m
P	49'0"	14.94m
E	15'3"	4.65m
Mast height (from waterline).....	60'1"	18.31m
Headroom	6'6"	1.98m
Water capacity	75 U.S. gal.	280 liters
Holding tank capacity	35 U.S. gal.	130 liters
Fuel tank capacity	35 U.S. gal.	130 liters
LPG tank capacity	10 lbs.	4.54 kg
Battery capacity	Dealer supplied	
Electrical voltages	See Electrical Drawings	
Inboard engine	36 hp	26.8 kw
Maximum loading	10 people	1250kg luggage
Lifting points	Indicated by "Sling" labels on hull	



No.	QTY.	STANDARD HARDWARE	MFG#	HUN#
1	1	BOW RAIL		HW2408
2	1	STEM HEAD		HW1603
3	2	FWD STANCHIONS P&S		HW2492
5	2	AFT STANCHIONS P&S		HW2492
6	2	FWD GATE STANCHIONS P&S		HW2477
7	2	AFT GATE STANCHIONS P&S		HW2477
8	2	STERN RAIL P&S		HW2247
9	2	AFT HOUSE TOP HAND RAIL 48"		HW2440
10	2	FWD HOUSE TOP HAND RAIL		HW2440
11	2	COMPANIONWAY GRAB RAIL		HW2330
12	2	TRANSON GRAB RAIL		HW2404
13	1	SWIM LADDER		HW2156
14	1	ANCHOR LOCKER CLEAT 10"		HW0977
15	2	BOW CLEATS 10"		HW0977
16	2	MID DECK CLEATS 10'		HW0977
17	2	STERN CLEATS 10'		HW0977
18	1	FURLING CLEAT 4"		HW0985
19	2	ANCHOR LOCKER HINGE		HW4172
20	2	EUROSEAT HINGE		HW4172
21	2	SWIM SEAT HINGE		HW4172
22	2	GULLWING SEAT HINGE		HW4172
23	2	HELM SEAT HINGE		HW4175
24	2	CHAIN PLATES TO PRINT		HW3220
25	1	ANCHOR LOCKER HANDLE		HW4479
26	1	STRIKER PLATE		HW2308
27	1	ANCHOR LOCKER DRAIN		PL1480
28	1	ANCH. LOCK. DRAIN THRU HULL		PL0840/50
29	2	ROPE LOCKER DRAIN		HW4055
30	1	PROPANE LOCKER DRAIN		PL0520
31	1	PROPANE LOCK. DRAIN THRU HULL		PL0840
32	4	GULLWING SEAT BUMPERS		FM0283
33	4	SWIM SEAT BUMPERS		FM0283
34	4	HELM SEAT BUMPERS		FM0283
35	2	EURO SEAT BUMPERS		FM0283
36	2	SWIM SEAT LATCHES		HW4358
37	2	GULLWING SEAT LATCHES		HW4358
38	2	HELM SEAT LATCHES		HW4370
39	2	SWIM SEAT STRAP ASSY		HW2240
40	1	EURO SEAT STRAP ASSY		HW2240
41	2	GULLWING SEAT STRAP ASSY		HW2240
42	1	HELM SEAT LANYARD		999999
43	2	HELM SEAT EYE STRAPS		HW4450
44	1	SLIDER TRACK		HW0160
45	1pr	ALU. COMPANION WAY EXTRUSION		HW0146
46	1	RUB RAIL est. 85' (430 TYPE)		HW2460
47	1	RAIL INSERT est. 85' (430 TYPE)		HW2455
48	1	ANCHOR LOCKER U BOLT		HW5512
49	1	BOW STRAP U BOLT		HW5510
51	1	FRESH WATER DECK FILL		PL1130
52	1	DIESEL DECK FILL PLATE		PL1126
53	1	WASTE DECK PLATE		PL1140
54	3	TANK VENTS	503-4	PL0520
55	1	FWD HATCH LEWMAR	39560070	HW0084
57	2	MID VENT HATCH LEWMAR	39410070	HW0014
58	4	AFT VENT HATCH LEWMAR		HW0013
59	1	WINDSHIELD		HW0056
60	2	FIXED HOUSE SIDE PORTS - PORT/STBD.		PX0375/376
61	4	VERT OPENING HOUSE SIDE PORTS		HW0043B
62	2	HORIZONTAL OPENING HOUSE SIDE PORTS	398999915	HW0008B
63	1	COCKPIT OPENING PORT	398129993	HW0039

No.	QTY.	STANDARD HARDWARE	MFG#	HUN#
64	2	HULL SIDE OPENING PORTS		HW0074
65	2	HULL SIDE FIXED PORTS		PX0298
66	1	PLEXI COMPANIONWAY HATCH		QF920001
67	1 SET	PIN BOARDS		QF850001
68	1	FRP STEERING CONSOLE	QA270100 &	QA270105
69	1	FRP ANCHOR LOCKER LID		QA270010
70	1	FRP EURO SEAT		QA270065
71	1	FRP HELM SEAT 2 PART	QA270190 &	QA270192
72	2	FRP GULLWING SEAT P&S	QA270180 &	QA270185
73	2	FRP SWIM SEAT	QA270195 &	QA270215
74	1	FRP QUAD COVER		QA270085
75	1	FRP PORT ROPE LOCKER LINER		QA270051
76	1	FRP STB'D ROPE LOCKER LINER		QA270053
77	1	FRP PROPANE LOCKER LINER		QA270295
78	1	FRP EURO SEAT LINER		QA270068
79	1	FRP SPRAY HOOD, 2 PART	QA270040 &	QA270042
80	1	MAST STEP	RI0380-A &	RI0594
81	1	COMPRESSION POST/DECK PLATE		HW1733
82	4	DEFLECTOR BLOCKS	504-30	HW0196
83	2	CHEEK BLOCKS	705-10	HW0277
84	1	WINCH LEWMAR (MAIN HALYARD)	44CST	HW2521
85	2	SHEET STOP QUAD GARHAUER		HW1285
86	2	JIB TRACK 25" X 1 1/4 X3/16 SCHAEFER		HWO274
87	4	JIB TRACK STOPS SCHAEFER	74-36G	HW0215
88	2	LEAD CARS SILVER SHAEFER	32-98	HW0217
89	1	HARKEN CONTROL BLOCK PORT	564	HW0334
90	1	HARKEN TRAVELER TRACK	560	HW0336
91	1	HARKEN TRAVELER CAR	1928	HW0332
92	1	HARKEN CONTROL BLOCK STB'D	565	HW0335
94	1	ANCHOR US #22	#1209	HW4172
95	2	STEERING SHEAVES		HW3289G
96	1	STEERING QUADRANT		HW3283
97	2	QUAD STOPS		HW3283
98	1	STEERING WHEEL 42"		HW3280
99	1	LOWER MAINSHEET BLOCK(HARK)	HARKEN 1560	HW0331
100	3	UPPER MAINSHEET BLOCK(HARK)	HARKEN 1540	HW0330
101	1	UPPER VANG BLOCK SCHAEFER	SCHAEFER 701-46	HW0227
102	1	LOWER VANG BLOCK SCHAEFER	SCHAEFER 701-56N	HW0229
103	1	SHORE POWER INLET		LG0100
104	1	ENGINE PANEL YANMAR		HW3400-A
105	1	BOW LIGHT BI COLOR		EL0380
106	1	STERN LIGHT		EL0390
107	2pr	LIFE LINES		RI1253
108	1	SOLAR PANEL		EL1180
109	1	SHIFT CONTROL TELEFLEX		HW3572
110	1	COMPASS	FN-201	LG0130
111	2	COCKPIT SPEAKERS W/GRILL, WHITE		EL0101-A
112	1	VHF RADIO APELCO	5160	EL0119
113	1	KNOT METER AUTO HELM		EL0088
114	1	DEPTH GUAGE AUTO HELM		EL0086
115	1	FUEL GUAGE		HW3406
116	1	SPRING SWIVEL BLOCK	SCHAEFER 300-35	HW0267
118	1	COCKPIT SHOWER		PL0189
119	1	BILGE PUMP		PL0371
120	2	HARKEN TVL TRACK END STOP	632	HW0331
121	1	HALYARD ROLLER		HW1072
122	1 SET	HALYARD ROLLER BKT		HW3888
123	2	DORADE VENT		HW4856
124	1	S.S. PEDESTAL GUARD FWD		HW2305
125	3	WINCH-(M.SHT)-(JIB,HLVD.)-(JIB,SHT.)		HW2520



H-376 ACCOMMODATION PLAN STANDARD

REEFING INSTRUCTIONS

PRE-MARK THE MAIN HALYARD FOR EACH REEF

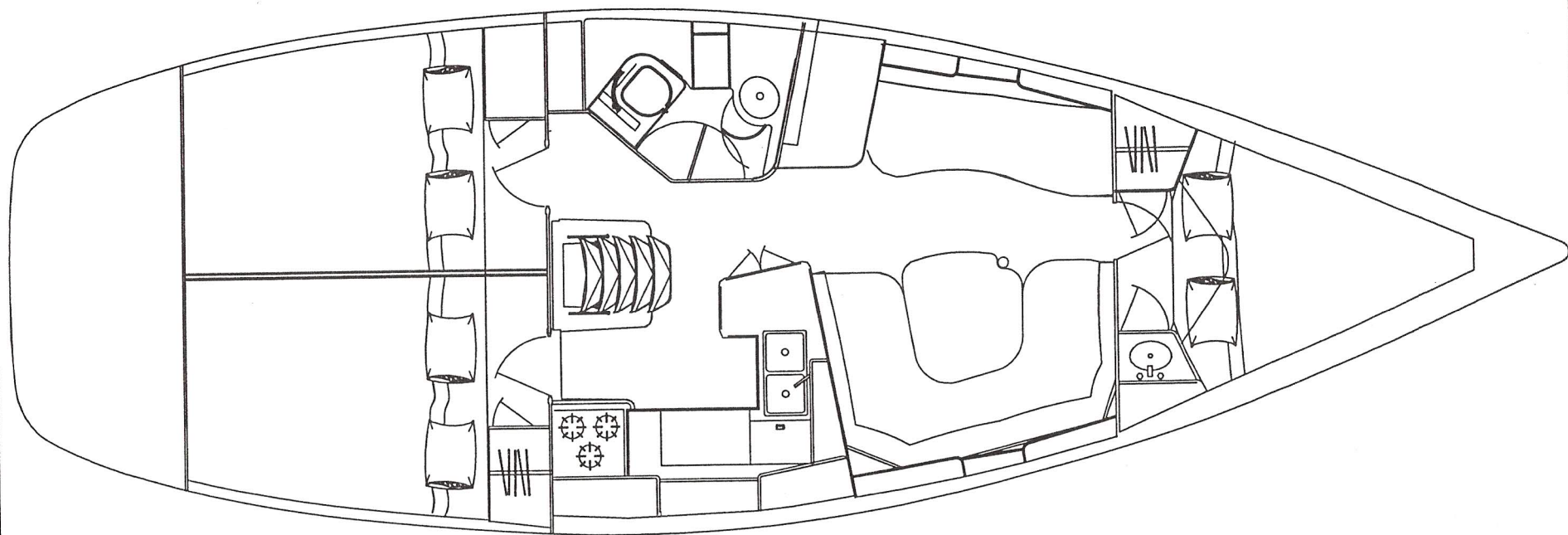
1. Shackle tack reef blocks to first and second reef tack cringles.
2. Run both reefing lines as illustrated in the Boom & Reef layout. Both portions of the reefing line leading to the reef tack block must run through the stainless steel eye on the side of the spar. The shorter reef line will be used on the first reef (starboard side, GREEN) the longer reef line on the second reef (port side, RED,).
3. Raise the main sail.
4. Ease the mainsheet and vang.
5. Lower the main sail to approximately the first reef position.
6. Take up the slack in the first reefing line.
7. Adjust the main halyard so that the tack reef block is not contacting the stainless steel eye on the side of the spar and is applying tension to the luff of the main above the reef, not below. There will be approximately 6" (150 mm) of stretch in the main luff and main halyard when the reefing line is tensioned, so make sure that this is allowed for when adjusting the main halyard to locate the tack reef block.
8. Tension the reef line with the appropriate self-tailing winch until the clew reef cringle is brought down to the boom.
9. Confirm that the tack reef block is still clear of the stainless steel eye and that only the main luff above the reef cringle is tensioned, not the luff between the cringle and the top stacked sail slide. Ease the reef line and readjust the halyard if necessary.
10. Mark the halyard at the stopped with a 1" (25mm) single band of indelible marker ink. By dropping the halyard to this mark every time a reef is required the halyard is automatically in the correct position for the reef.
11. Repeat the procedure for the second reef, using double bands to mark the halyard in the correct position.

REEFING PROCEDURE

1. Head up into the wind.
2. Ease the mainsheet and vang.
3. Check the topping life for adequate boom support.
4. Lower the main halyard to the appropriate mark, and snub the line with the stopper.
5. Tension the reefing line with the self-tailing winch until the reef clew is brought down to the boom. Apply stopper. Ease the topping lift.

SHAKING OUT A REEF

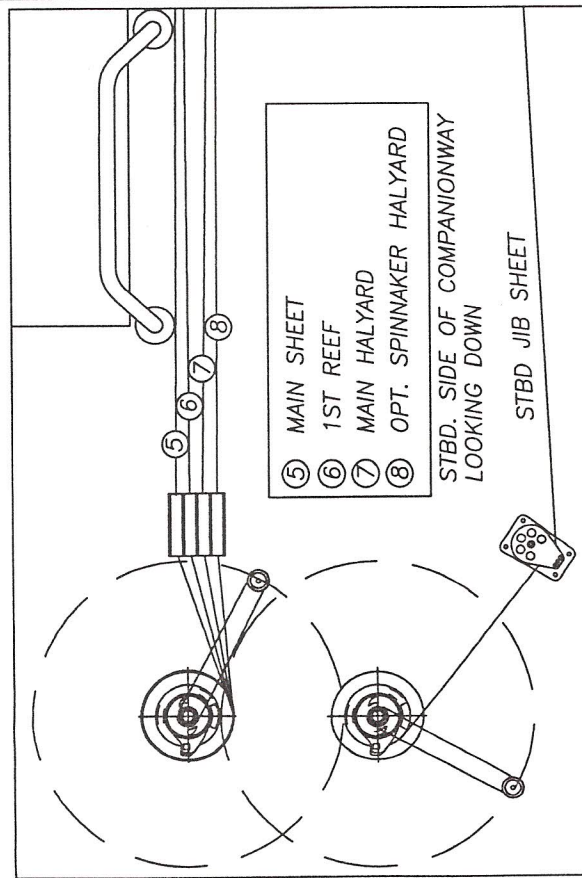
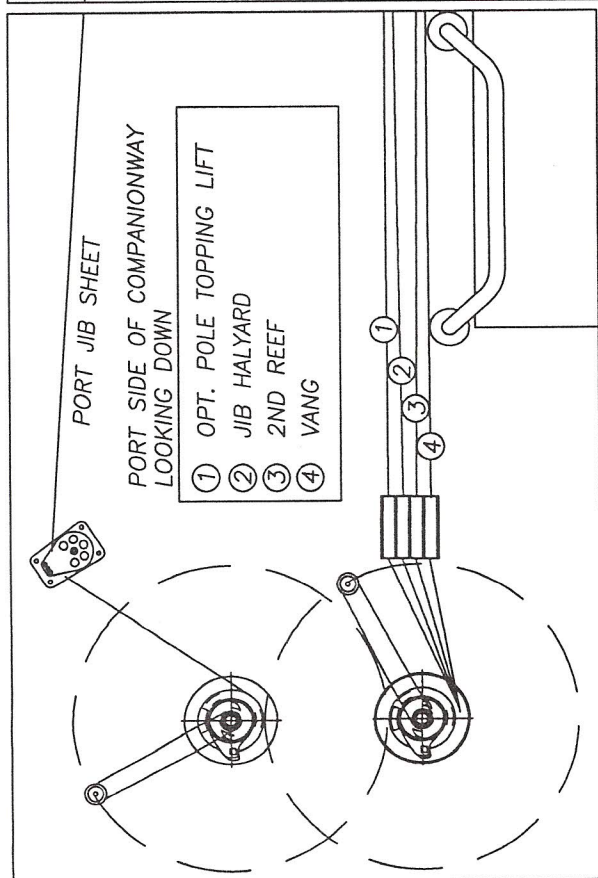
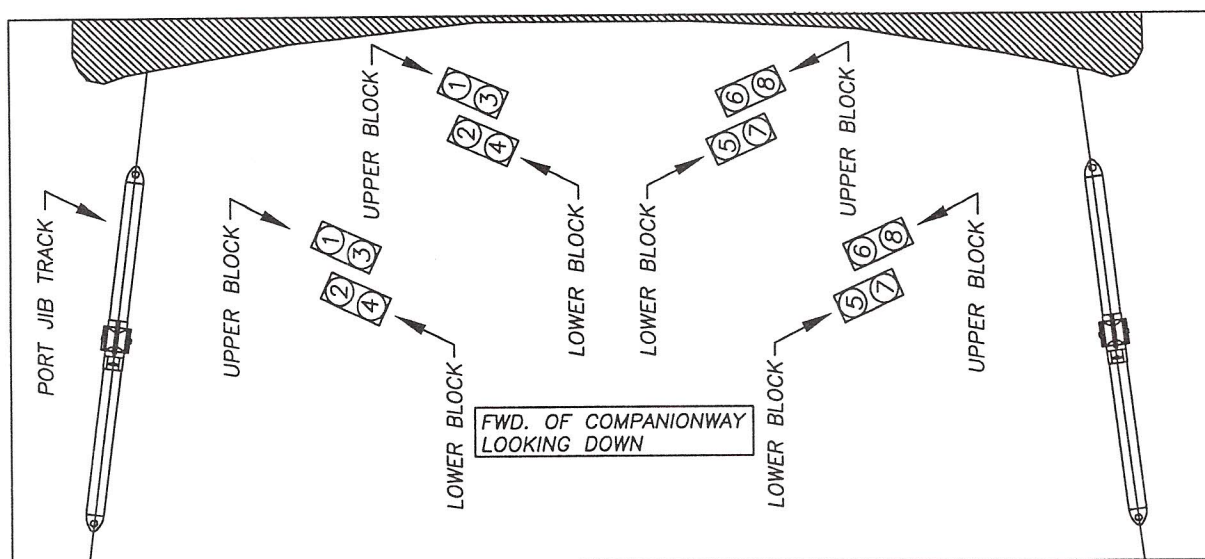
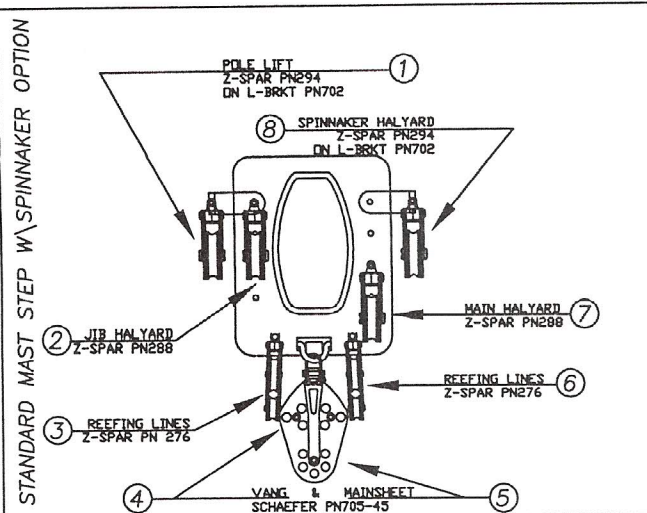
1. Head up into the wind.
2. Ease the mainsheet and vang. Tension to topping lift.
3. Release the reef stopper and remove reef line from winch.
4. Tension the main halyard to raise sail, making sure reef lines run freely while sail is being raised. Apply stopper to main halyard.
5. Re-tension vang and mainsheet. Ease the topping lift.



