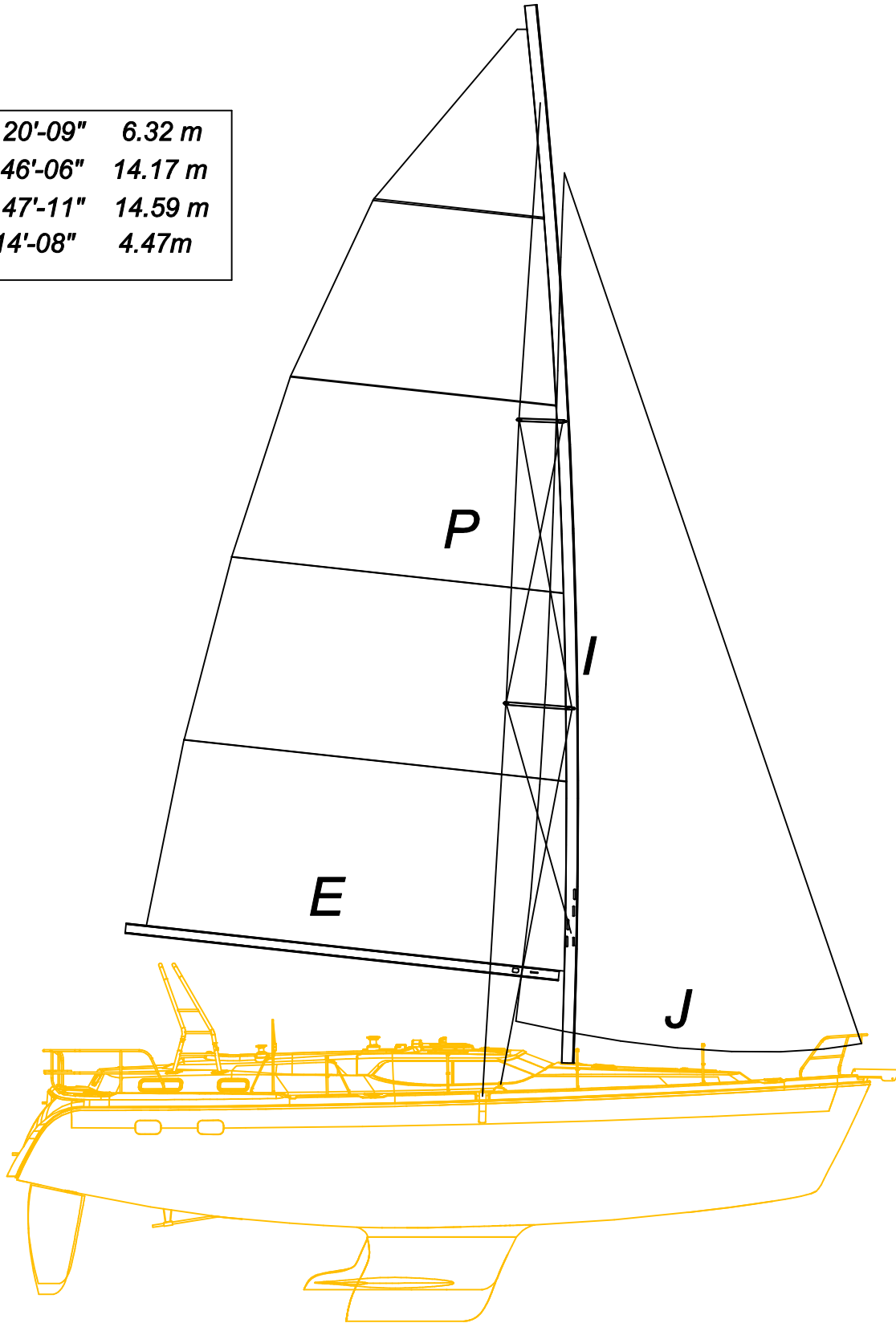


# H45cc STANDARD SAILPLAN

<i>E</i>	20'-09"	6.32 m
<i>P</i>	46'-06"	14.17 m
<i>I</i>	47'-11"	14.59 m
<i>J</i>	14'-08"	4.47m



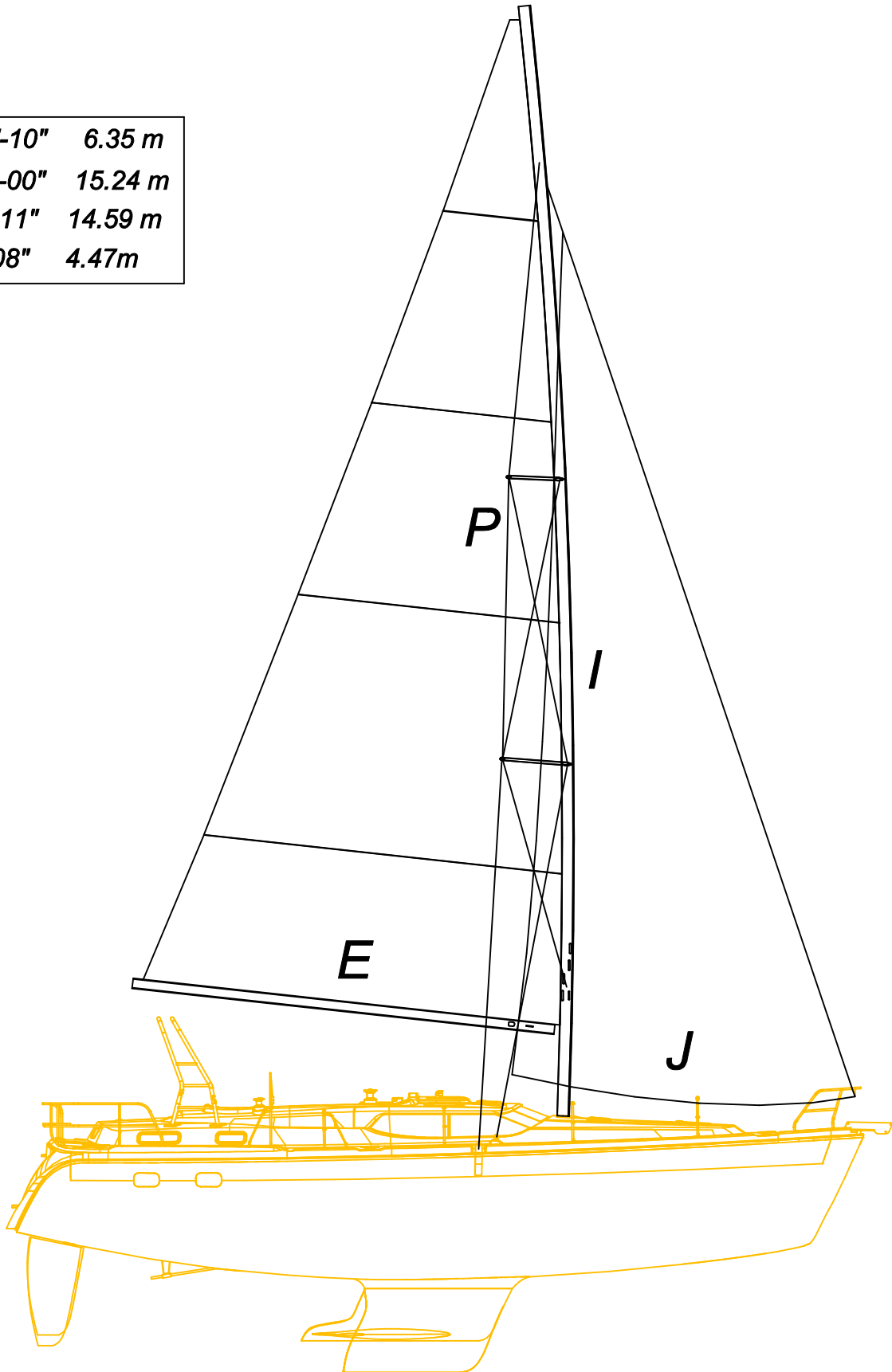
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<b>SAILPLAN (STANDARD)</b>	
DESIGN NO.	44cc8036A
DATE	06/10/05
DESIGNER	None
ENGINEER	ENG