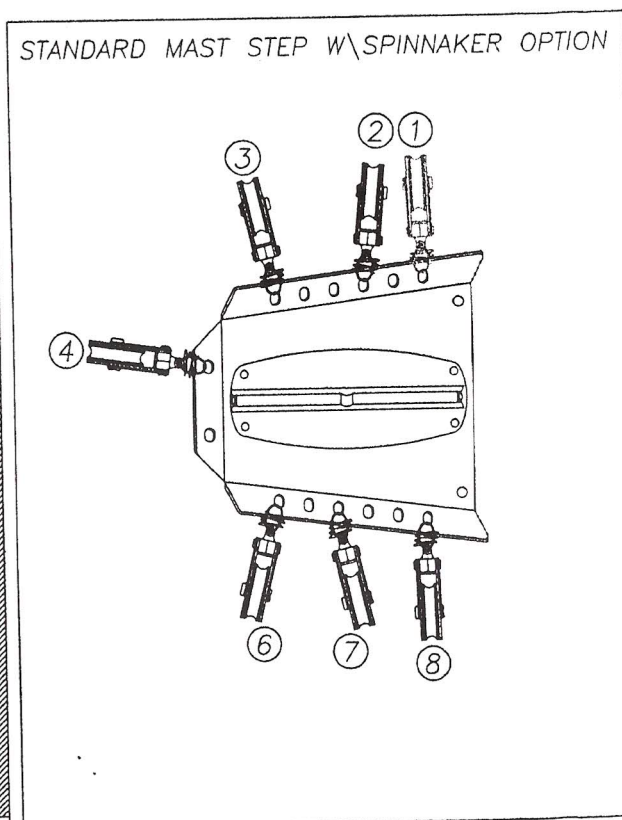
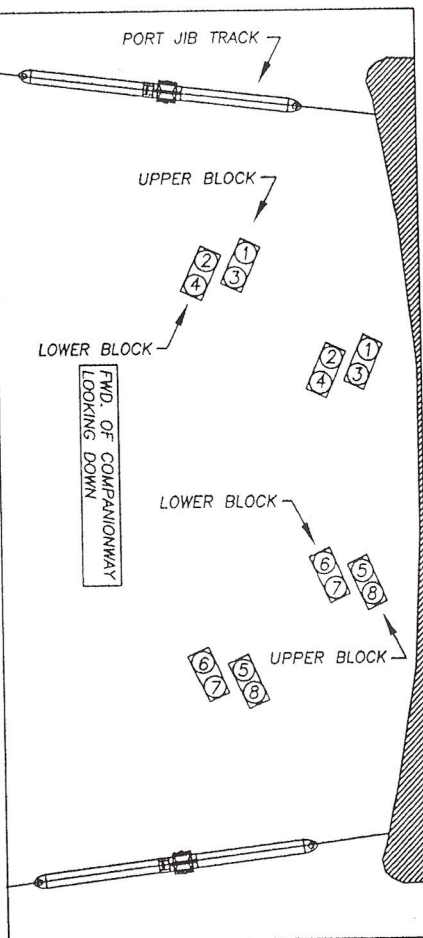
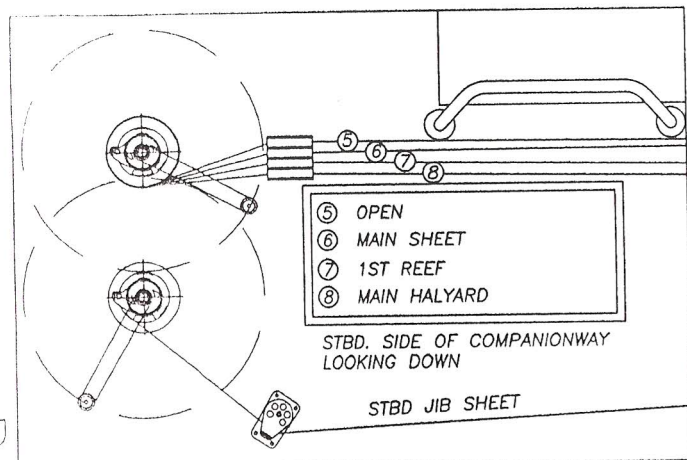
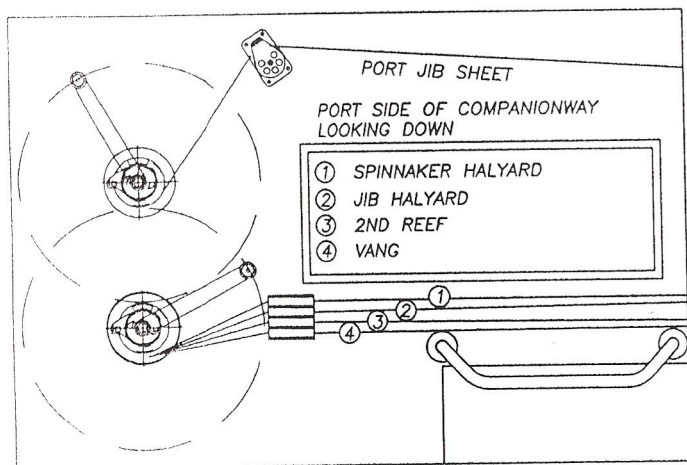
H-376 ACCOMMODATION PLAN (TRI- CABIN)

HUNTER

H-376 ACCOMMODATION (TRI- CABIN) H37A2625



ADDED AS OF 6/8/98



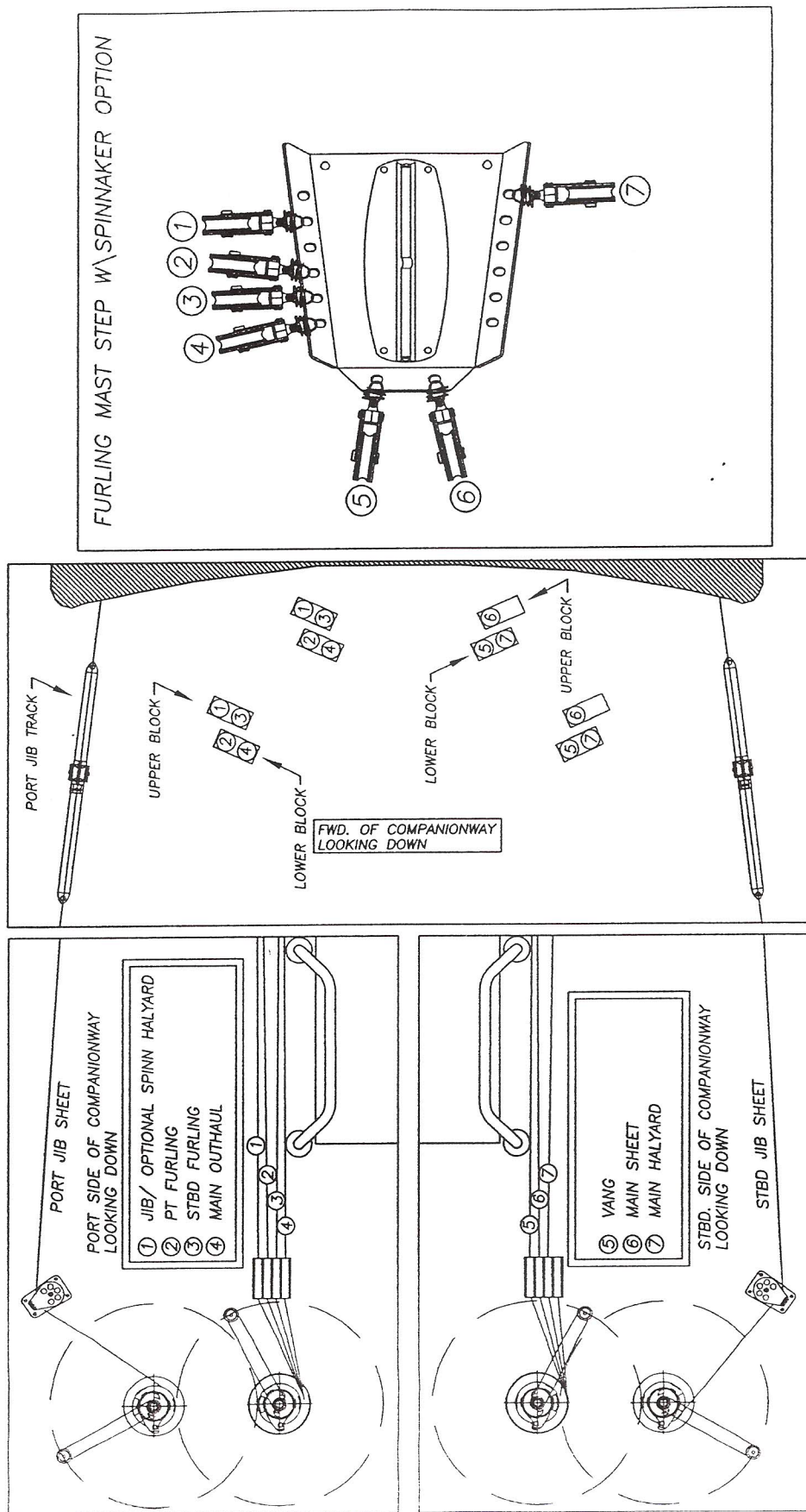
NOTE:

BLOCK NUMBERS 3,4,7 ... RUTGERSON SERIES 500 W/ SPRINGS
 BLOCK NUMBERS 1,2,6,8 ... RUTGERSON SERIES 600 W/ SPRINGS

PAGE 42A-1

DRAWING TITLE: 376 STD. RUN. RIG & MAST STEP DETAIL		This document discloses information for which HUNTER MARINE CORP. has proprietary rights.	
DRAWING NO. 3768042A-1	REVISION NO. NONE	HUNTER	
ENGINEER ENGINEERING DEPT.	DATE 2/11/98		

ADDED AS OF 6/8/98



FURLING MAST STEP W/ SPINNAKER OPTION

NOTE:

BLOCK NUMBERS 2,3,5 ... RUTGERSON SERIES 500 W/ SPRINGS
BLOCK NUMBERS 1,4,6,7 ... RUTGERSON SERIES 600 W/ SPRINGS

376 RUN. RIG & MAST STEP DETAIL (FURLING)

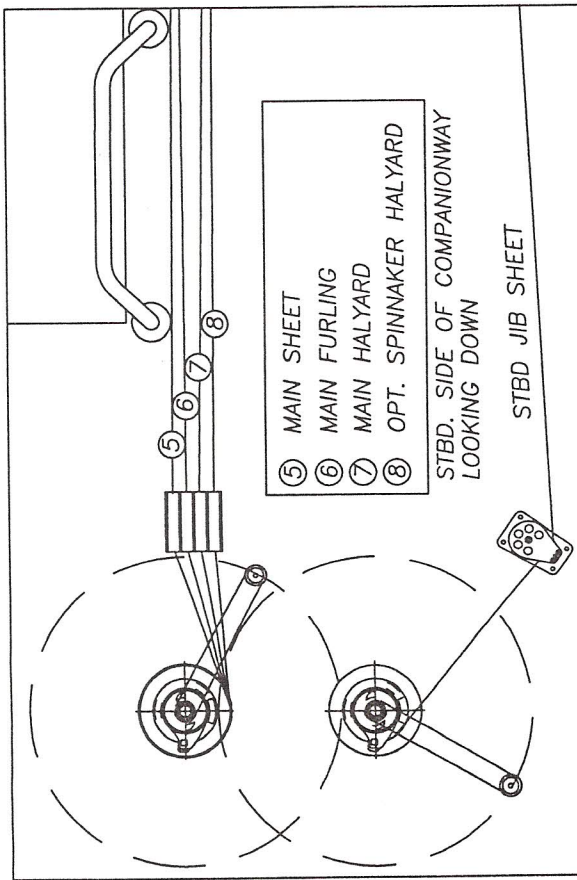
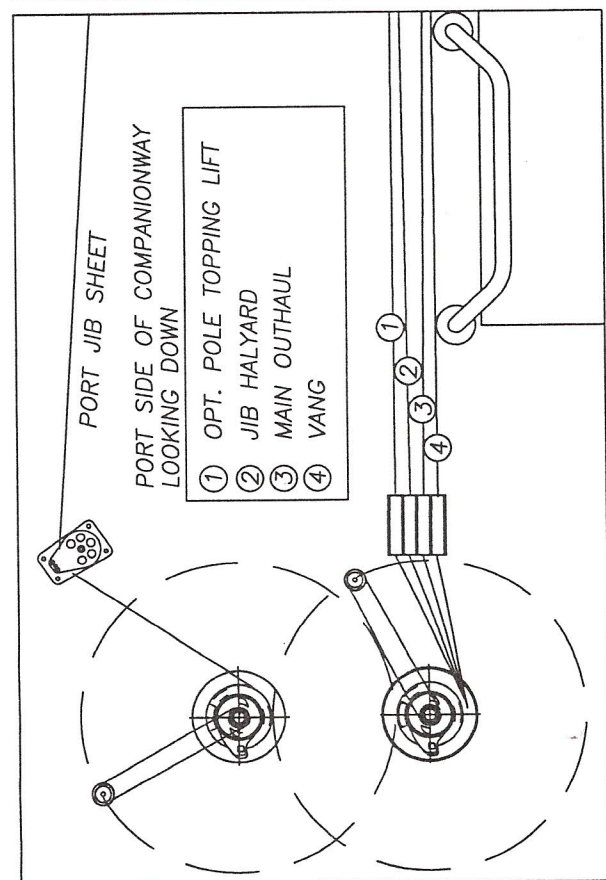
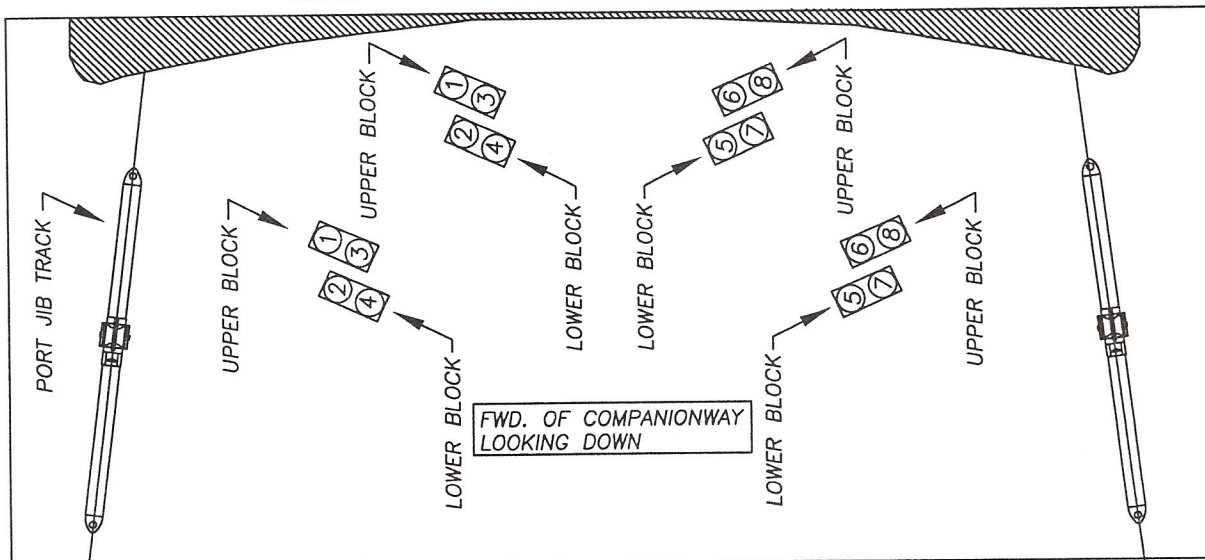
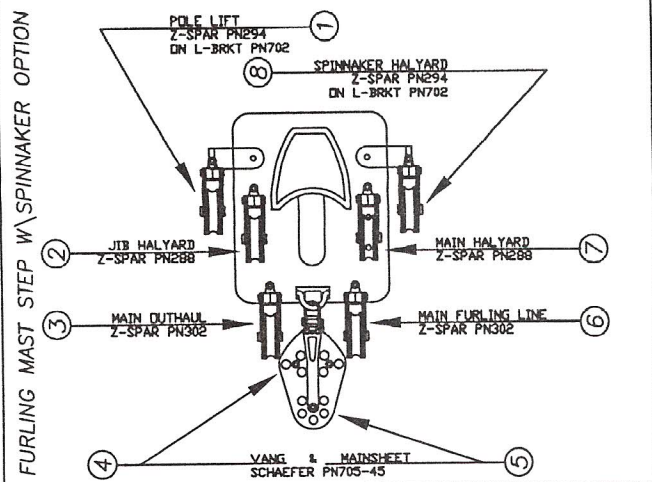
3768042A-2

ENGINEERING DEPT.

REVISION NO. NONE

DATE: 2/11/98

HUNTER

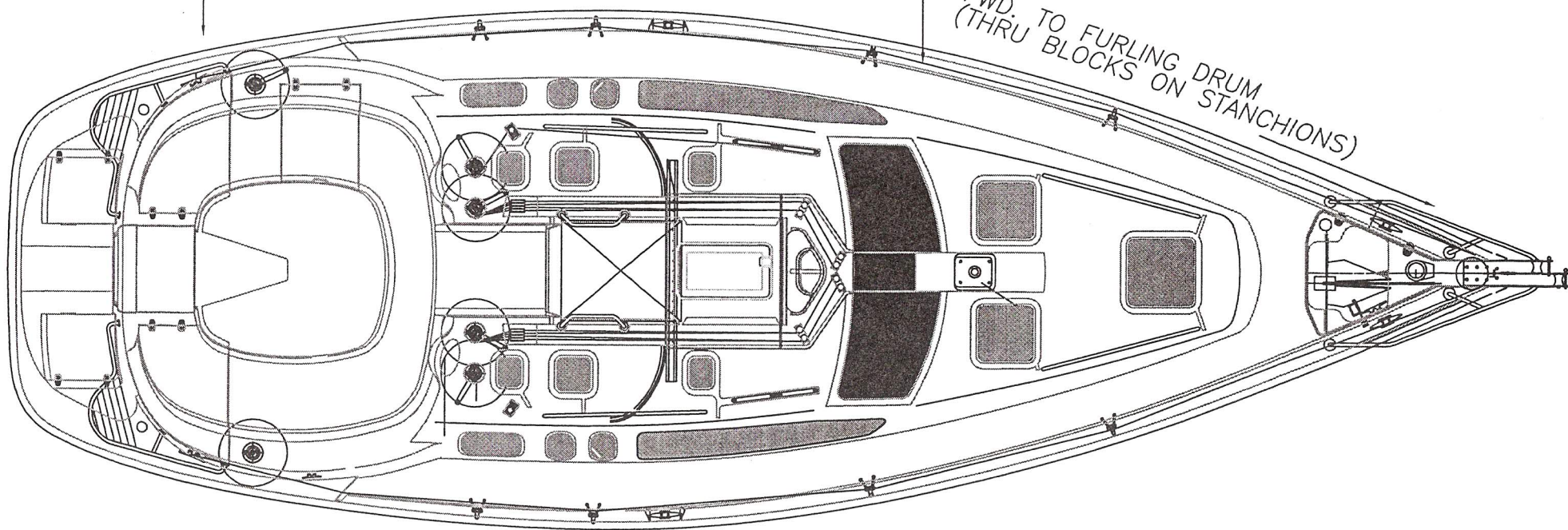


PORT SIDE SHOWN, STBD. SIDE SAME

JIB FURLING LINE

AFT TO CLEAT

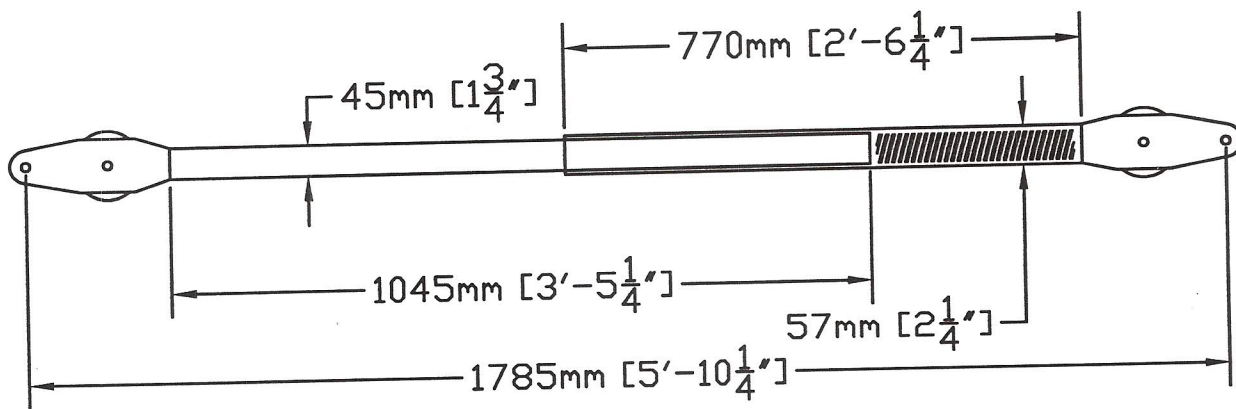
FWD. TO FURLING DRUM
(THRU BLOCKS ON STANCHIONS)