# H45cc FURLING SAILPLAN

<i>E</i>	20'-10"	6.35 m
<i>P</i>	50'-00"	15.24 m
<i>I</i>	47'-11"	14.59 m
<i>J</i>	14'-08"	4.47m



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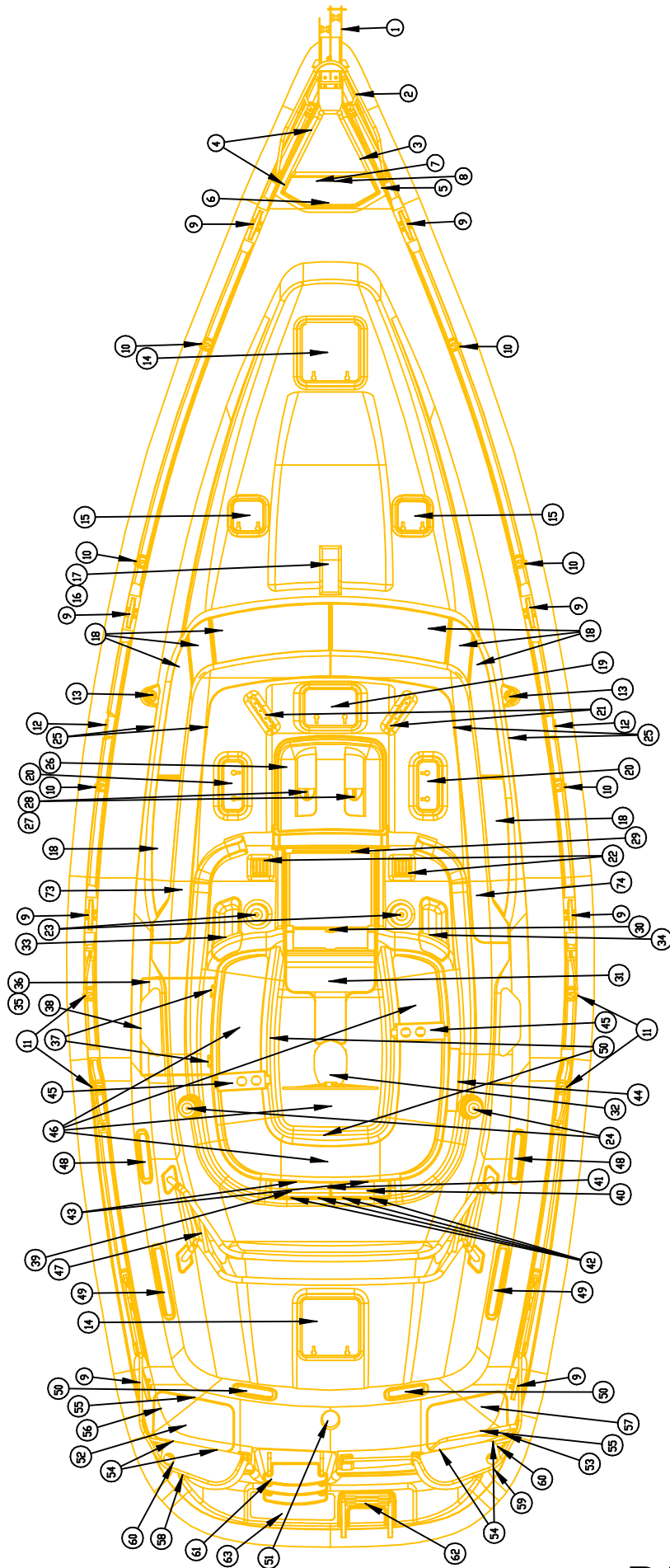
<b>SAILPLAN (FURLING)</b>	
DESIGN NO.	44cc8036B
DESIGNER	None
DATE	06/10/05
BY	ENG

## **H45cc DIMENSIONS, CAPACITIES, ETC.**

HULL LENGTH	42' 1"	12.83 m.
LENGTH OVERALL ( INCLUDES BOW ROLLER)	43' 2 1/2"	13.17 m.
LENGTH OF WATERLINE (LWL)	39' 8 1/4"	12.1 m.
BEAM (MAX)(with rubrail)	14' 05"	4.39 m.
<b>DRAFT</b>		
* SHOAL	5' 00"	1.52 m.
* DEEP	6' 06"	1.98 m.
<b>DISPLACEMENT</b>		
* SHOAL	23,830 lbs.	10809kg.
* DEEP	23,982 lbs.	10878kg.
<b>BALLAST (LEAD KEEL)</b>		
* SHOAL	7389 lbs.	3352 kg.
* DEEP	7237 lbs.	3283 kg.
<b>MAST HEIGHT (FROM WATERLINE)</b>		
* STANDARD	57' 3"	17.45 m.
* FURLING	60' 8"	18.49 m.
<b>SAIL AREA (ACTUAL)</b>		
* STANDARD/TRIANGLE	833.5 sq. ft.	77.4 sq. m.
* FURLING/TRIANGLE	871.1 sq. ft.	80.9 sq. m.
<b>SA/DISP</b>		
* STANDARD/TRIANGLE	26.4	
* FURLING/TRIANGLE	27.6	
<b>DISPLACEMENT LENGTH</b>		
I	47' 11"	14.6 m.
J	14' 08"	4.47 m.
<b>P</b>		
* STANDARD	46' 06"	14.17 m.
* FURLING	50' 00"	15.24 m.
<b>E</b>		
* STANDARD	20' 09"	6.32 m.
* FURLING	20' 10"	6.35 m.
BERTHS	Sleeps 7	
HEADROOM	6' 9"	2.06 m.
FUEL TANK CAPACITY	76 US gal.	288 liters
WATER CAPACITY	149 US gal.	564 liters
WATER HEATER	11 US gal.	42 liters
HOLDING TANK CAPACITY	48 US gal.	182 liters
LPG TANK CAPACITY(SPARE OPT.)	2 x 10 lbs.	2 x 4.5 kg.
BATTERY CAPACITY	House Bank 360 amps	Start Bank 65 amps
INBOARD ENGINE	75 hp.	56 kw.

**LIFTING POINTS**

**INDICATED BY "SLING" LABELS ON HULL**



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**DECK HARDWARE LAYOUT**

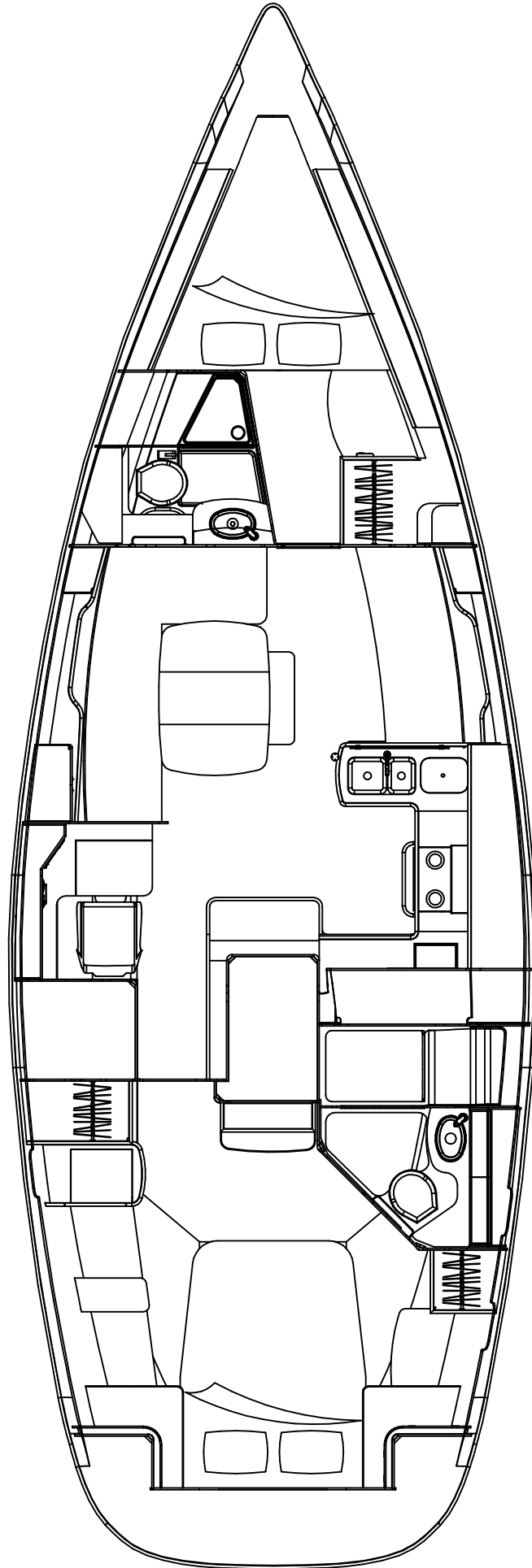
FORMING FILE:	44cc8038	REVISION NO.:	None
DESIGNER:		DATE:	06/10/05
DRAWN BY:	ENG		

## H45CC DECK HARDWARE LIST

Item Label	Qty	Description
1	1	Bowroller Assembly
2	1	Bowrail with 4 stanchion bases
3	1	Anchorlid (RTM part)
4	2	Anchorlid Hinges
5	1	Anchorlid latch with striker plate
6	1	Windlass
7	1	Anchorwell U-Bolt
8	1	Anchorwell Cleat
9	8	Cleats
10	6	2-line Stanchion with base
11	4	Gate Stanchion with base
12	2	Outer Chainplate
13	2	Inner Chainplate
14	2	Size 60 Hatch
15	2	Size 10 Hatch
16	1	Mast Step
17	1	Compression Post
18	1	Wrap-Around Windshield plexi (8 parts)
19	1	Size 30 Hatch
20	2	Size 41 Hatch
21	2	Quad Organizers
22	2	Quad Sheetstoppers
23	2	Size 48 Winch
24	2	Size 40 Winch
25	4	Jib Track Lead System (1m)
26	1	Seahood (small part)
27	2	Dorade vent
28	2	Dorade deck plate
29	1	Companionway Slider Asm
30	1	Companionway Drop-Board Asm
31	1	Cockpit Drain Cover (small part)
32	1	MAMBA Steering System
33	1	Line Locker- port (RTM part)
34	1	Line Locker- stbd (RTM part)
35	1	LPG Locker liner (small part)
36	1	LPG Locker Lid (RTM part)
37	2	LPG Hinges
38	1	LPG Lid Latch
39	1	Locker Lid - port (RTM part)
40	1	Locker Lid - stbd (RTM part)
41	1	Locker Liner (small part)
42	4	Locker Lid Hinges
43	2	Locker Lid Latch
44	1	Engine Panel
45	2	Cockpit cup holder part
46	1	Cockpit Flexiteak
47	1	Arch (folding 2")
48	2	Size 3 Portlight
49	2	Size 4 Portlight
50	2	Size 1 Portlight
51	1	Emergency tiller cover plate
52	1	Transom Lid- port (RTM part)
53	1	Transom Lid- stbd (RTM part)
54	4	Locker lid Hinges
55	2	Locker lid Latch
56	1	Transom storage liner- port (small part)
57	1	Transom storage liner- stbd (small part)
58	1	Sternrail- port
59	1	Sternrail- stbd
60	2	Sternrail Seattop
61	1	Stainless Transom Ladder with treads
62	1	Transom Swim Ladder (16" wide)
63	1	Transom Flexiteak