JIB FURLING SYSTEM

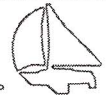
HUNTER

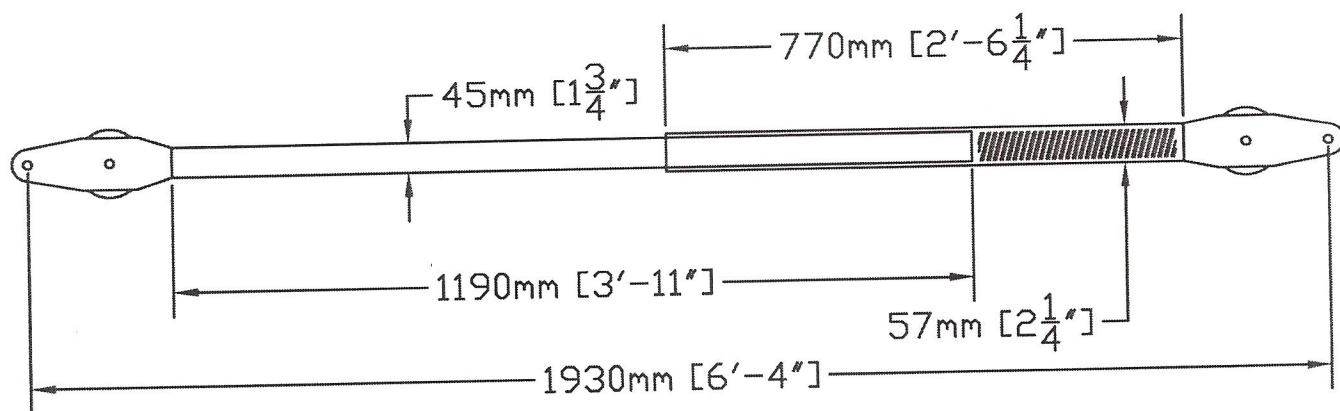
H-376 JIB FURLING LINES H37A2649



VANG TO BE SUPPLIED WITH 15m (49')
OF 8mm (5/16") WHITE DACRON LINE

B 7/16/96 LENGTHENDD FOR HIGHER BOOM KJC
A 2/7/96 SHORTENED KJC

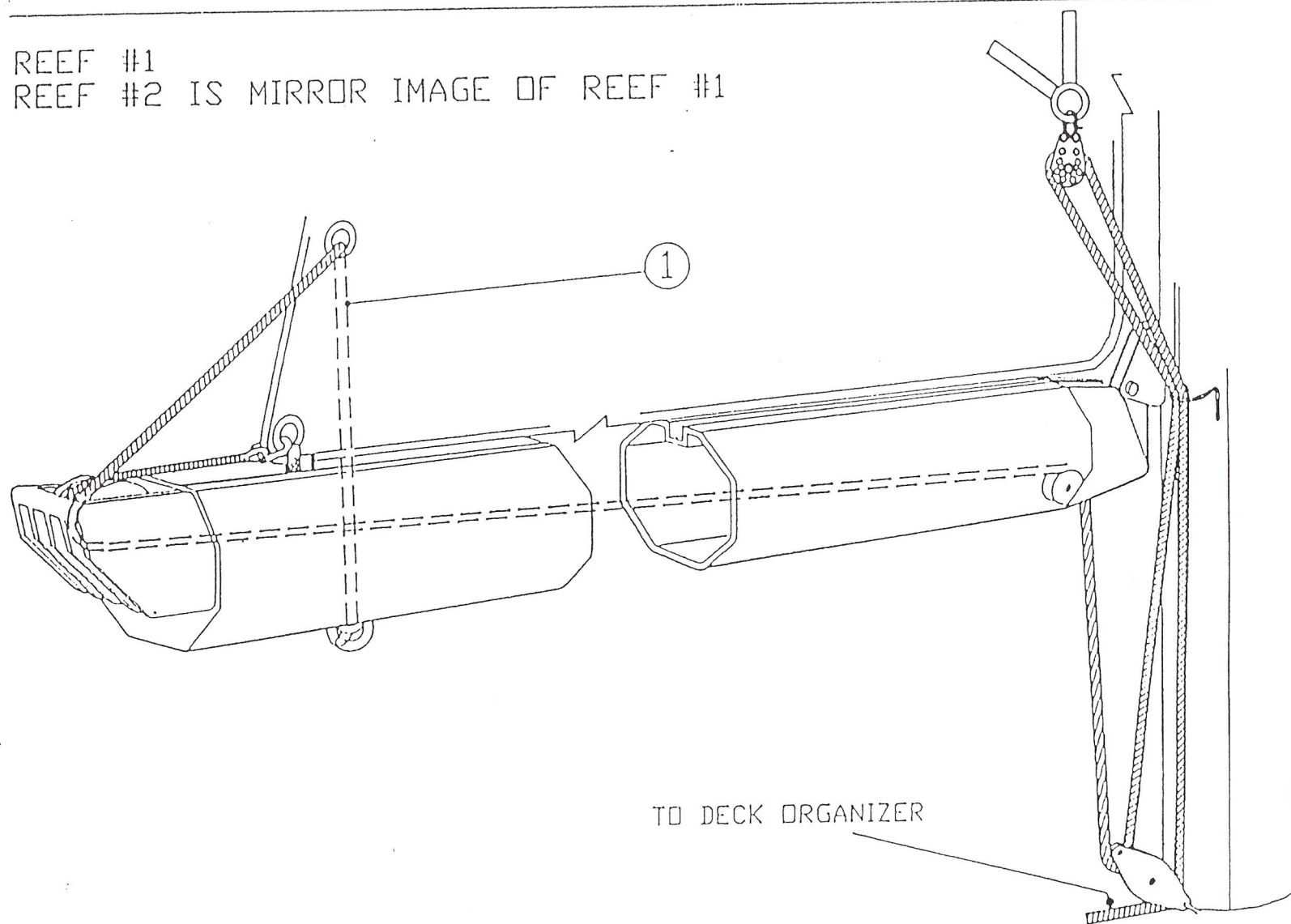
HUNTER 			
SHEET 1/1	CHECKED BY	DATE	HUNTER PART No.
DRAWING TITLE H376 FURLING MAST RIGID VANG			
SCALE NONE	DATE 2/7/96	DRAWN BY KJC	DRAWING NO. H37A2026



VANG TO BE SUPPLIED WITH 15m (49')
OF 8mm (5/16") WHITE DACRON LINE

HUNTER 			
SHEET 1/1	CHECKED BY:	DATE:	HUNTER PART No.
DRAWING TITLE: H376 STANDARD MAST RIGID VANG			
SCALE: NONE	DATE: 1/14/96	DRAWN BY: KJC	DRAWING NO. H37A2029

- ① REEF #1
REEF #2 IS MIRROR IMAGE OF REEF #1



TO DECK ORGANIZER

HUNTER 

BOOM AND REEF LAYOUT

HUNTER 376 STANDARD MAST RUNNING RIGGING SPECIFICATIONS										
BOAT: H376 STANDARD			FILE NAME: 376SRUN		REVISION: 1/15/96					
OPT/STD	ITEM	QUANTITY	LINE SIZE	LINE TYPE	END 1	LENGTH	END 2	COLOR	VENDOR	
1 STD	MAIN HALYARD	1	7/16"	XLS EXTRA	WHIPPED	128'	HEADBOARD SHACKLE	BLUE	SECO	
2 STD	JIB HALYARD	1	7/16"	XLS EXTRA	WHIPPED	114'	SMALL EYE-SPLICE	RED	SECO	
3 OPT	SPINNAKER HALYARD	1	7/16"	XLS	WHIPPED	125'	SNAP SHACKLE	BLACK	SECO	
4 N/A	STAYSAIL HALYARD	-	-	-	-	-	-	-	-	
5 OPT	TOPPING LIFT	1	3/8"	LS	WHIPPED	100'	SNAP SHACKLE	WHITE	SECO	
6 STD	BOOM TOPPING LIFT	1	3/8"	LS	WHIPPED	115'	D-SHACKLE	WHITE	SECO	
7 N/A	MAIN FURLING LINE	1	-	-	-	-	-	-	-	
8 STD	REEPING LINE #1	1	3/8"	XLS	WHIPPED	85'	WHIPPED	**GREEN	SECO	
9 STD	REEPING LINE #2	1	3/8"	XLS	WHIPPED	115'	WHIPPED	**RED	SECO	
10 STD	OUTHAUL	1	---		WHIPPED	---	D-SHACKLE	WHITE	Z-SPAR	
11 STD	VANG	1	7/16"	XLS	WHIPPED	50'	SMALL EYE-SPLICE	WHITE	SECO	
12 STD	JIB SHEET	2	1/2"	LS	WHIPPED	50'	WHIPPED	RED FLK	SECO	
13 OPT	GENOA SHEET	2	1/2"	LS	WHIPPED	80'	WHIPPED		SECO	
14 OPT	SPINNAKER SHEET	2	7/16"	LS	WHIPPED	65'	LG RING SNAP SHACKLE	BLK FLK	SECO	
15 OPT	SPINNAKER GUY	2	7/16"	XLS	WHIPPED	65'	+++	GN FLK/RED FLK	SECO	
16 OPT	FOREGUY	1	7/16"	LS	WHIPPED	65'	SNAP SHACKLE	WHITE	SECO	
17 STD	JIB FURLING LINE	1	5/16"	LS	WHIPPED	65'	WHIPPED	BLACK	PROFURL	
18 STD	TRAVELER LINE	2	3/8"	LS	WHIPPED	24'	SMALL EYE-SPLICE	WHITE	SECO	
19 STD	MAINSHEET	1	7/16"	XLS	WHIPPED	75'	SMALL EYE-SPLICE	BLUE FLK	SECO	

METRIC EQUIVELENTS

5/16 = 7.9 MM

3/8 = 9.5 MM

7/16 = 10.1 MM

1/2" = 12.7 MM

HUNTER 376 FURLING MAST RUNNING RIGGING SPECIFICATIONS

BOAT: H376 FURLING			FILE NAME: 376FRUN		REVISION:					
CHECKED BY:			DATE:							
OPT/STD		ITEM	QUANTITY	LINE SIZE	LINE TYPE	END 1	LENGTH	END 2	COLOR	VENDOR
1	STD	MAIN HALYARD	1	7/16"	XLS EXTRA	WHIPPED	128'	SMALL EYE-SPLICE	BLUE	SECO
2	STD	JIB HALYARD	1	7/16"	XLS EXTRA	WHIPPED	114'	SMALL EYE-SPLICE	RED	SECO
3	OPT	SPINNAKER HALYARD	1	7/16"	XLS	WHIPPED	125'	SNAP SHACKLE	BLACK	SECO
4	N/A	STAYSAIL HALYARD	-	-	-	-	-	-	-	-
5	OPT	TOPPING LIFT	1	3/8"	LS	WHIPPED	100'	SNAP SHACKLE	WHITE	SECO
6	STD	BOOM TOPPING LIFT	1	3/8"	LS	WHIPPED	115'	D-SHACKLE	WHITE	SECO
7	STD	MAIN FURLING LINE	1	---	---	---	---	---	GRN FLK	Z-SPAR
8	N/A	REEFING LINE #1	-	-	-	-	-	-	-	-
9	N/A	REEFING LINE #2	-	-	-	-	-	-	-	-
10	STD	OUTHAUL	1	---		WHIPPED	---	D-SHACKLE	WHITE	Z-SPAR
11	STD	VANG	1	---	---	---	---	---	WHITE	Z-SPAR
12	STD	JIB SHEET	2	1/2"	LS	WHIPPED	50'	WHIPPED	RED FLK	SECO
13	OPT	GENOA SHEET	2	1/2"	LS	WHIPPED	80'	WHIPPED		SECO
14	OPT	SPINNAKER SHEET	2	7/16"	LS	WHIPPED	65'	LG RING SNAP SHACKLE	BLK FLK	SECO
15	OPT	SPINNAKER GUY	2	7/16"	XLS	WHIPPED	65'	---	GN FLK/RED FLK	SECO
16	OPT	FOREGUY	1	7/16"	LS	WHIPPED	65'	SNAP SHACKLE	WHITE	SECO
17	STD	JIB FURLING LINE	1	5/16"	LS	WHIPPED	65'	WHIPPED	BLACK	PROFURL
18	STD	TRAVELER LINE	2	3/8"	LS	WHIPPED	24'	SMALL EYE-SPLICE	WHITE	SECO
19	STD	MAINSHEET	1	7/16"	XLS	WHIPPED	60'	SMALL EYE-SPLICE	BLUE FLK	SECO

METRIC EQUIVELENTS

5/16 = 7.9 MM 3/8 = 9.5 MM
 7/16 = 10.1 MM 1/2" = 12.7 MM

376 RIG DESCRIPTION

INTRODUCTION

The sweptback spreaders & shrouds on the h376 support the spar in all conditions without the need for a conventional back stage by providing a stable tripod of support. This means we are free to maximize the mainsail roach size in order to increase sail area in a location which is far more easily controlled than adding the same or less area to the overlap of the jib.

**STABLE
TRIPOD OF
SUPPORT**

By utilizing a shorter overlap jib we are able to sheet the jib inside the shrouds for a very efficient 11 degree sheeting angle.

Therefore, with the h376 we have created a sail plan with not only greater area than a conventional rig with a 150% LP jib, but also one which is more efficient due to the higher aspect ratio jib and tighter sheeting angles.

This rig configuration is also easier to handle. Upwind tacks often can be completed without the need for a winch handle and, with the majority of the sail area in the main, sudden gusts can be easily handled by “dumping” the mainsheet.

**EASIER TO
HANDLE RIG**

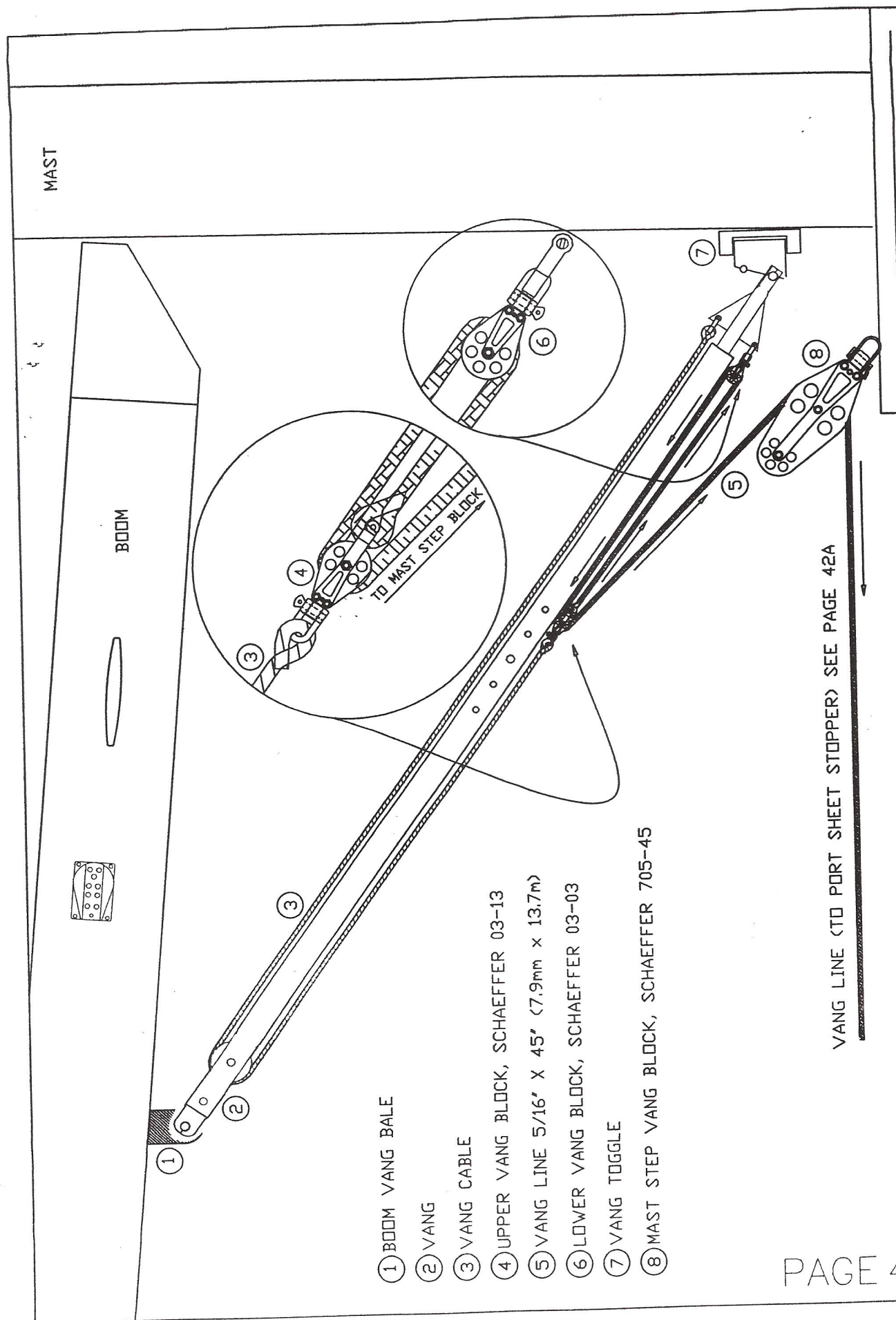
Because the sweptback spreaders & shrouds limit the boom from being eased as much down as on more conventional rigs, the h376 should not be sailed directly downwind, but instead should be “tacked” downwind by gybing from broad reach to broad reach. This will not only help to prevent the jib from being blanketed by the large main, but, most importantly, “tacking” downwind is also much safer, since the boat is more stable and has much less chance of being caught “by the lee” and being exposed to an accidental gybe or broach.

The h376’s need to “tack” downwind makes it ideally suited to the use of the new asymmetrical spinnakers. These spinnakers are flown like large jibs and do not require conventional spinnaker poles with their complicated topping lifts, foreguys, after guys and resultant high mast loadings.

**ASYMMETRIC
SPINNAKER**

The asymmetrical spinnaker on the h376 can be flown from a tack line secured to the “U” bolt on the stemhead and passing over the bow roller. In this configuration, at the majority of sailing angles, the jib must be furled to allow clear air flow to the spinnaker. If not, the spinnaker will be more difficult to fly. The weather sheet should be lead outside the luff of the spinnaker so the sail will fly downwind when gybing. To ease handling of the sail, a “Snuffer” or “Spinnaker Sally” can be used.

Talk to your local sailmaker about the best system for your needs and the optimum size of spinnaker.



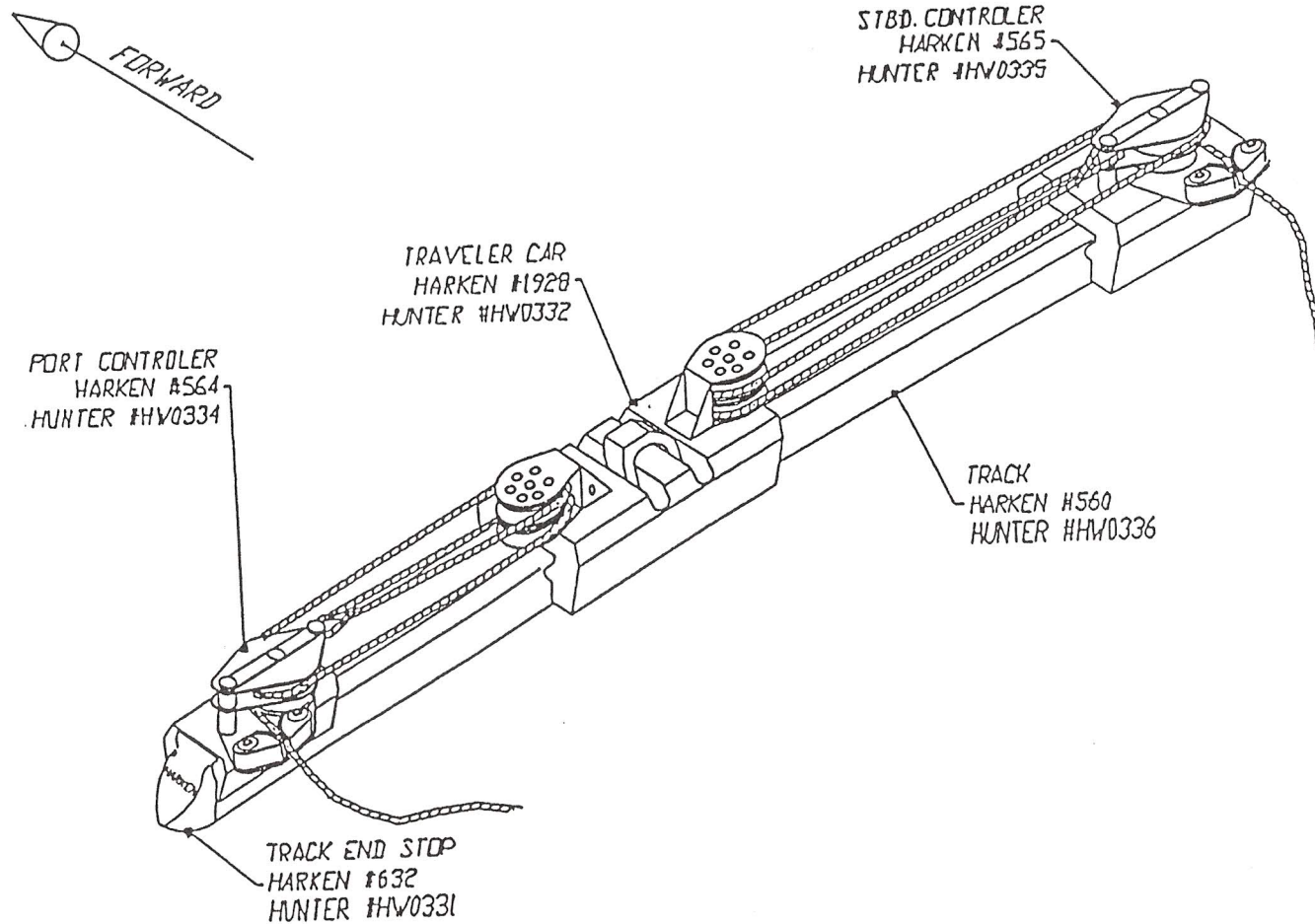
- ① BOOM VANG BALE
- ② VANG
- ③ VANG CABLE
- ④ UPPER VANG BLOCK, SCHAEFFER 03-13
- ⑤ VANG LINE 5/16" X 45' (7.9mm x 13.7m)
- ⑥ LOWER VANG BLOCK, SCHAEFFER 03-03
- ⑦ VANG TOGGLE
- ⑧ MAST STEP VANG BLOCK, SCHAEFFER 705-45

VANG LINE (TO PORT SHEET STOPPER) SEE PAGE 42A

PAGE 42D

THIS PAGE ADDED Nov # 435
(Bomar Vang)

HUNTER			
H376 RIGID VANG DETAILS FURLING/OPT.			
DESIGNED BY	REVISION NO.	DATE	11/13/97
H37A2649D	NONE		
ENGINEERING DEPT.			



Mainsheet traveler & control lines

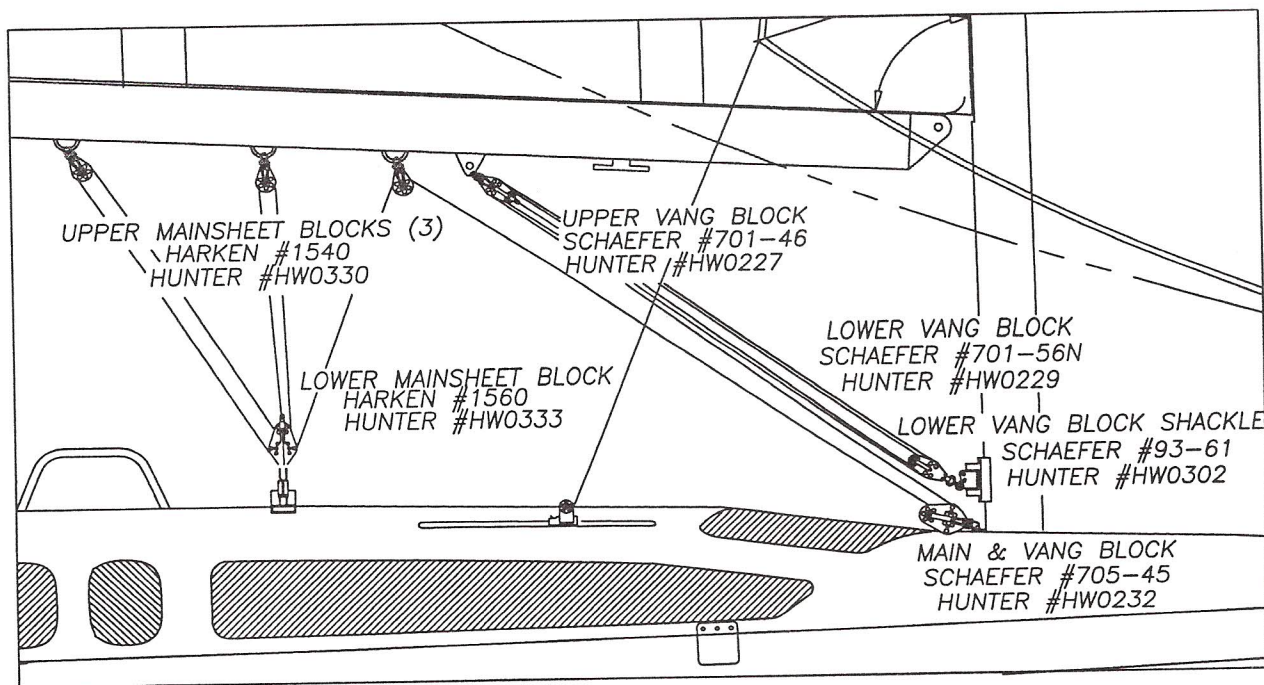


FIGURE 5 STANDARD MAINSHEET & VANG

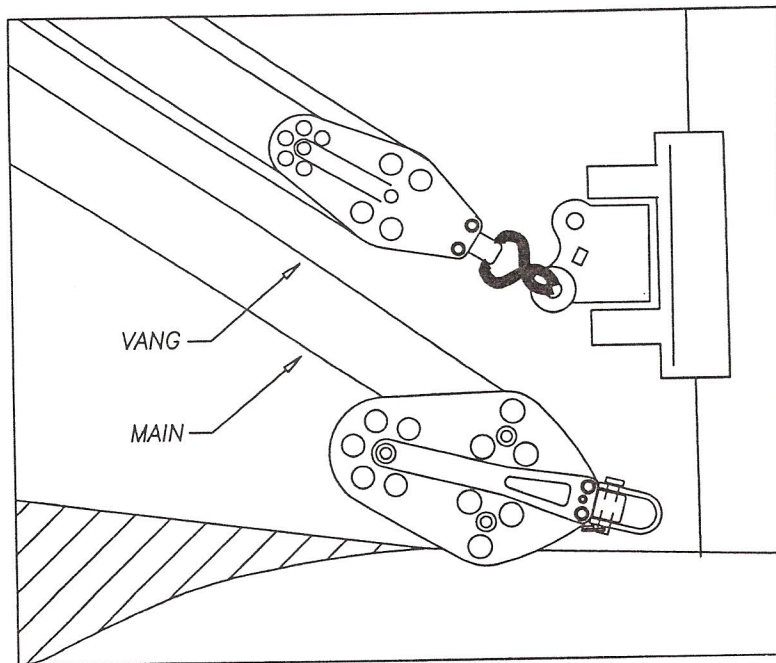
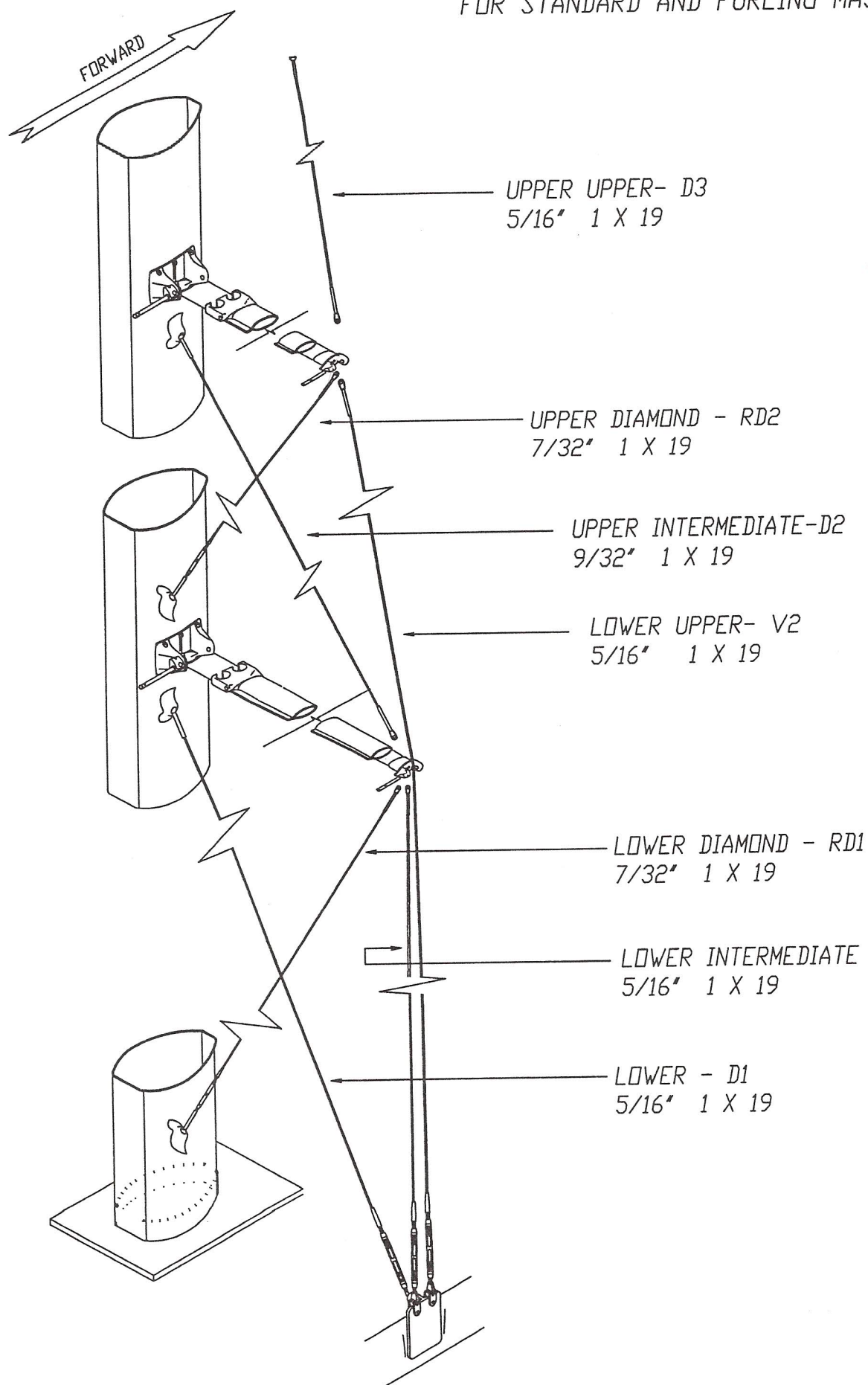
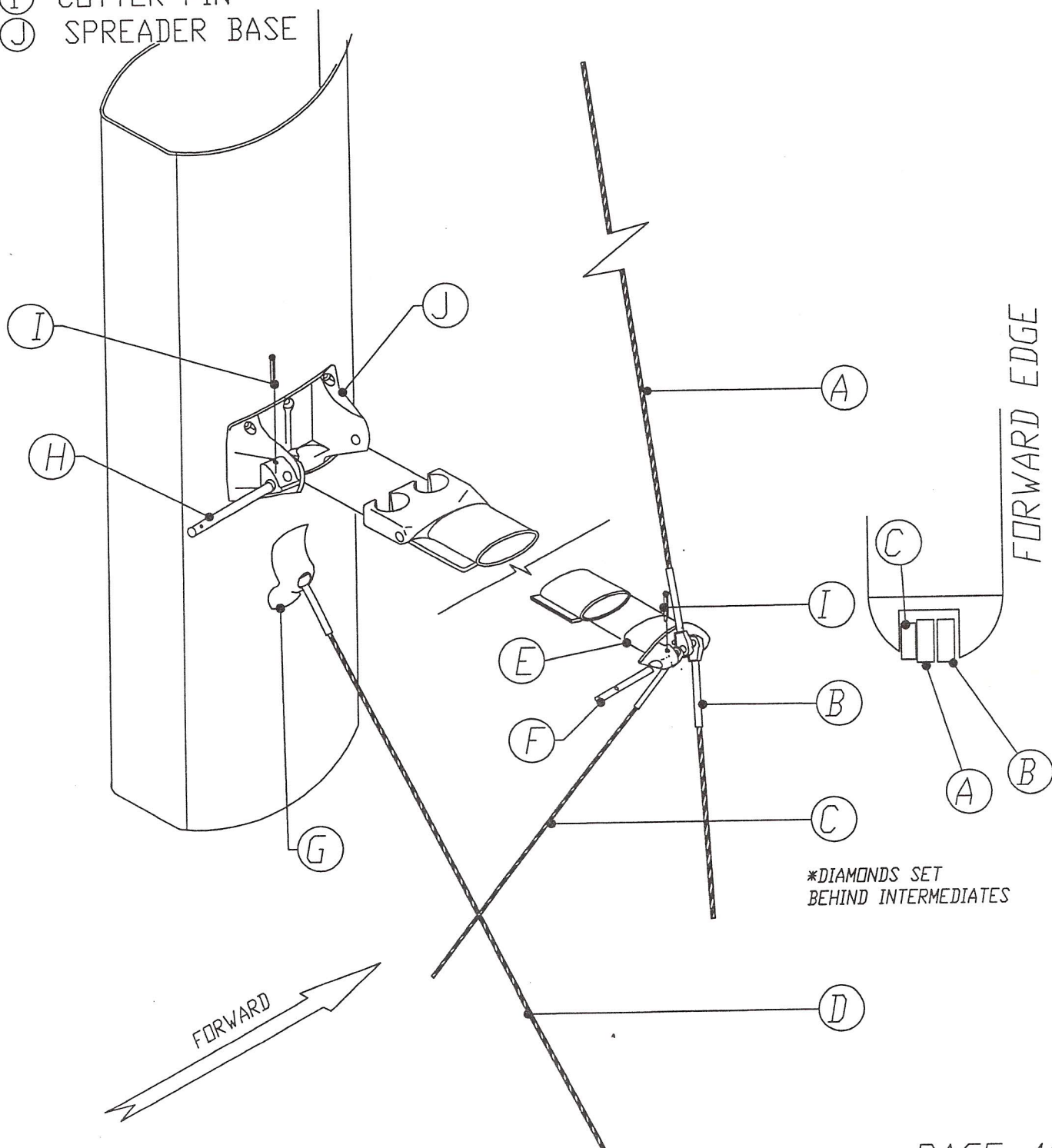


FIGURE 6 MAINSHEET & VANG SHARE THE SAME LOWER BLOCK

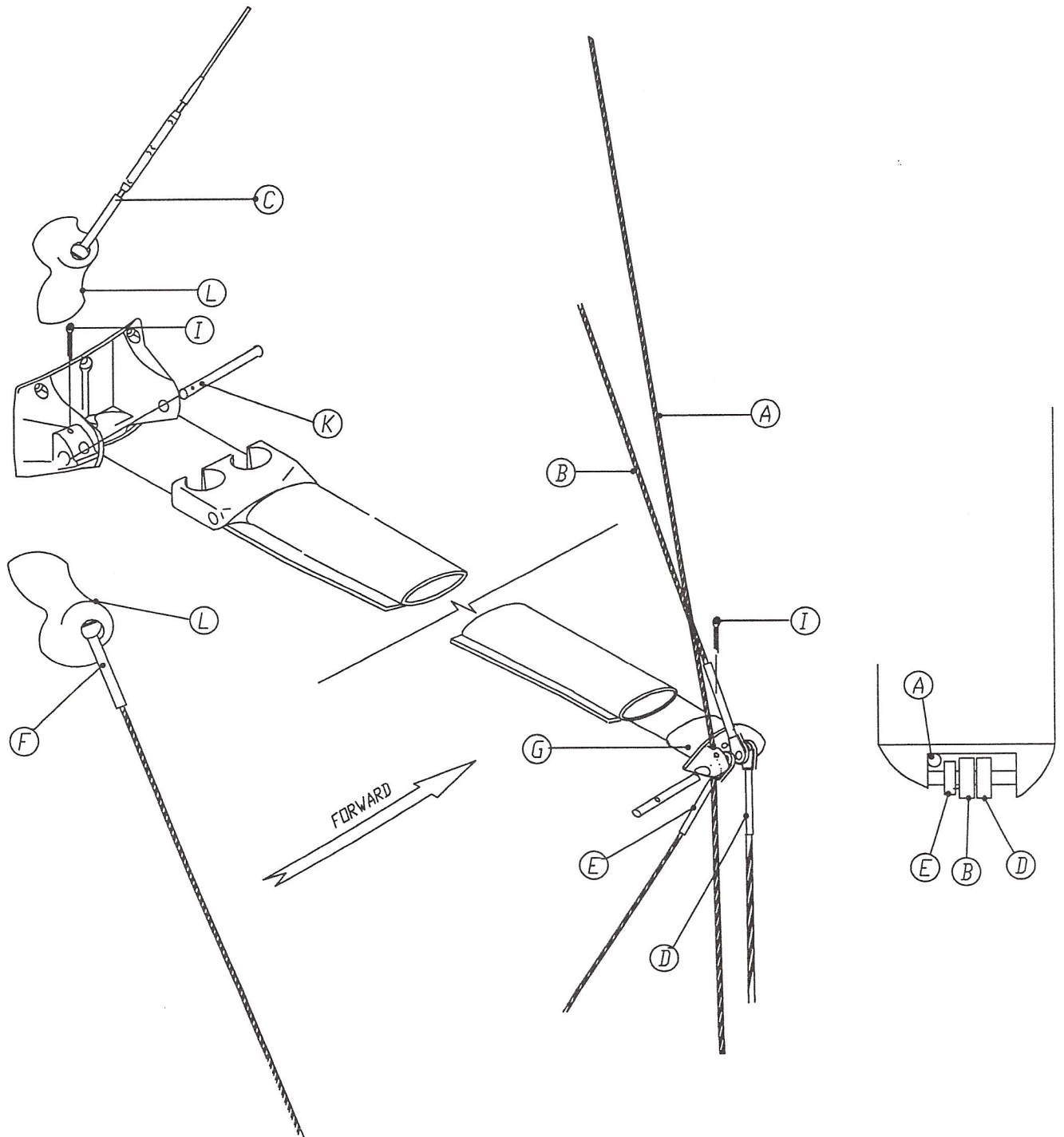
NOTE: STANDING RIGGING IS THE SAME
FOR STANDARD AND FURLING MASTS.



- (A) UPPER UPPER SHROUD-SMALL PIN EYE
- (B) LOWER UPPER SHROUD-SMALL PIN EYE
- (C) UPPER DIAMOND-MARINE EYE W/ 1/2" HOLE
- (D) UPPER INTERMEDIATE SHROUD-MARINE EYE
- (E) SPREADER TIP CASTING
- (F) SPREADER TIP PIN
- (G) BACKING SHELL
- (H) SPREADER BRACKET PIN
- (I) COTTER PIN
- (J) SPREADER BASE



LOWER UPPER SHROUD
 UPPER INTERMEDIATE SHROUD - MARINE EYE
 UPPER DIAMOND - STEMBALL & TURNBUCKLE
 LOWER INTERMEDIATE - MARINE EYE
 LOWER DIAMOND - MARINE EYE
 LOWER SHROUD - STEMBALL
 SPREADER TIP CASTING
 SPREADER TIP PIN
 COTTER PIN
 SPREADER BASE BRACKET
 SPREADER BASE BRACKET PIN
 BACKING SHELL

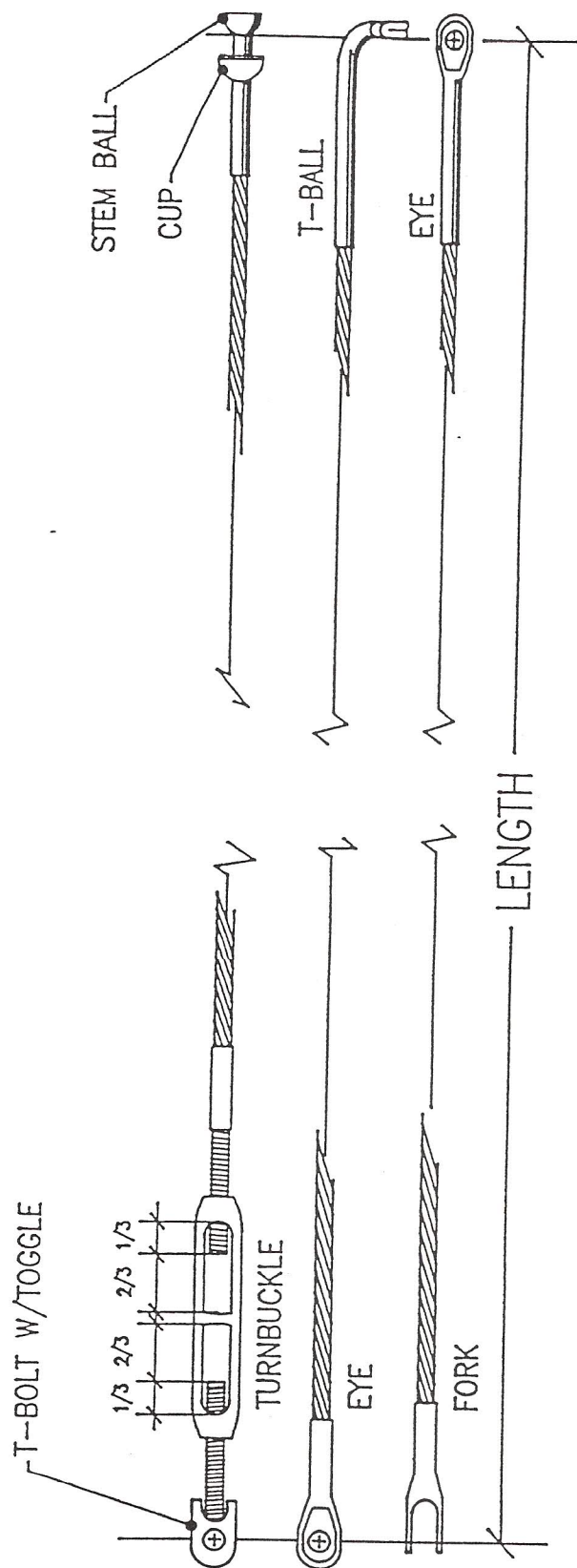


HUNTER 376 STANDING RIGGING SPECIFICATIONS

BY: KJC

DATE: 5-Dec-95

OPT/STD	ITEM	QUANTITY	WIRE SIZE	UPPER END	LENGTH	LOWER END
1 STD	UPPER UPPER, D3	2	5/16 (8MM) 1 X 19	STEMBALL IN BACKING SHELL	15' 10 5/8"	SMALL PIN EYE
2 STD	LOWER UPPER, V2	2	5/16 (8MM) 1 X 19	SMALL PIN EYE	33' 6 3/4"	10-16-16 TURNBUCKLE W/ TOGGLE
3 STD	UPPER INTERMEDIATE, D2	2	9/32" (7MM) 1 X19	STEMBALL IN BACKING SHELL	15' 5 7/8"	MARINE EYE
4 STD	LOWER INTERMEDIATE, V1	2	9/32" (7MM) 1 X19	MARINE EYE	18 3"	9-16-16 TURNBUCKLE W/ TOGGLE
5 STD	LOWER, D1	2	5/16 (8MM) 1 X 19	STEMBALL IN BACKING SHELL	18' 5"	10-16-16 TURNBUCKLE W/ TOGGLE
6 STD	UPPER DIAMOND, RD2	2	7/32 (6MM) 1 X 19	MARINE EYE (W/ 1/2" HOLE)	15' 11 3/8"	7-12-12 STEMBALL TURNBUCKLE IN BACKING SHELL
7 STD	LOWER DIAMOND, RD1	2	7/32 (6MM) 1 X 19	MARINE EYE (W/ 1/2" HOLE)	16' 2"	7-12-12 STEMBALL TURNBUCKLE IN BACKING SHELL
8 STD	FORESTAY	1	5/16 (8MM) 1 X 19	JAW / JAW TOGGLE	49' 6 1/2"	GIBB 10-16-16 TURNBUCKLE W/ JAW TOGGLE LOOSE
9						



HUNTER

RIGGING LENGTHS GENA2605

376 RIG TUNING INSTRUCTIONS

The 376's sweptback spreaders and shrouds support the mast fore and aft as well as transversely. By allowing the aft component of the shrouds to support the forestay loading directly, this tripod support system eliminates the need for a conventional backstay. Therefore, forestay tension and forestay sag are directly controlled by upper shroud tension. For that reason it is very important that the upper shrouds are tensioned correctly. It is also important in this rig configuration that the mast be tuned with pre-bend for maximum stability.