# H45CC

Interior Layout



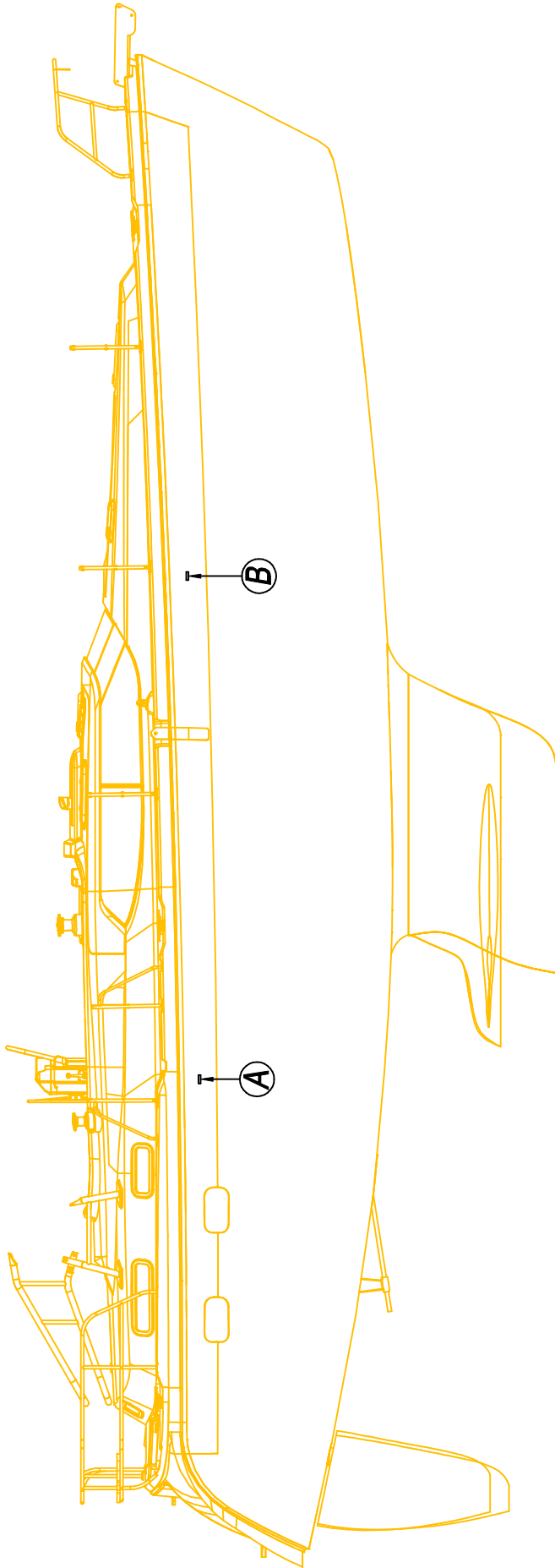
FORWARD TITLE  
**INTERIOR LAYOUT**  
FORWARD NO. 44cc8040  
FORWARD BY ENG

REVISION NO. None  
DATE 06/10/05

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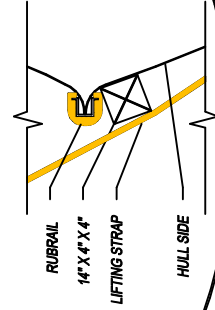
# HUNTER



**A** AFT LIFTING POINT (INDICATED BY DECAL)  
 PLACEMENT IS FORWARD OF THE HULL WINDOWS  
 SO AS TO ALIGN WITH INTERIOR STRUCTURAL  
 SUPPORT PROVIDED BY BULKHEADS. ALSO  
 BE SURE YOU ARE WELL FORWARD OF  
 PROP SHAFT.

**B** FWD LIFTING POINT (INDICATED BY DECAL)  
 PLACEMENT IS FWD OF CHAINPLATE SO AS  
 TO ALIGN WITH INTERIOR STRUCTURAL  
 SUPPORT PROVIDED BY FWD SALON  
 BULKHEAD.

**NOTE: TO AVOID DAMAGING THE RUBRAIL WHEN LIFTING THE BOAT, A 1 1/2" PIECE OF 4" X 4" WOOD SHOULD BE PLACED IN BETWEEN THE LIFTING STRAP AND THE HULL, JUST BELOW THE RUBRAIL**