First install the spreaders into the spreader root castings, being careful to note which spreader is labeled "Starboard". Then, install the rigging to the spreader tips (ref. Spreader Details p. 49). Remove all clevis and cotter pins from the turnbuckles and place them close to the appropriate chainplate and forestay fitting. Open all turnbuckles to their maximum, making sure that there is enough thread gripping to ensure that the turnbuckles will not come apart. Install the Windex wind vane, VHF antenna and masthead light, plus Wind Machine if applicable. The Windex mounts on an aluminum bar extending aft which allows it to rotate clear of the antenna.

Be sure to remove the interior cover plate which is located in the headliner at the compression post to allow access to the mast wiring.

It is good practice to pad and tape the tips of the spreaders to prevent them from chafing the mainsail when the main is eased against the rigging.

Install the reef lines and outhaul in the boom.

When all the rigging is attached, induce 4" (10cm) of pre-bend in the mast by tensioning the diamonds. You can measure the amount of bend by tensioning a string or the main halyard along the back edge of the mast. Check the distance between the string and the mast at a point half way up the mast to ensure this pre-bend measurement has been achieved. It is very important that this bend occurs longitudinally only, and that the mast is still straight transversely.

The spar should be hoisted by a rope tied around the base of the second spreaders. During stepping make sure that the electrical wiring for the VHF and mast lights is pulled through the hole in the deck on top of the mast step for connection below deck. Just before seating the butt of the mast onto the mast step, caulk the wire lead opening with a considerable amount of silicon caulk to ensure a watertight seal. After stepping you mast, attach the lower intermediate shrouds to the forward holes in each chainplate, the lower upper shrouds to the aft holed, and the lower shrouds to the portion of the chainplate in the middle. The turnbuckle cotter pins should be installed with the clevis pins located inboard. With the turnbuckles still eased all the way, attach the forestay turnbuckle to the forestay chainplate. A jib halyard run forward the U-bolt in the anchor locker may have to be used to pull the mast forward enough allow you to connect the forestay.

Tension the shrouds to remove most of the slack, making sure that the port and starboard turnbuckles for each shroud are tensioned uniformly. When all the standing rigging is attached and the slack removed, unrig the lifting hoist.

376 RIG TUNING INSTRUCTIONS CONTINUED:

Run the halyard from their exits in the spar through the appropriate block on the mast step, through the deflector blocks and aft through the rope clutches (ref. Running Rigging Deck Plan p. 42). Rig the boom to the mast and attach the mainsheet and boom vang.

To center the mast athwartships, start with only slight tension on the main and lower shrouds. Check that the mast is centered athwartship by measuring from the masthead to the chainplates with a steel tape measure hoisted completely up the main halyard. Adjust the main shrouds, easing one and tightening the other, until the measurements port and starboard are exactly the same. If a tape measure isn't available, the main halyard can also be used for the purpose, while being careful that equal tensions are applied to each side.

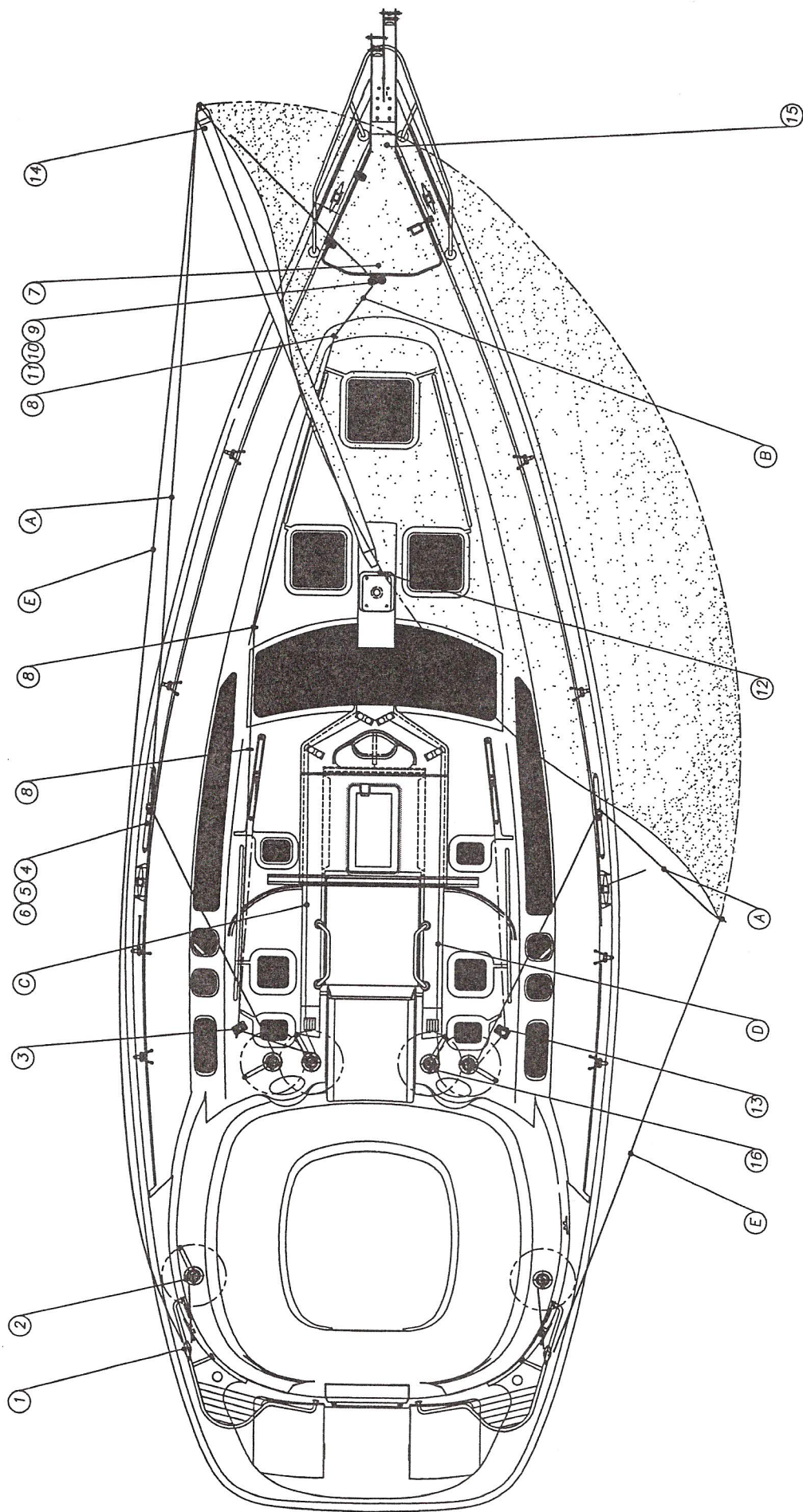
Once the mast is plumb athwartships, check the amount of rake or aft angle (not to be confused with pre-bend) on the mast by hanging a weight from the shackle on the main halyard and adjusting the halyard position so the weight hangs just above the boom. On a calm day, with nobody on the boat, this weight should hang 12-14" (30-35cm) aft of the mast. Adjust the main shrouds uniformly, easing or tightening the same number of turns each side, and the forestay to achieve the proper amount of rake.

With the mast plumb athwartships and the proper amount of rake achieved, tension both main shrouds equally, counting turnbuckle revolutions as you go. As you tighten the mains, the amount of pre-bend will increase as the spreaders push the middle of the mast forward. As this happens, the previously tensioned diamonds will go slack. At this point, tension the lowers and bring the pre-bend back to the original amount and thus remove the slack from the diamonds. Ensure that the lowers are tensioned uniformly to prevent transverse curvature in the mast. Once complete, the forestay turnbuckle should be 1/3 to 1/2 closed.

After the initial rigging is adjusted as above and the mast is straight amidships and has the necessary 4" (10cm) of pre-bend, continue tensioning the main shroud turnbuckles uniformly each side (the same number of turns) with a wrench and a screwdriver until no more tension can be applied without exceptional effort. **DO NOT USE ANY ARTIFICIAL MEANS TO ACHIEVE ADDITIONAL TENSION, SUCH AS A PIPE EXTENSION, ON THE WRENCH OR SCREWDRIVER.**

To achieve the desired forestay tension, Hunter recommends that the shroud tension on you main and lowers be approximately 20% of the cable breaking strength. Therefore, for the 5/16" (8mm) stainless cables, with breaking strengths of 10,200lbs (4,630kg) each, they may be tensioned up to approximately 2,040 lbs (926kg). Never exceed 25% of the cable breaking strength (2,550 lbs or 1,158kg) in this example).

Install cotter pins in all turnbuckles and tape over any sharp edges of the cotter pins with chafe tape.



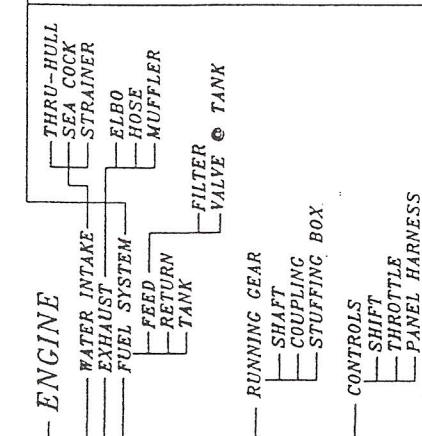
HUNTER

H-376 OPT. DECK HDWR. H37A2617

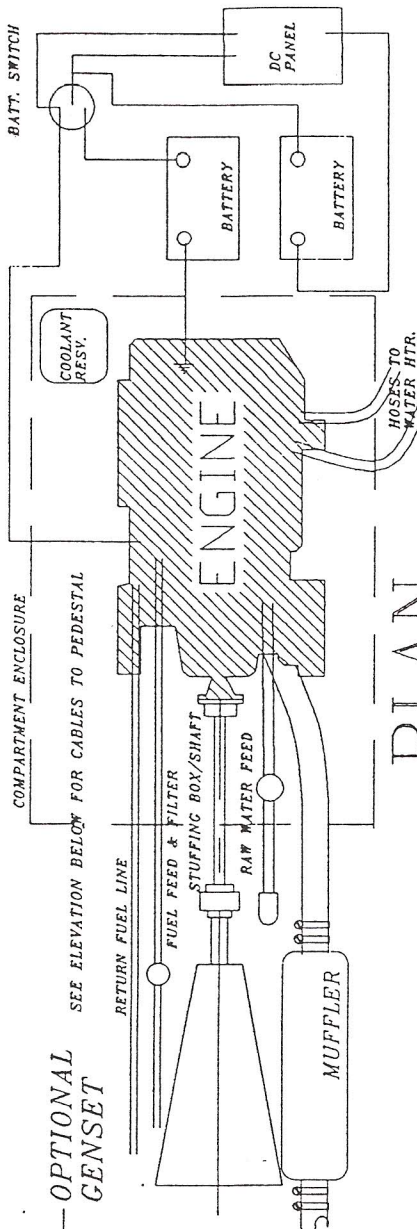
OPTIONAL DECK HARDWARE LAYOUT

<i>H376 OPTIONAL DECK HARDWARE</i>				
<i>No.</i>	<i>QTY.</i>	<i>H376 OPTIONAL DECK HARDWARE</i>	<i>MFG#</i>	<i>HUN#</i>
1	2	SPINNAKER BLOCKS	504-09	999999
2	2	COCKPIT WINCHES LEWMAR	40CST	HW2520
3	1	DBL. CHEEK BLOCK W/ STOPPERS	1766	999999
4	2	JIB TRACK 25"x1 1/4x3/16 SCHAEFER		HW0274
5	4	JIB TRACK STOPS SCHAEFER	74-36G	HW0215
6	2	LEAD CARS SILVER SHAEFER	32-98	HW0217
7	1	ACCESS COVER PLATE		HW0048
8	3	BULLS EYE FAIRLEAD	78-51	999999
9	1	FOREGUY BLOCK	504-09	999999
10	1	PAD EYE FOR FOREGUY BLOCK	78-07	HW0852
11	1	BACKING PLATE FOR PAD EYE	97-53	999999
12	1	ANCHOR WINDLASS	HW3206, HW3206-A thru D	
13	1	SNGL. CHEEK BLOCK W/O STOPPER	1756	999999
14	1	SPINNAKER POLE		
15	1	WINDLASS	ANCHORMAN 700	
A	2	SPINNAKER GUY	SEE RUNNING RIGGING SHEETS	
B	1	FOREGUY	SEE RUNNING RIGGING SHEETS	
C	1	POLE TOPPING LIFT	SEE RUNNING RIGGING SHEETS	
D	1	SPINNAKER HALYARD	SEE RUNNING RIGGING SHEETS	
E	2	SPINNAKER SHEET	SEE RUNNING RIGGING SHEETS	

SYSTEMS SCHEMATIC



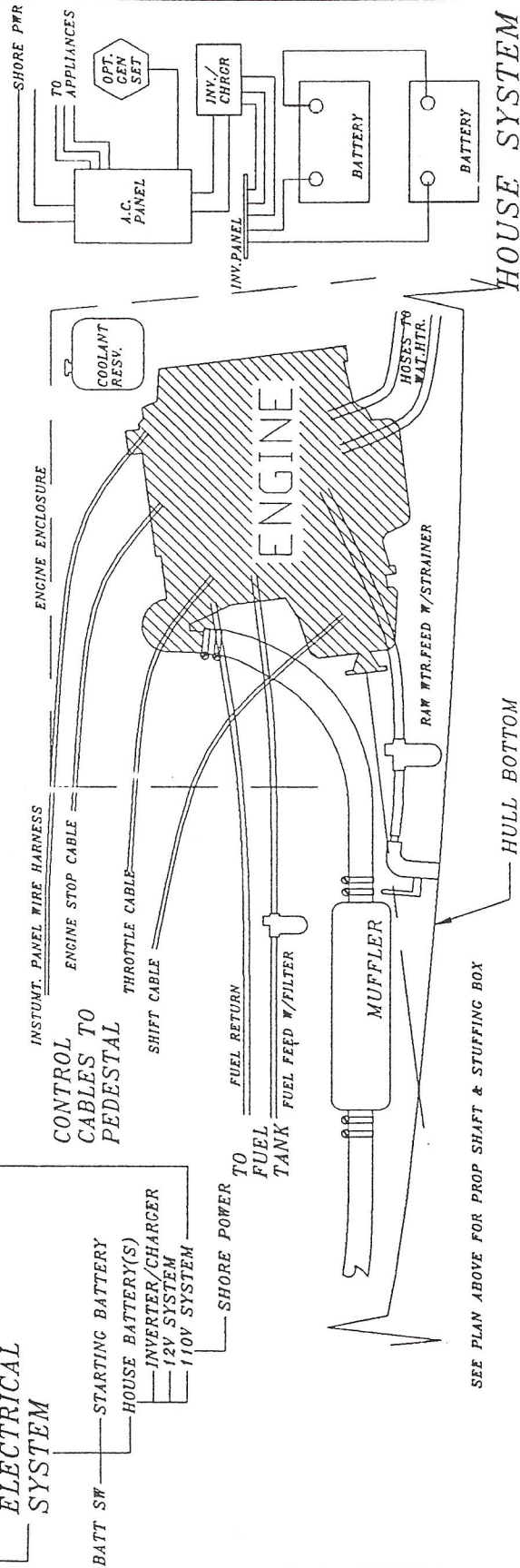
OPTIONAL GENSET



PLAN

STARTING SYSTEM

ELECTRICAL SYSTEM



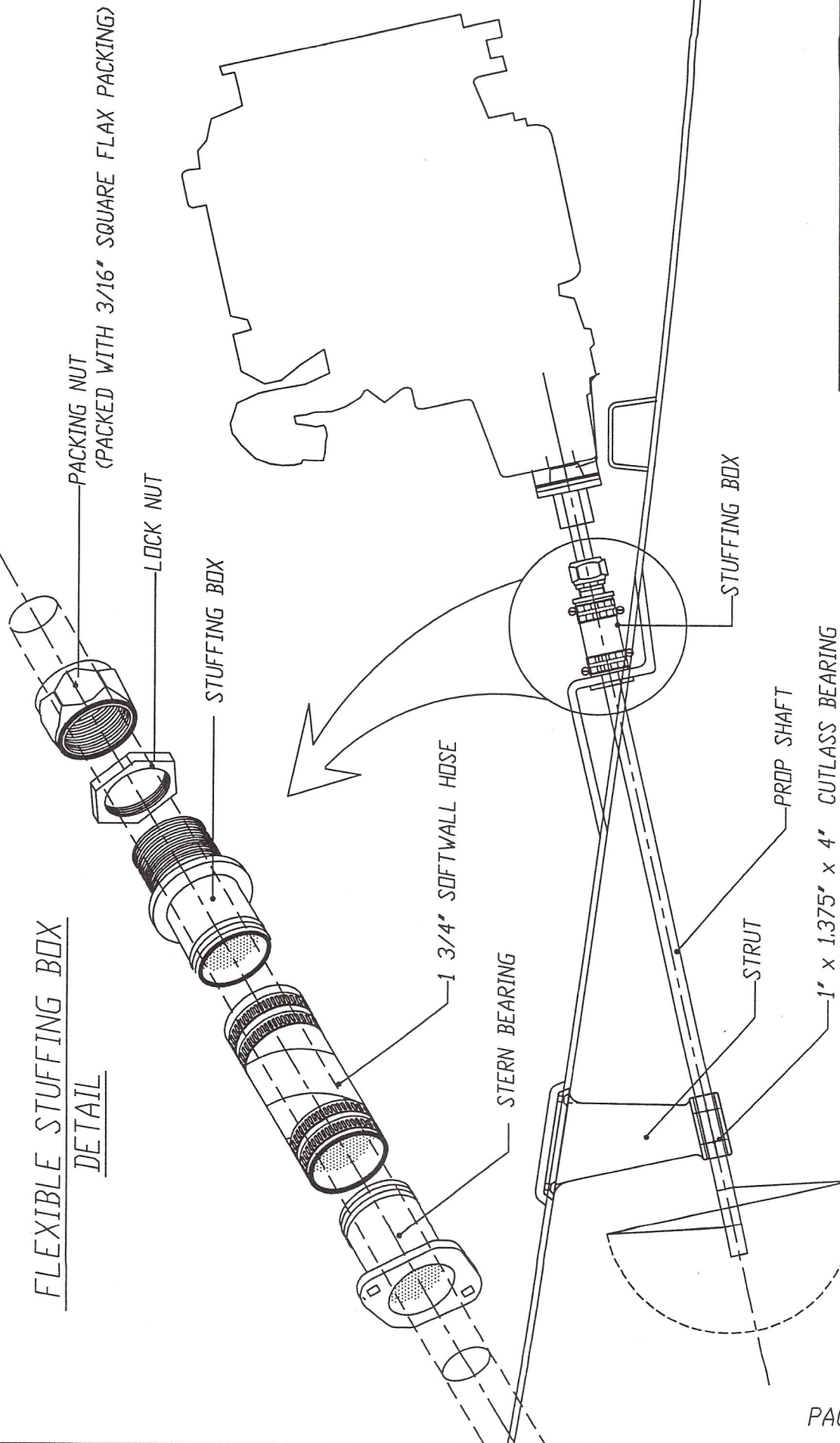
ELEVATION

HOUSE SYSTEM



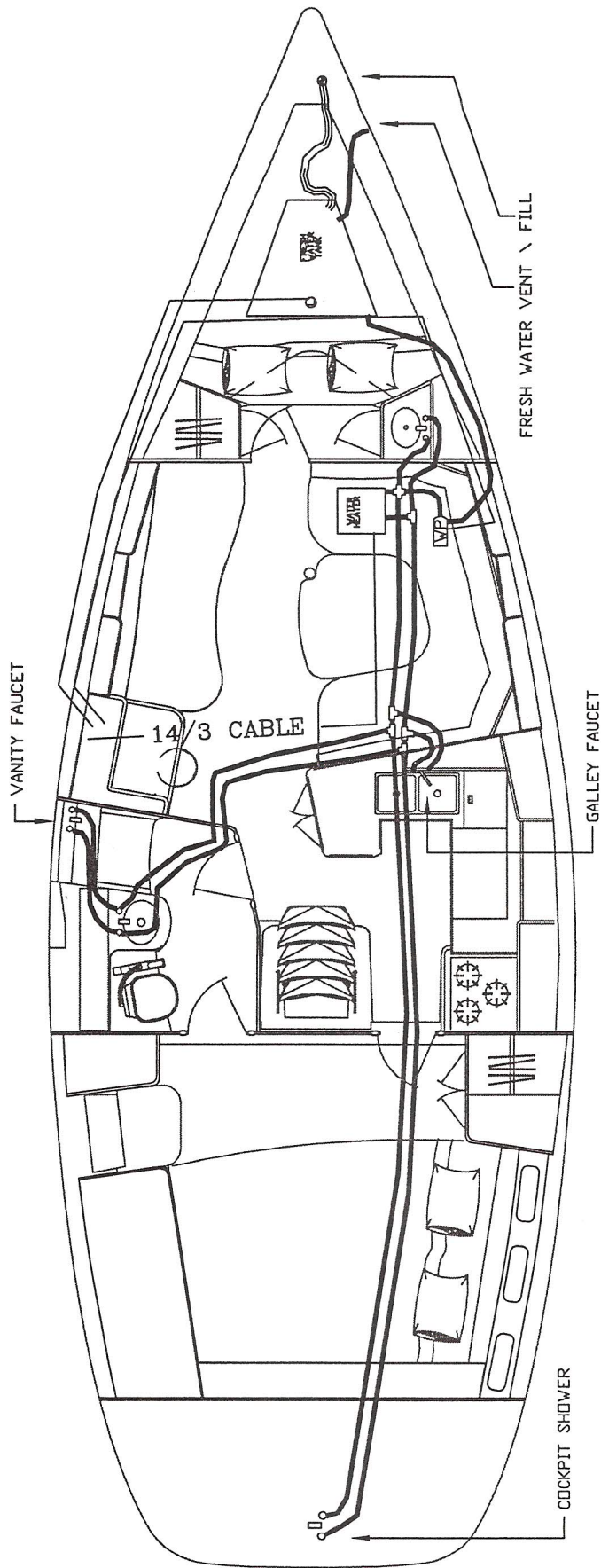
ENGINE COMPARTMENT.

FLEXIBLE STUFFING BOX DETAIL

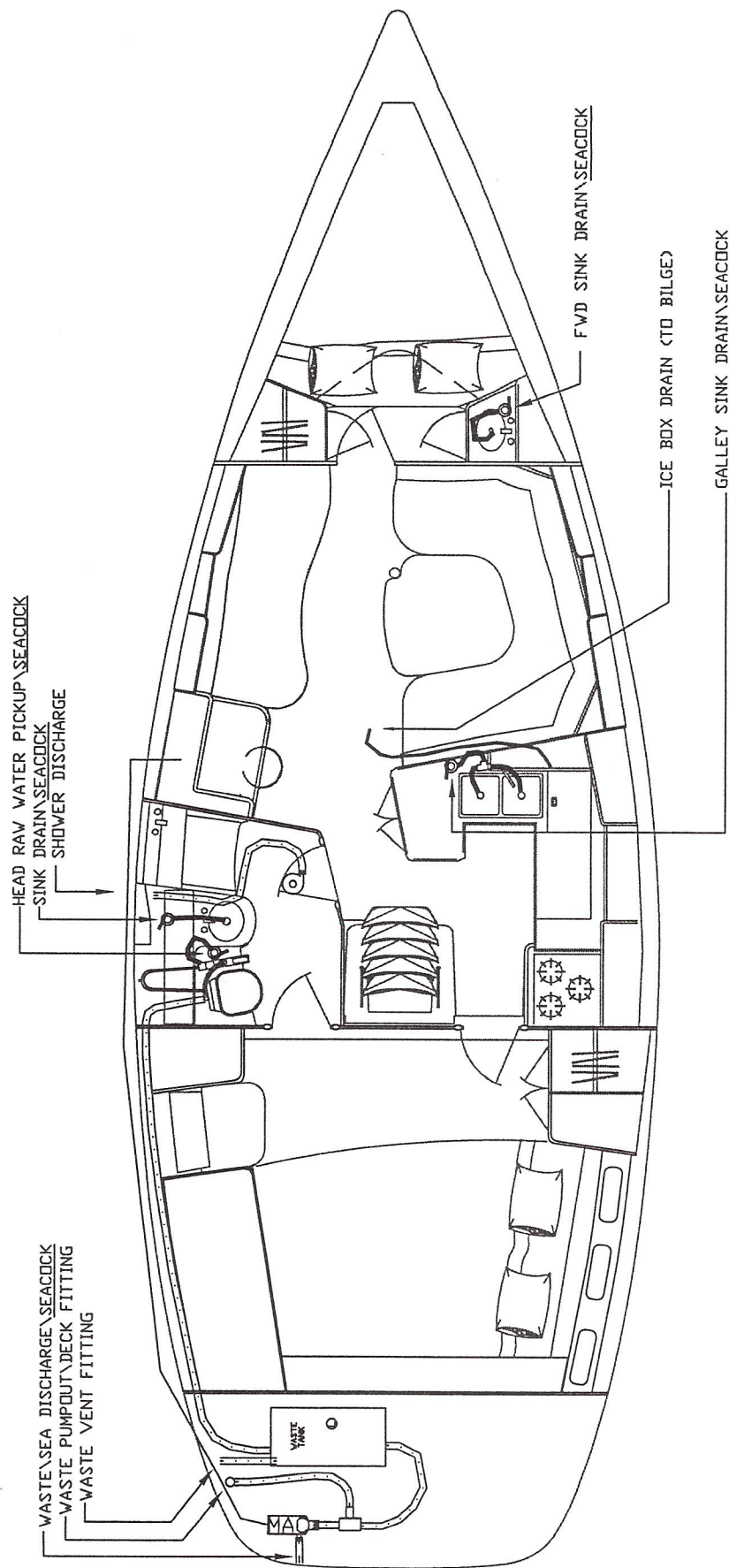


HUNTER

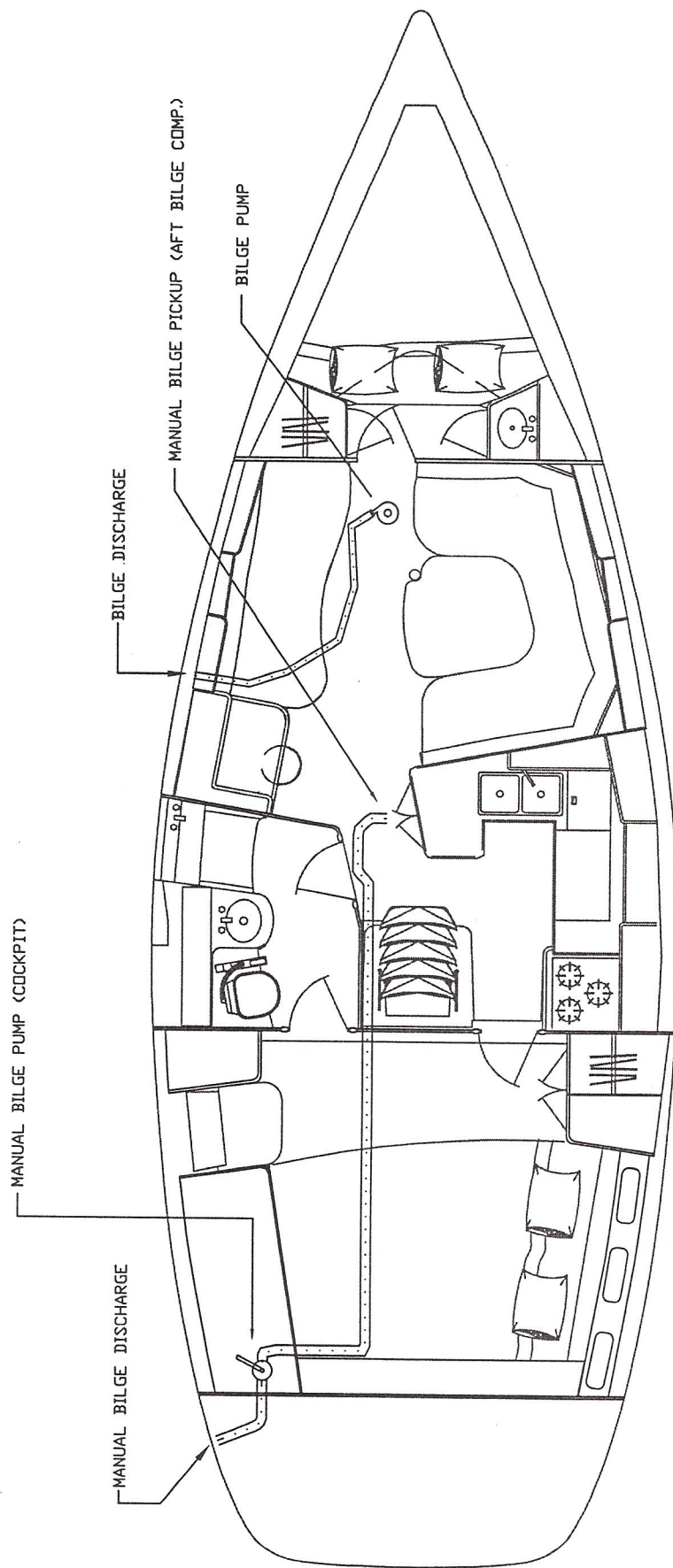
H376 STUFFING BOX DETAIL H37A2619



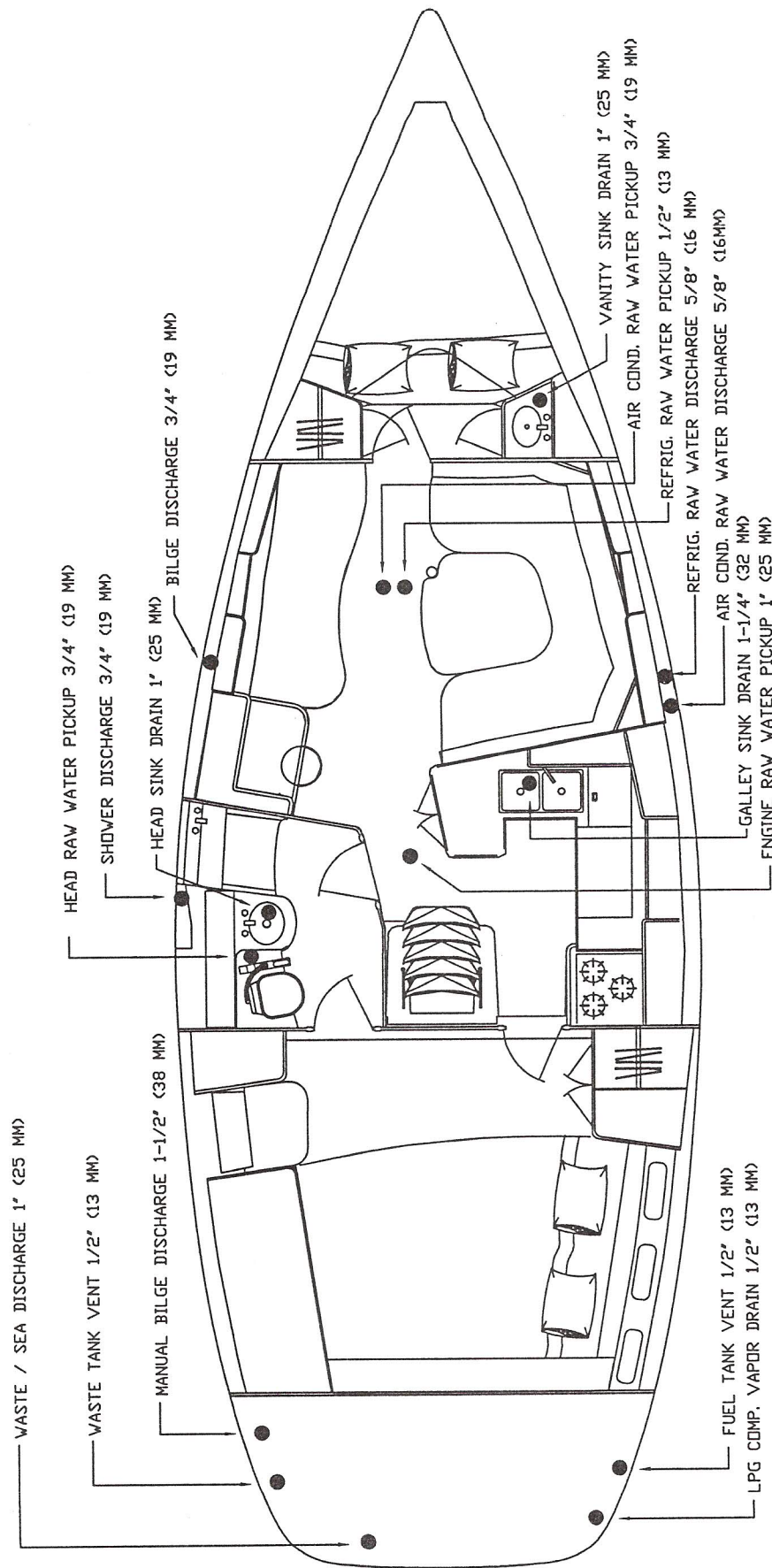
FRESH WATER SYSTEM LAYOUT



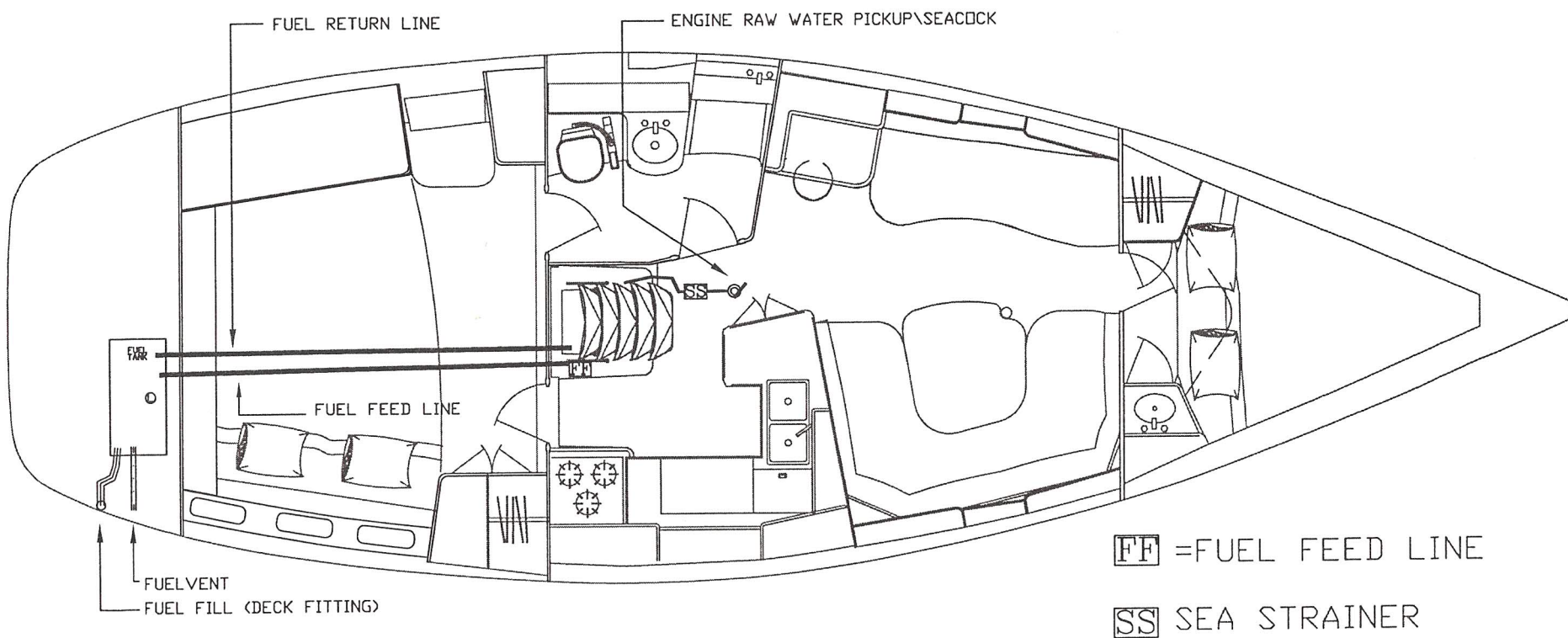
WASTE SYSTEM\RAW WATER LAYOUT



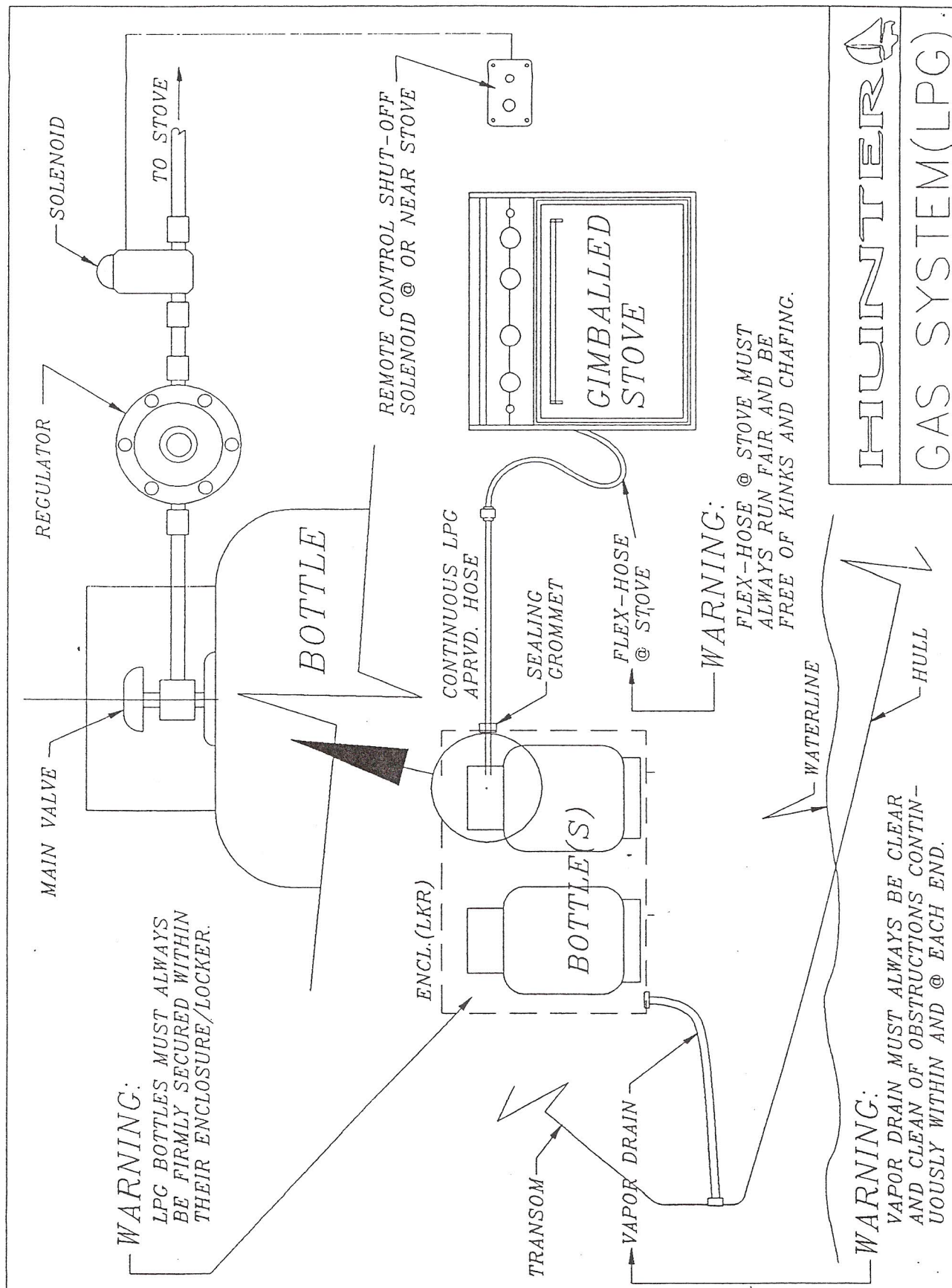
BILGE PUMP SYSTEM LAYOUT



THRU HULL LOCATIONS LAYOUT

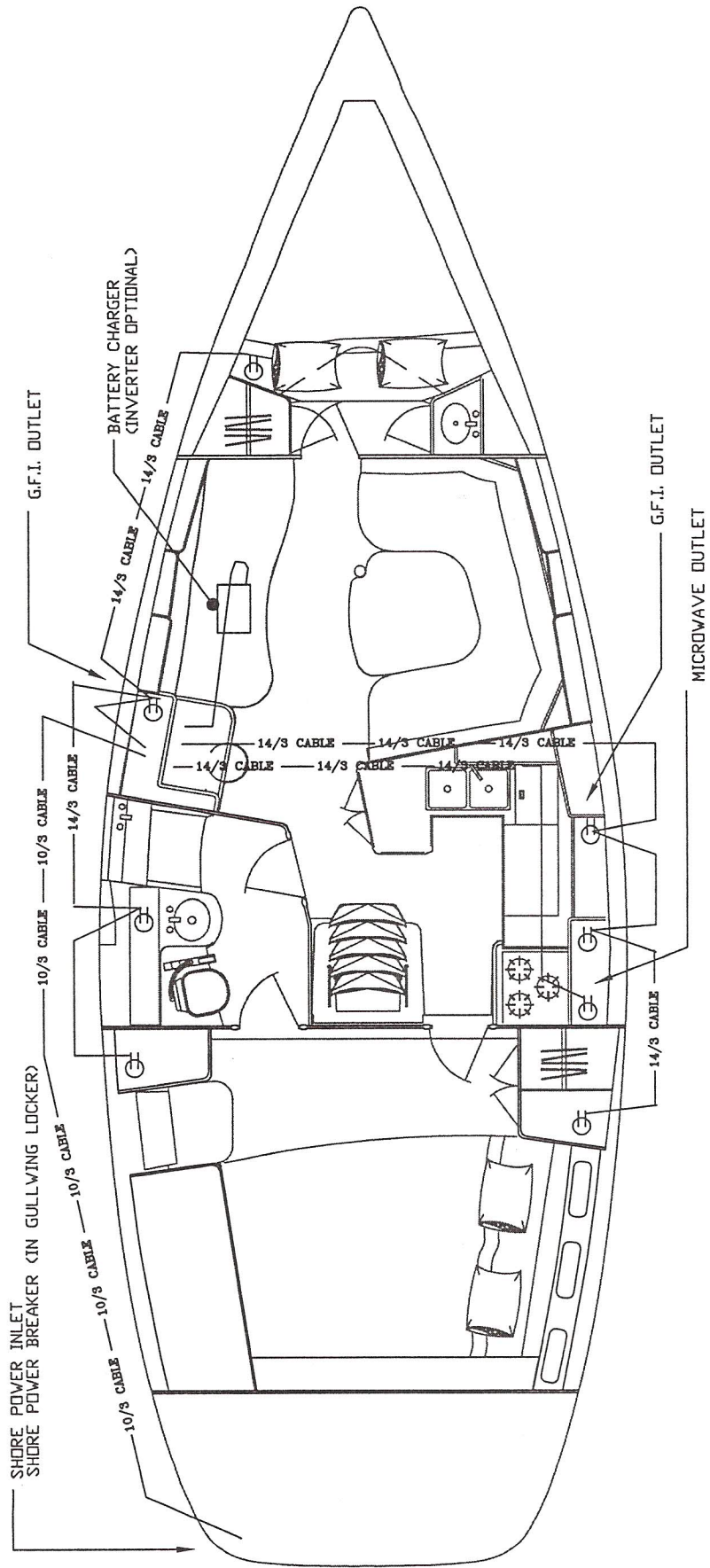


ENGINE-FUEL SYSTEM LAYOUT

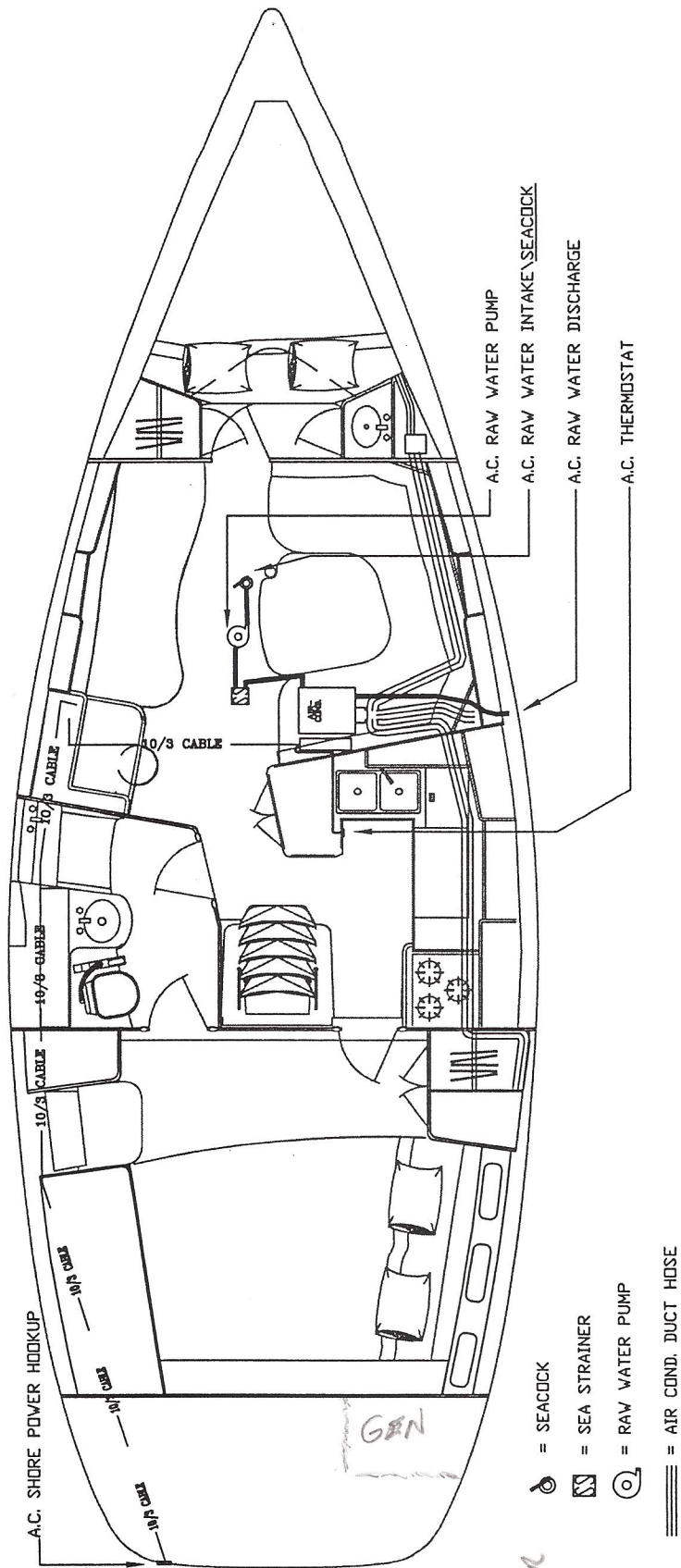


HUNTER

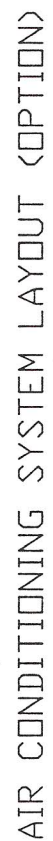
GAS SYSTEM(LPG)

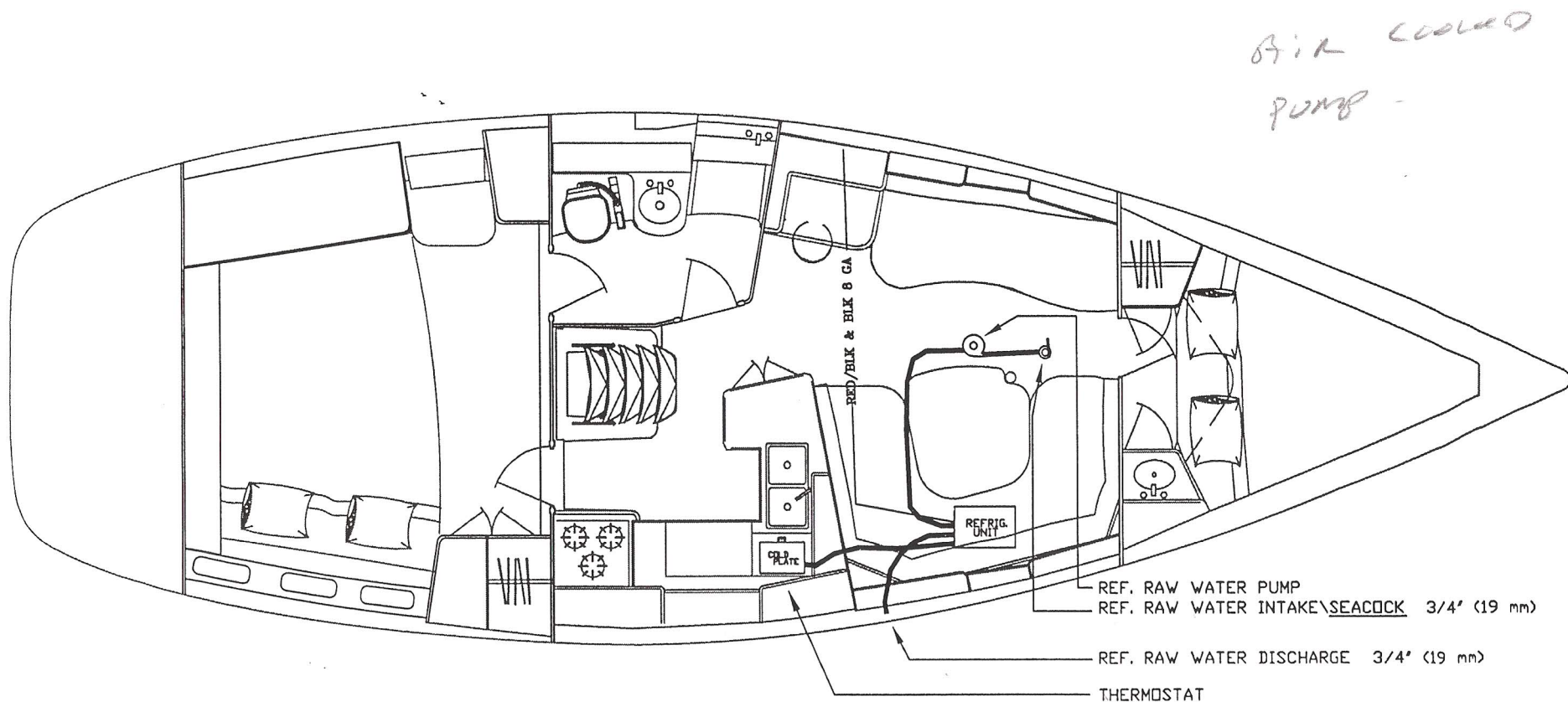


A.C. WIRING LAYOUT



AIR CONDITIONING SYSTEM LAYOUT (OPTION)

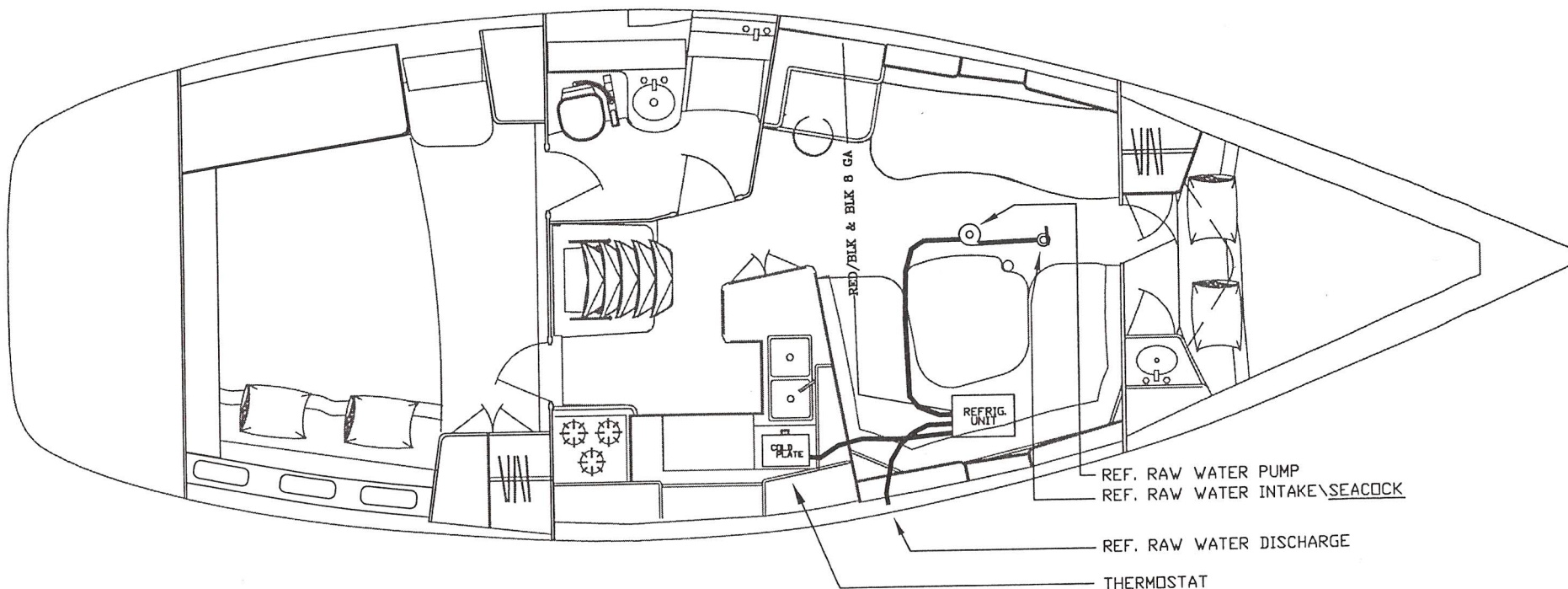




THIS PAGE NEW
AS OF Hull # 412