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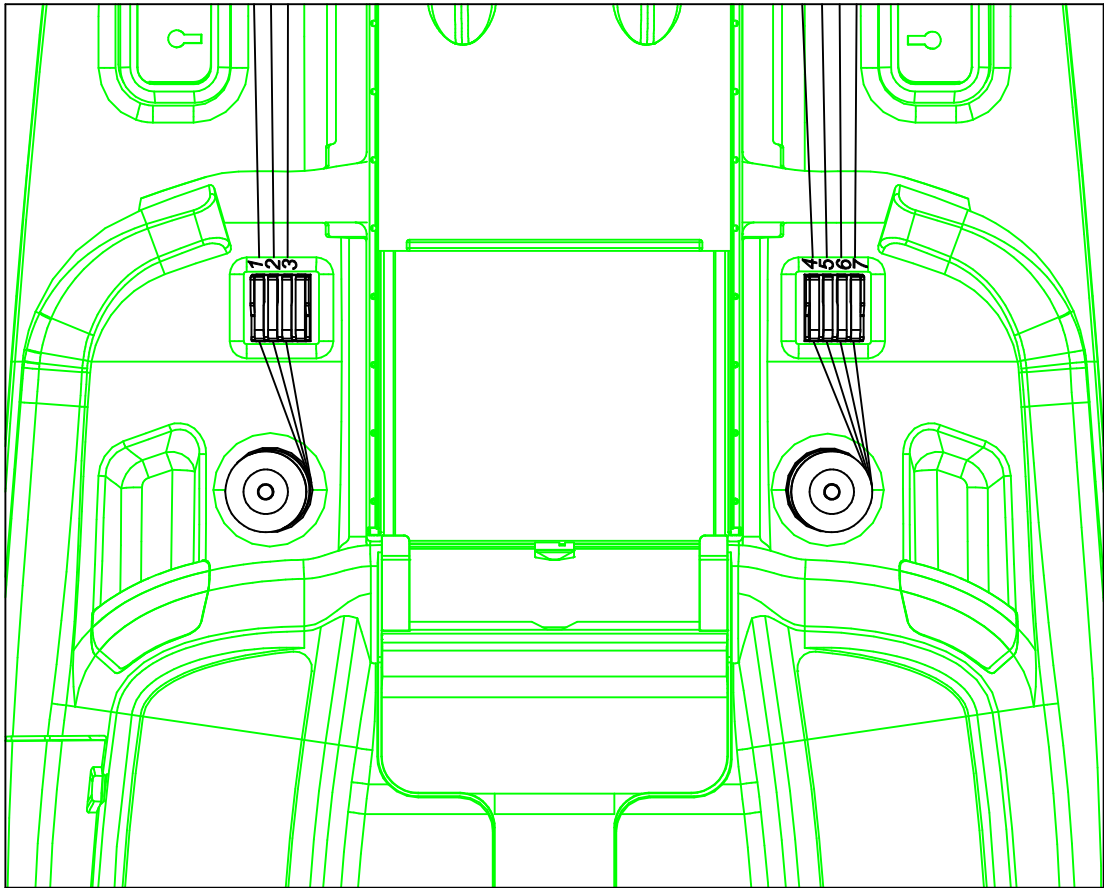
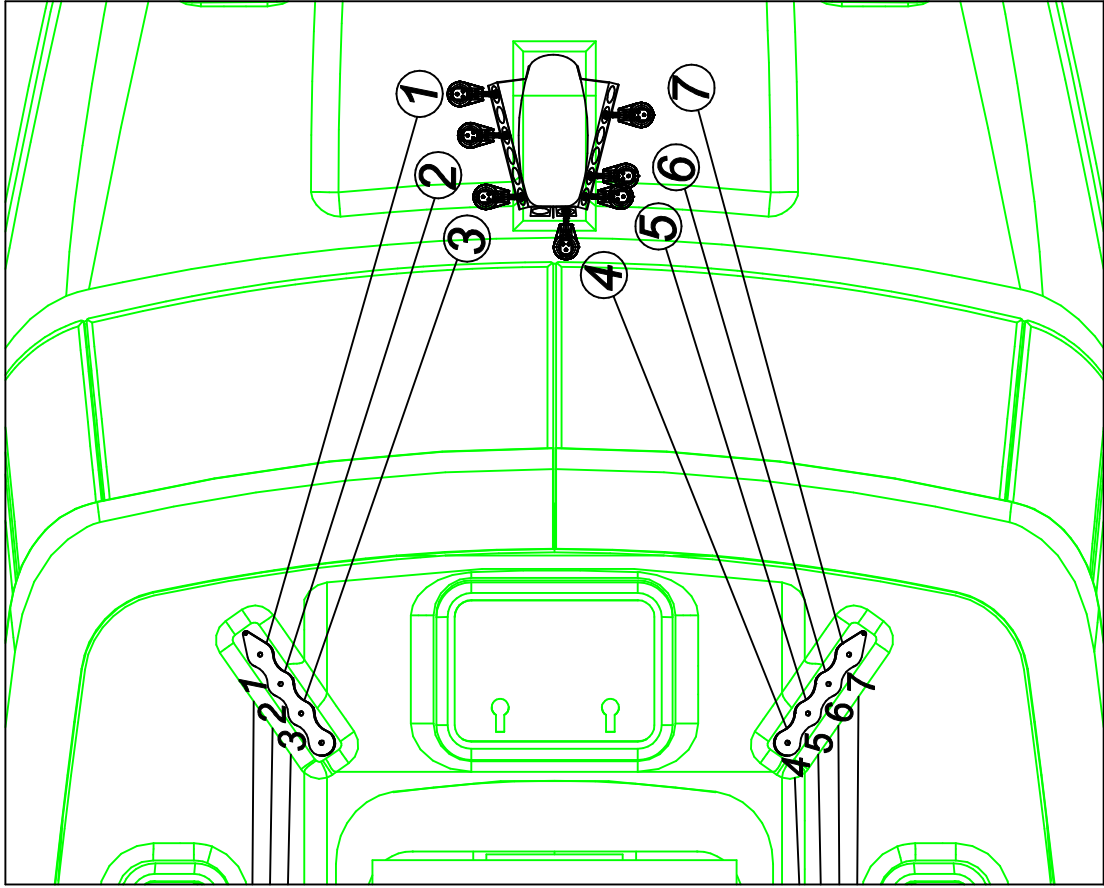