NOTE: BE SURE REFRIGERATION CIRCULATION PUMP IS
ON BEFORE TURNING REFRIGERATION UNIT ON
ALSO CHECK WATER FLOW, CLEAN SEA STRAINER IF NEC.

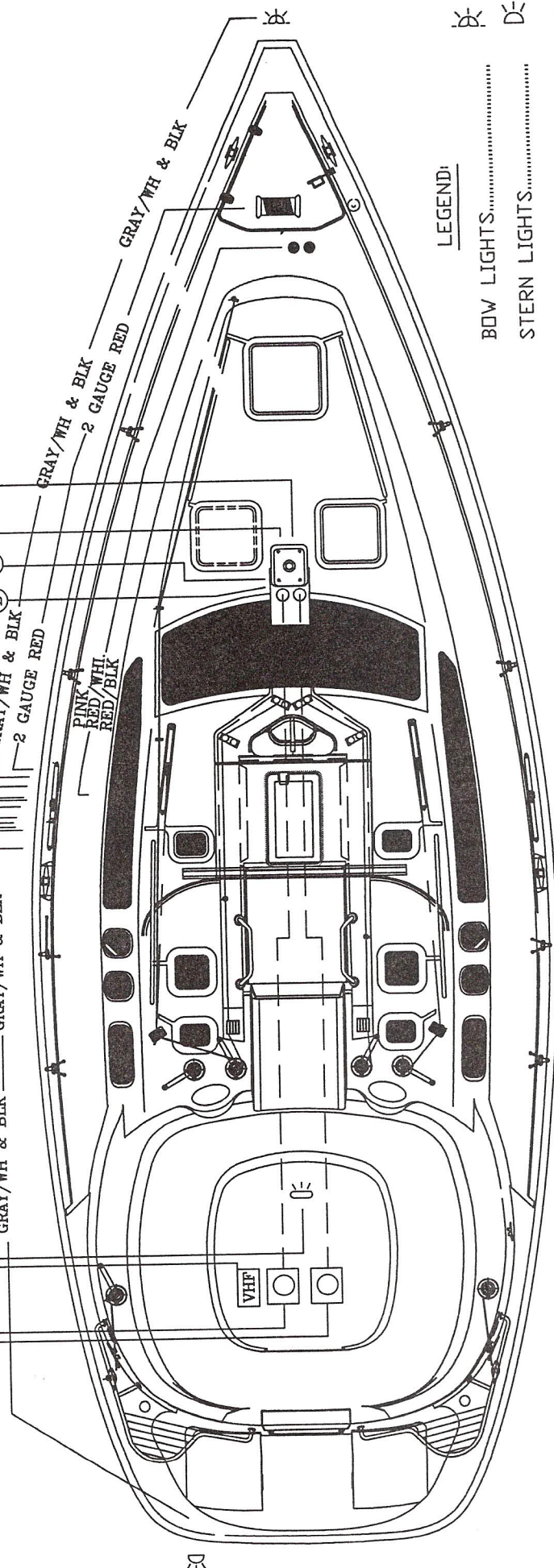
REFRIGERATION SYSTEM LAYOUT (OPTION)



REFRIGERATION SYSTEM LAYOUT (OPTION)

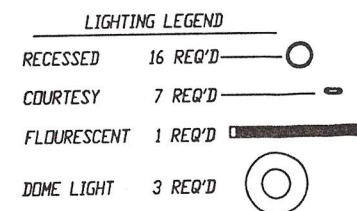
— POWER LEADS TO INSTMS. (VENDOR SUPPLIED, ALONG WITH TRANSDUCER LEADS TO FWD BILGE COMP.)

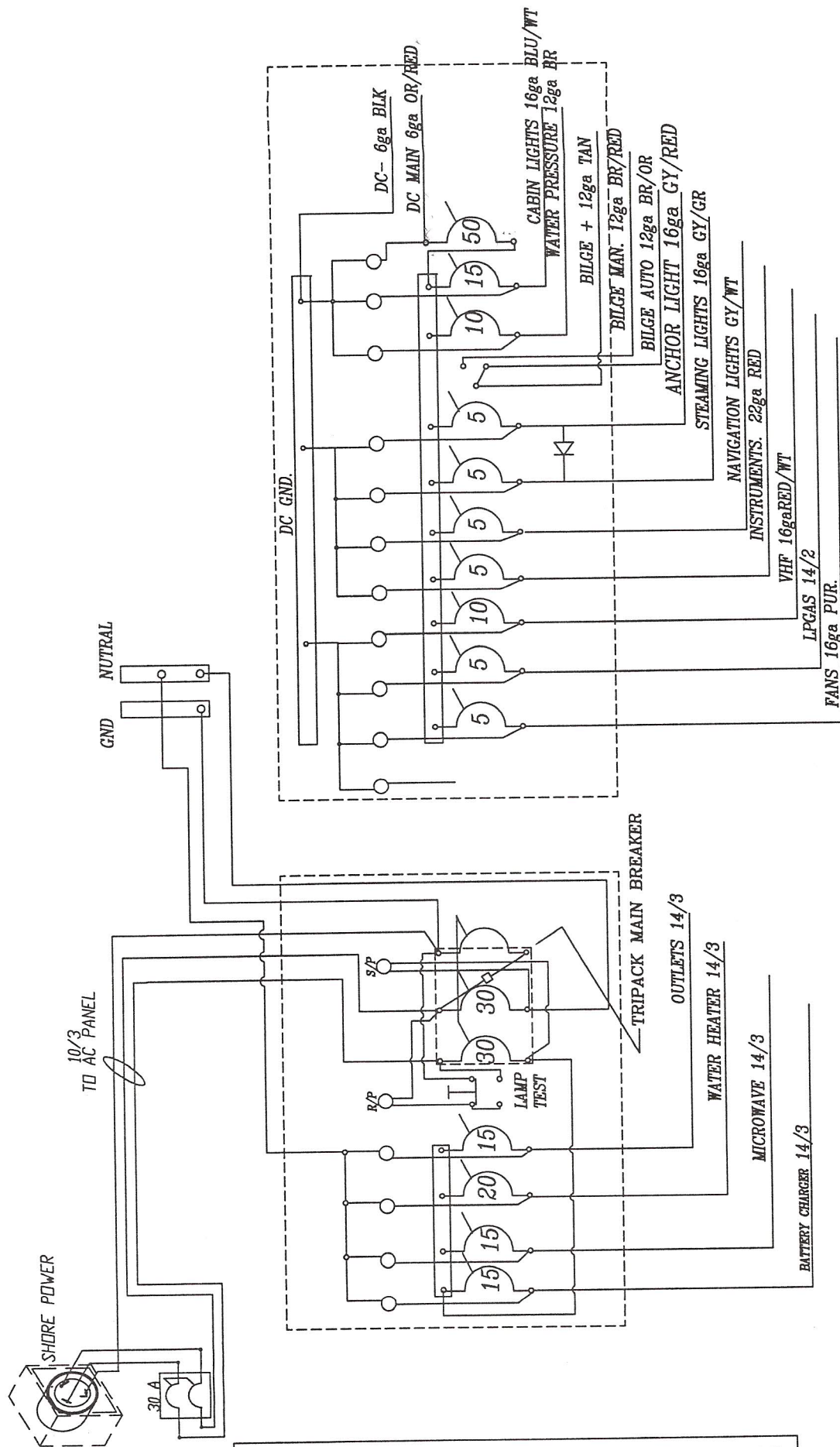
— BLK (COMMON)
 — GRAY/RED
 — GRAY/GRN
 — GRAY
 — GRAY/WH & BLK
 — 2 GAUGE RED
 — PINK
 — RED/WH
 — RED/BLK
 — RED/WH & BLK
 — BLUE/WH & BLK 16-GA
 — GRAY/WH & BLK



LEGEND:

- BOW LIGHTS.....
- STERN LIGHTS.....
- CTSY. LITE.....
- ANCHOR LITE.....
- DECK LITE.....
- STEAMING LITE.....
- WINDLASS.....
- WINDLASS CONTROLS.....
- INSTRUMENTS.....
- VHF RADIO.....