**LIFTING POINTS LOCATION**

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DATE	06/10/05	ENG	

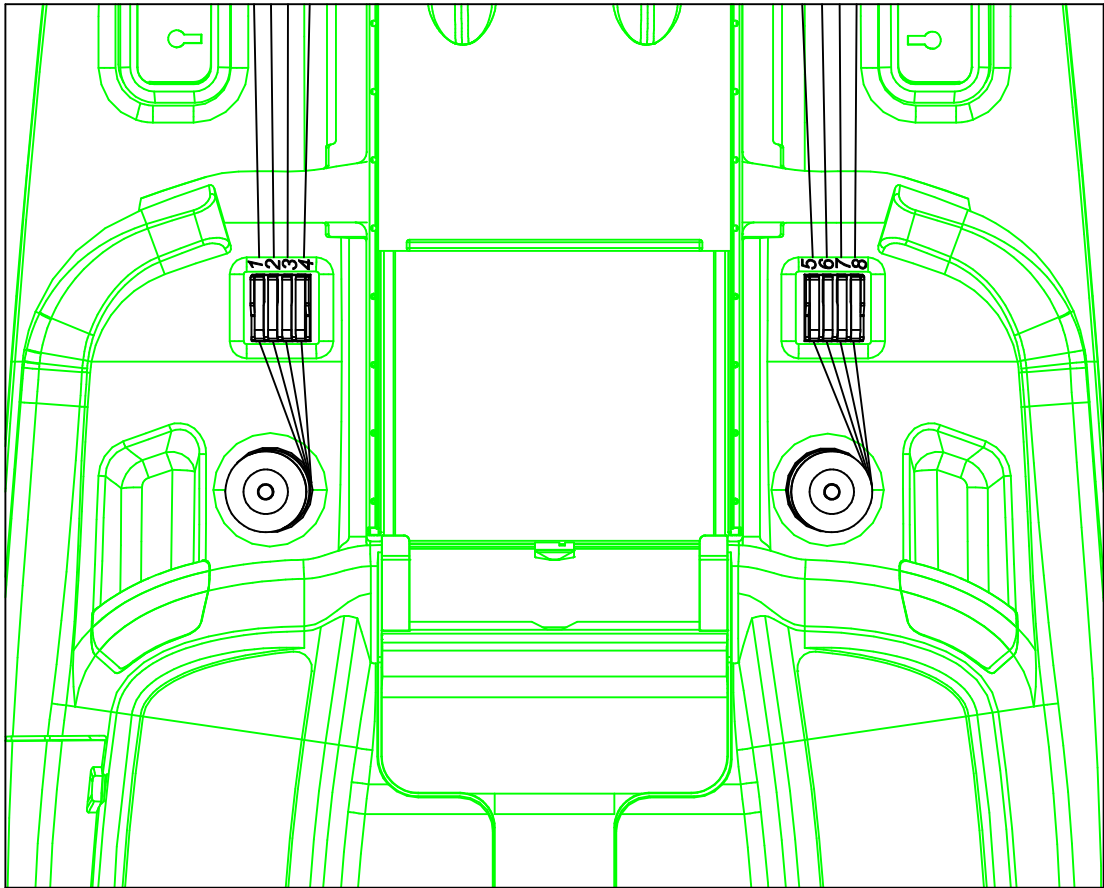
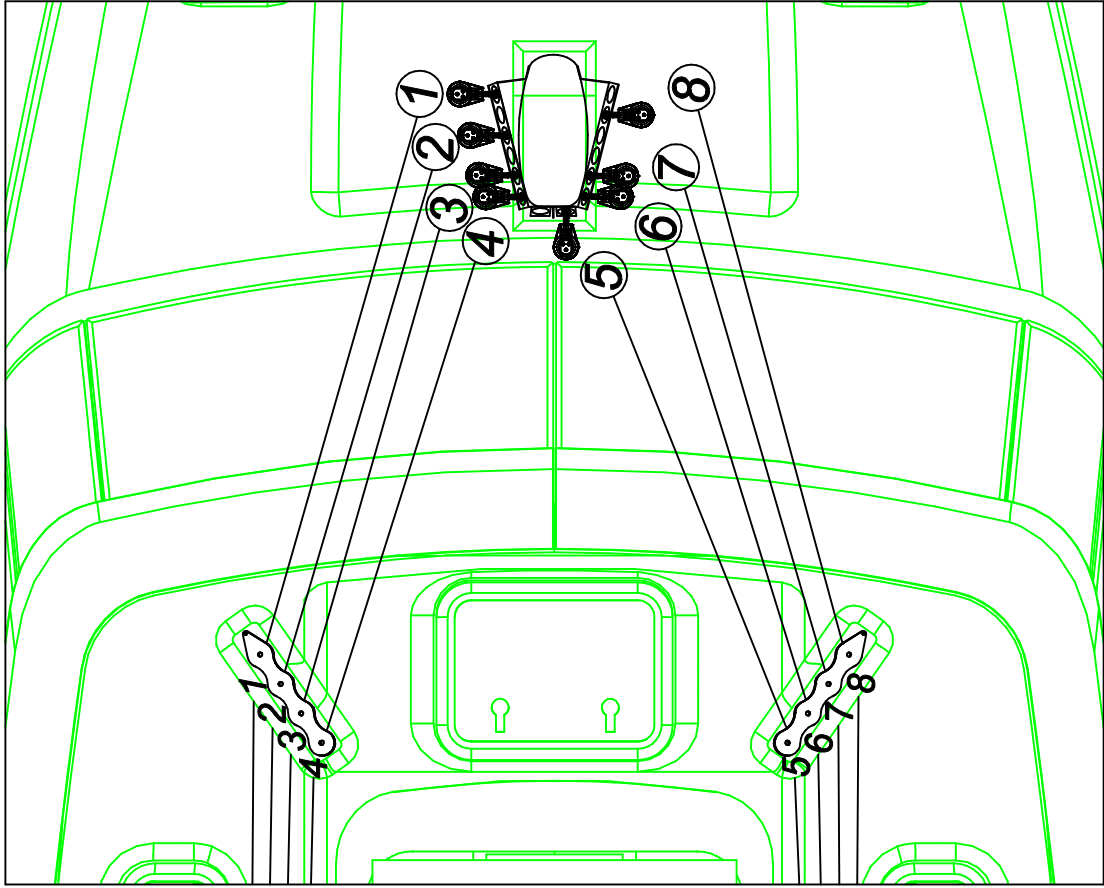
**STANDARD RUNNING RIGGING**

DESIGN NO.	44cc8042A-1	REVISION NO.	None
DATE		DATE	06/10/05
DRAWN BY	ENG		

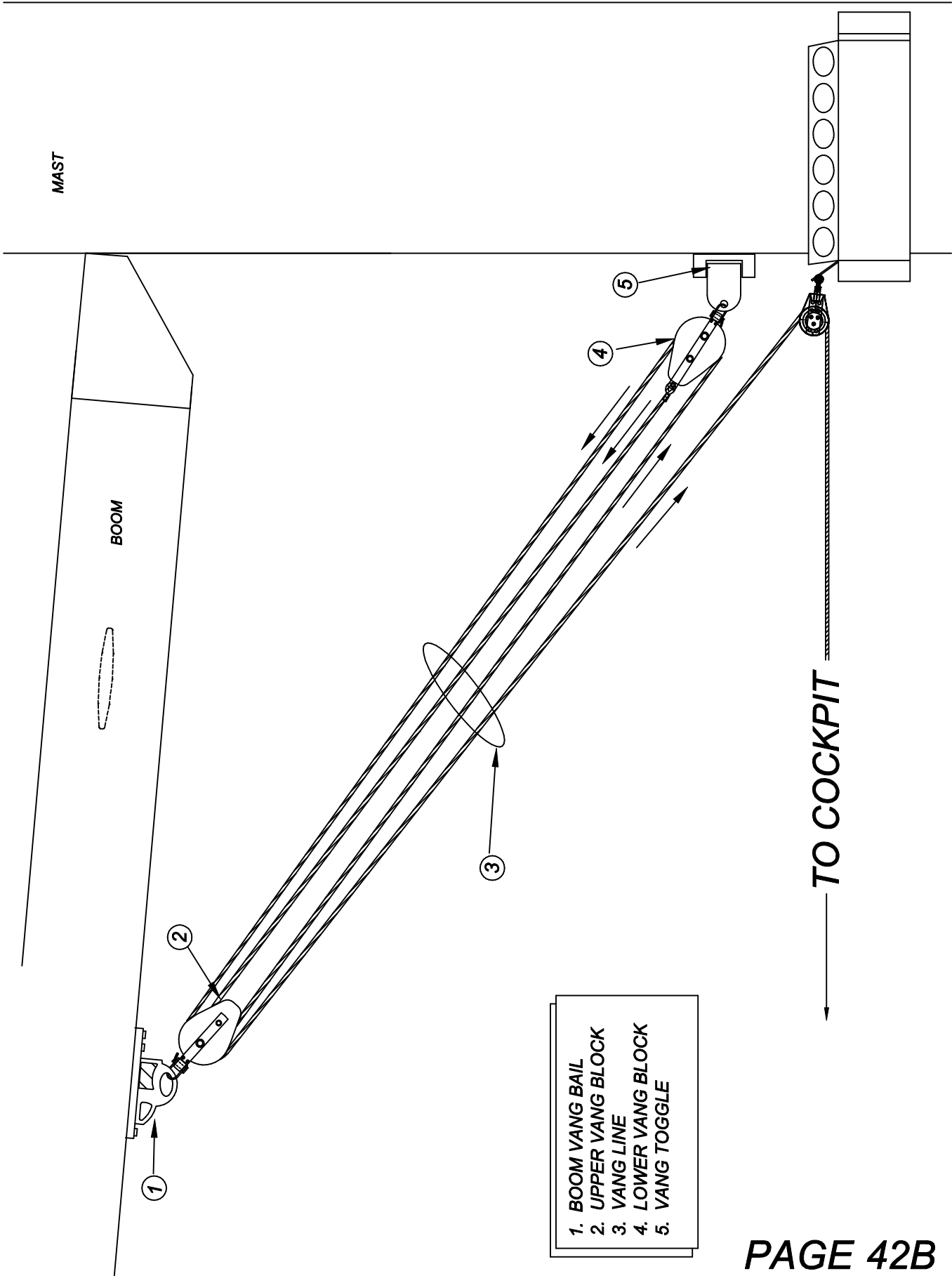


- 1 OPT SPINNAKER HALYARD
- 2 JIB HALYARD
- 3 #2 REEF
- 4 VANG LINE
- 5 #1 REEF
- 6 MAINSHEET
- 7 MAIN HALYARD





- 1 OPT SPINNAKER HALYARD
- 2 JIB HALYARD
- 3 FURLING LINE
- 4 FURLING LINE
- 5 VANG LINE
- 6 OUTHAUL
- 7 MAINSHEET
- 8 MAIN HALYARD



MAST

BOOM

TO COCKPIT

- 1. BOOM VANG BAIL
- 2. UPPER VANG BLOCK
- 3. VANG LINE
- 4. LOWER VANG BLOCK
- 5. VANG TOGGLE

DRAWING FILE: **ROPE VANG DETAILS (STANDARD)**  
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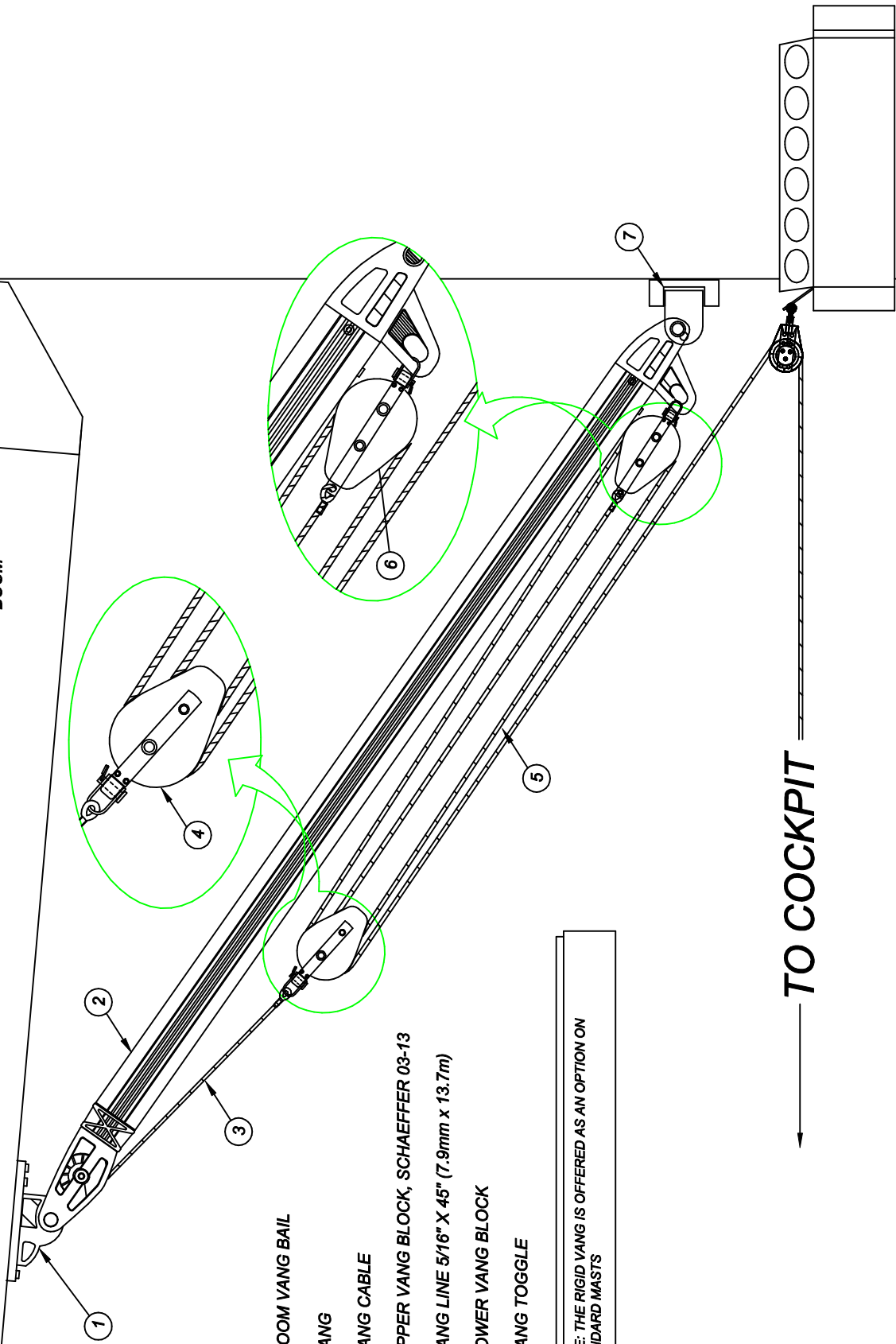
DESIGN NO.	44cc8042B
REVISION NO.	NONE
DATE	08/1/05
DESIGNED BY	ENG



**HUNTER**

MAST

BOOM



- ① BOOM VANG BAIL
- 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
- ⑦ VANG TOGGLE