NOTE: ON OVERSEAS MODELS (220 V.), TRIPACK IS 16 AMP.
ALSO QTY. OF RESISTORS DOUBLE ON LED'S

DC SCHEMATIC

AC SCHEMATIC

HUNTER

AC \ DC MAIN PANEL SCHEMATIC

H-376 AC DC MAIN PANEL SCHEMATIC H37A2645

The diagram shows a circuit with a battery at the top connected to a solenoid. The solenoid is connected to a box labeled 'ISOLATOR'. Inside the isolator box, there are three terminals labeled '1', 'A', and '2'. Terminal '1' is connected to a battery at the bottom labeled 'TO HOUSE BATTERY'.



HUNTER MARINE

ELECTRICAL WIRING DATA

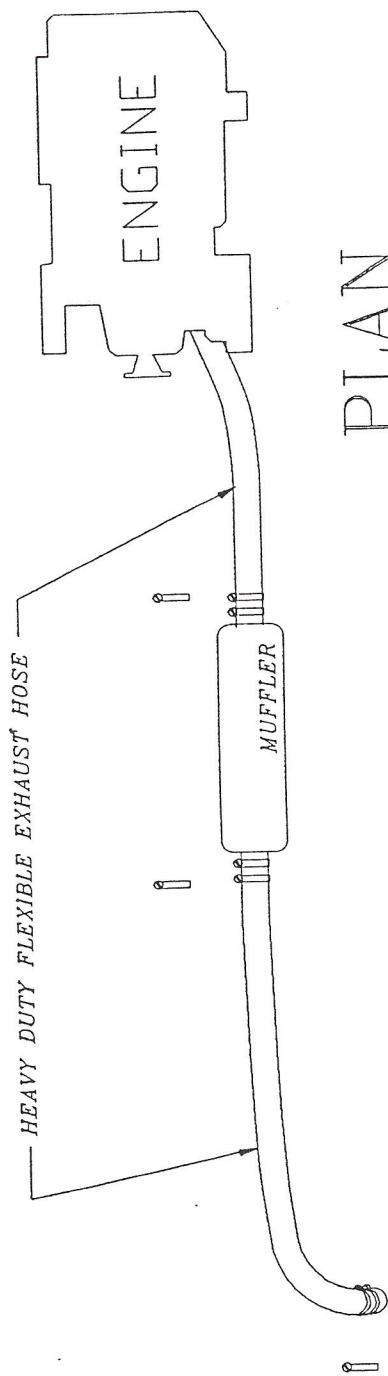
COMPONENT 12V.	WIRE GA.	COLOR CODE
CABIN LIGHTS	16 GA.	BLUE & BLACK
COURTESY LIGHTS	16 GA.	BLUE/WHITE & BLACK
WATER PUMP	12 GA.	BROWN & BLACK
SHOWER SUMP (FWD)	12 GA.	BROWN/YELLOW & BLACK
SHOWER SUMP (AFT)	12 GA.	BROWN/BLACK & BLACK
MACERATOR	10 GA.	BROWN/WHITE & BLACK
STEREO	16 GA.	RED & YELLOW & BLACK
SPEAKERS (STBD.)	16 GA.	YELLOW & BLACK
SPEAKERS (PORT)	16 GA.	BROWN & BLACK
INST. KNOT & DEPTH	AUTOHELM	RED/YELLOW/SHIELD
VHF RADIO	16 GA.	RED/WHITE & BLACK
WINDLASS (RELAY)	16 GA.	PINK
BILGE PUMP	12 GA.	BRN/OR & BRN/RED & BLK
ANCHOR LIGHT	16 GA.	GRAY/RED & BLACK.*
STEAMING LIGHT	16 GA.	GRAY/GREEN & BLACK.*
DECK LIGHT	16 GA.	GRAY/ & BLACK.*
RUNNING LIGHTS	16 GA.	GRAY/WHITE & BLACK
		* = (1) 12 GA. COMMON GRD.

ELECTRICAL CABLE DATA

COMPONENT	CABLE GA.	COLOR CODE
	DC VOLT (12)	
BATTERY CABLES	2/0	RED & BLACK
ENGINE START CABLE	2 GA.	RED & BLACK
HALYARD WINCH CABLE	2 GA.	RED & BLACK
WINDLASS CABLE	2 GA.	RED & BLACK
TANK GAUGES	14/2	BOAT CABLE
L.P.G. ON/OFF	14/2	BOAT CABLE
	AC VOLT	
SHORE POWER	10/3	BOAT CABLE
INVERTER	10/3	BOAT CABLE
AIR COND.	10/3	BOAT CABLE
AIR COND. RELAY	14/3	BOAT CABLE
BATTERY CHARGER	14/3	BOAT CABLE
MICROWAVE	14/3	BOAT CABLE
OUTLETS	14/3	BOAT CABLE
WATER HEATER	14/3	BOAT CABLE
NOT ALL COMPONENTS RELATIVE TO ALL MODELS		

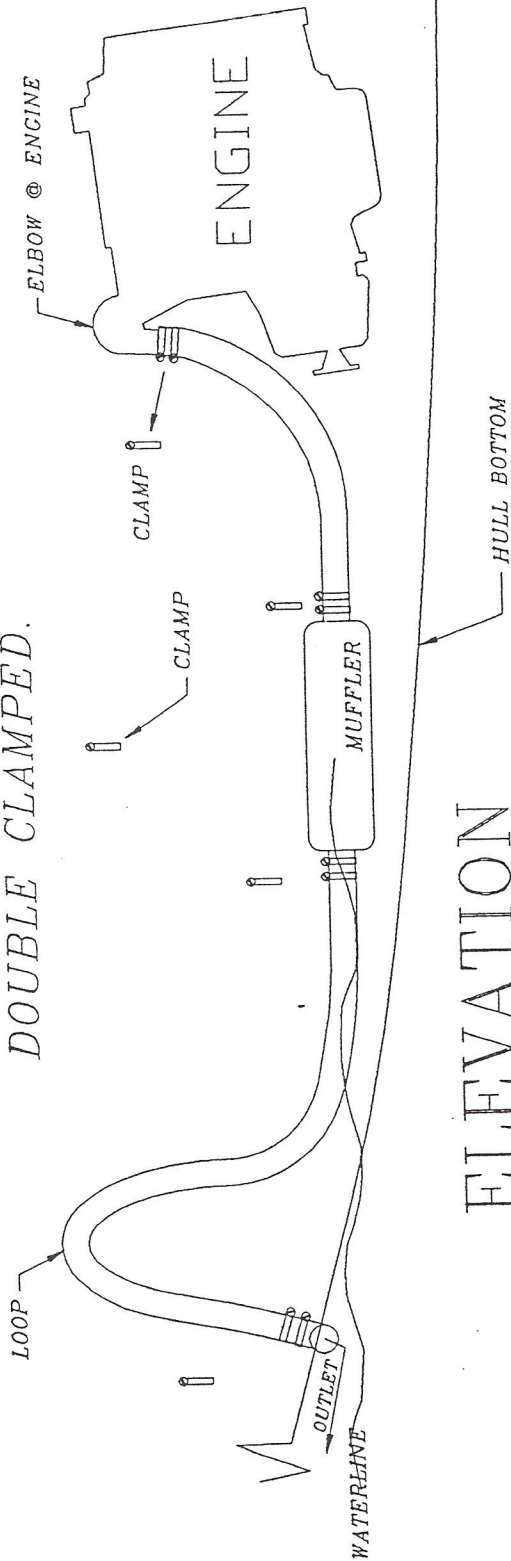
H-376 New AS of Hull # 420

ELECTRICAL WIRING INFO.				ELECTRICAL CABLE INFO.			
12V, ONLY				12V, & 110V.			
EL. COMP.	GA. WIRE	COLOR CODE		EL. COMP.	GA. WIRE	COLOR CODE	
INSTMTS.	22GA.	RED/YEL/SHIELD	VENDOR SUPPLIED	BAT. CABLES	2/0	RED & BLK	
ANC. LITE	16 GA.	GRAY / RED & - *		ENG.ST. CAB.	2 GA.	RED & BLK	
CAB. LITE	16 GA.	BLUE & BLK		HAL.WINCH" "	2 GA.	RED & BLK	
CTSY LITE	16 GA.	BLU/WH & BLK		WDLS. CABLE	2/0	RED & BLK	STANDARD 376=2 GAUGE
DECK LITE	16 GA.	GRAY & - *			↑ (12 V) ↑		
FANS	16 GA.	WH & BLK					
RUN. LITE	16 GA.	GRAY/WH & BLK		SH. POWER			
SPEAKERS	16 GA.	YEL & BLK	PORT SIDE OF BOAT	INVERTER	10/3	BOAT CABLE	
SPEAKERS	16 GA.	BRN & BLK	STBD SIDE OF BOAT	AIR COND.	(110V)		
STEAMING	16 GA.	GRAY/GRN & - *					
STEREO	16 GA.	RED & YEL & BLK		AC. RELAY			
VHF RADIO	16 GA.	RED/WHI & BLK		BAT. CHGR			
WINDLASS	16 GA.	PINK		MICRO.	14/3	BOAT CABLE	
L.P. SYS.	14/2	BOAT CABLE		OUTLETS	(110V)		
TANK IND.	14/2	BOAT CABLE		WATER HTR.			
SHWR.SUMP	12GA.	BRN/YEL & BLK	FORWARD SHOWER				
SHWR.SUMP	12GA.	BRN/BLK & BLK	AFT SHOWER				
WAT. PUMP	12 GA.	BROWN & BLK					
MACERATOR	10GA.	BRN/WH & BLK					
FREEZER	8 GA.	RED/WH & BLK					
FRIDGE	8 GA.	RED/BLK & BLK					
PAGE 65C				NOTE: * = 12 GAUGE CABLE (BLACK) FOR -			
				ANC./ DECK/ STEAMING LIGHTS			



PLAN

ALL HOSES ARE
DOUBLE CLAMPED.

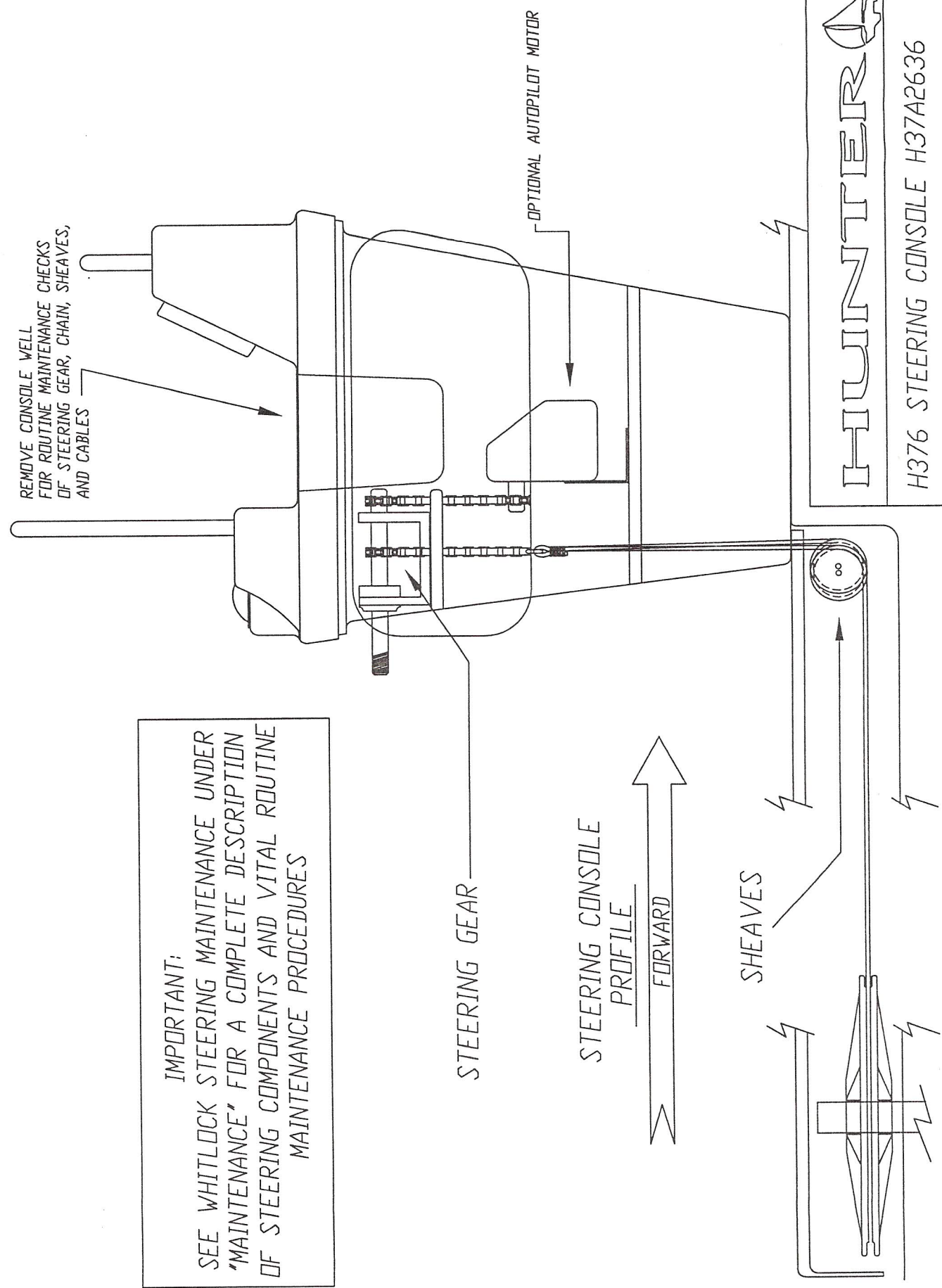


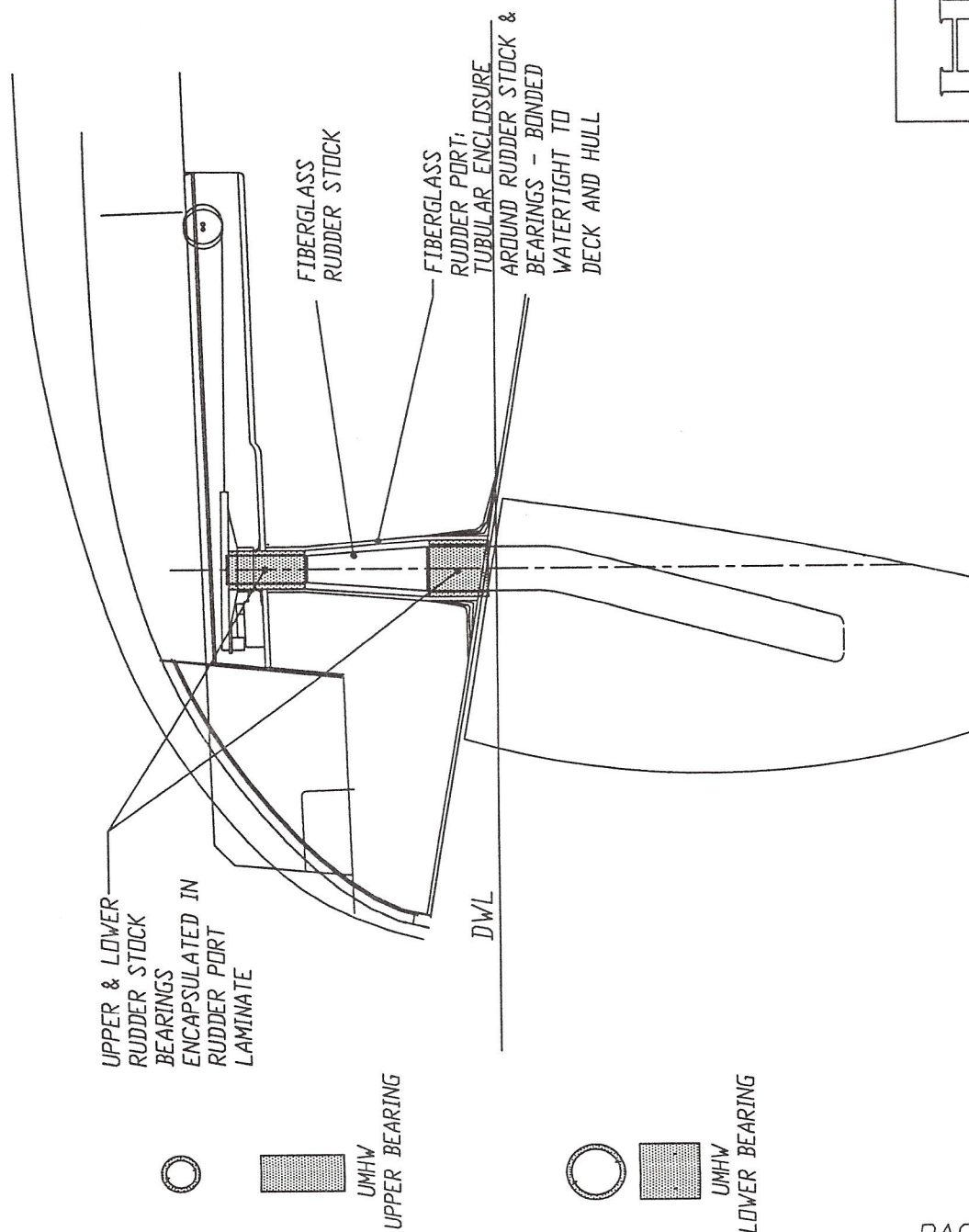
ELEVATION

HUNTER

EXHAUST SYSTEM

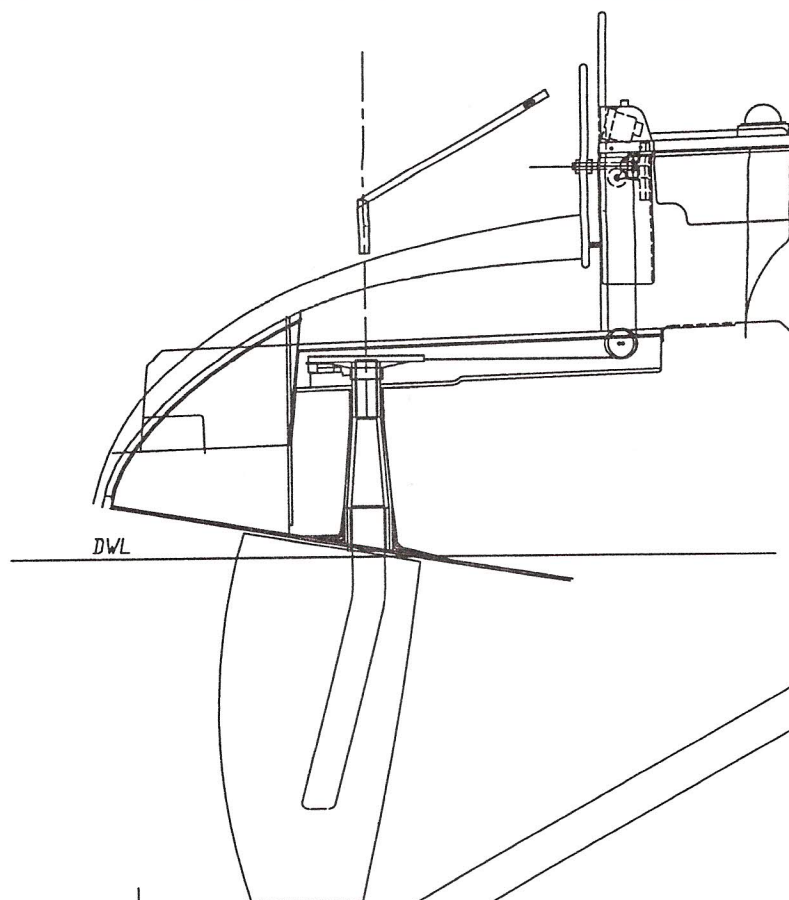
IMPORTANT:
SEE WHITLOCK STEERING MAINTENANCE UNDER
"MAINTENANCE" FOR A COMPLETE DESCRIPTION
OF STEERING COMPONENTS AND VITAL ROUTINE
MAINTENANCE PROCEDURES





HUNTER

H376 RUDDER & SHAFT H37A2633



DWL

CONTROL LINE EYE

SLOT IN BOTTOM OF EMERGENCY TILLER
FITS OVER BOLT IN TOP OF RADIAL
DRIVE STEERING AFTER OPENING
DECK PLATE ACCESS

DECK PLATE ACCESS

RADIAL DRIVE STEERING

EMERGENCY TILLER RECEIVER
BOLT

FORWARD

PLAN

ELECTRIC ANCHOR
WINDLASS
(STANDARD OR
OPTIONAL ON
LARGER MODELS)

TYPICAL CLEAT
LOCATIONS VARY
W/MODEL.

ANCHOR RODE
(CHAIN OR ROPE OR COMBO)

PLOW ANCHOR

DANFORTH
ANCHOR

STAINLESS BOW ROLLER
(SIZE & SHAPE VARIES
BETWEEN MODELS)

WELL: SMALLER MODELS

WELL: LARGER MODELS

ELEVATION

WATERLINE

GROUND TACKLE:

- 1.) BOW SHACKLE(W/PIN WIRED)
⊗ ANCHOR...FOL'D. BY...
- 2.) SWIVEL...FOL'D. BY...
- 3.) CHAIN(OPTION)...FOL'D. BY...
- 4.) D-SHAPED SHACKLE(W/PIN
WIRED) ⊗ EA. 27M OF CHAIN
OR ⊗ CHAIN TO ROPE RODE.

3D=CHAIN
5D=ROPE

HUNTER 
ANCHOR SYSTEM