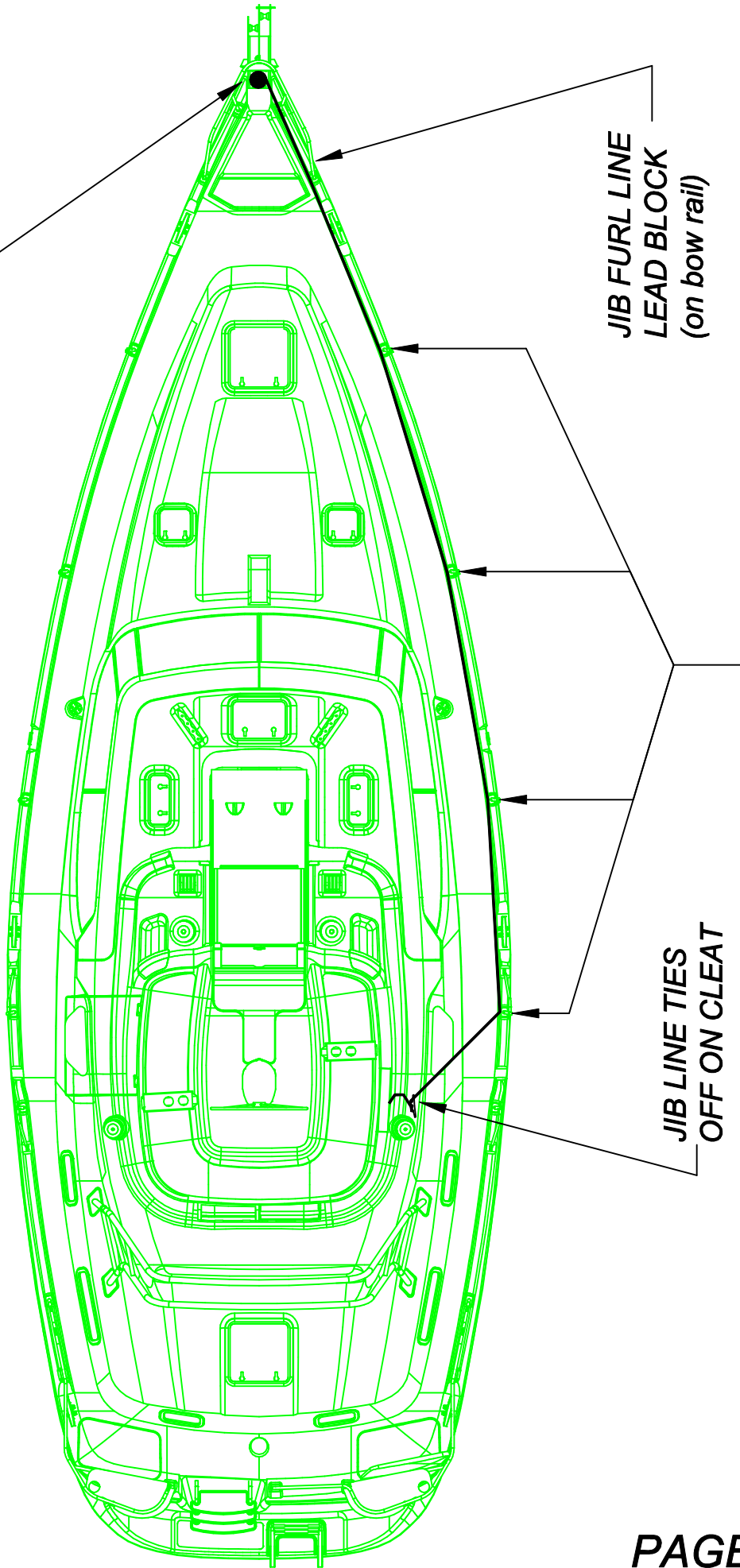
NOTE: THE RIGID VANG IS OFFERED AS AN OPTION ON STANDARD MASTS

TO COCKPIT

DRAWING TITLE: RIGID VANG (FURLING OPTION)  
 HUNTER MARINE CORP. has proprietary rights.  
 DRAWING NO. 44cc8042C  
 DESIGN NO. NONE  
 DATE 08/10/05  
 DRAWN BY: ENG



JIB FURLING DRUM (SEE FURLING MANUAL FOR  
DETAILS ON LINE ATTACHMENT)



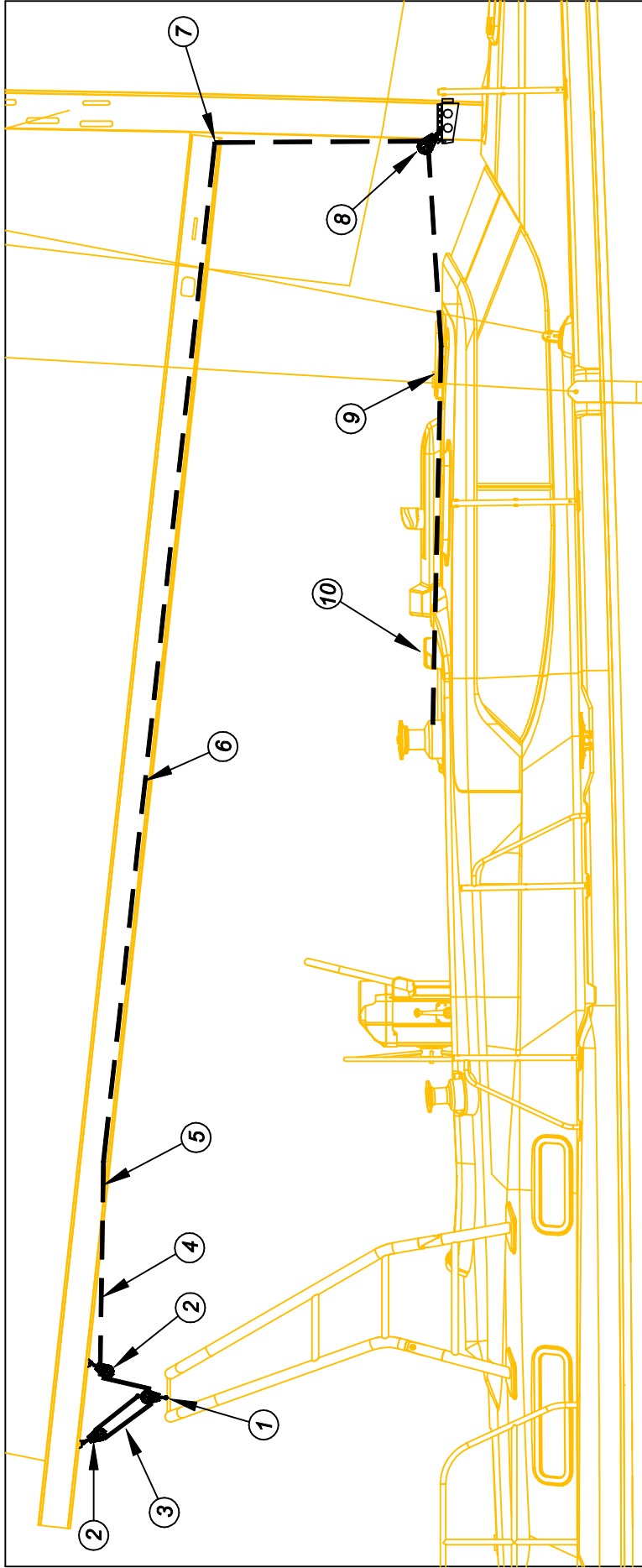
JIB FURL LINE  
LEAD BLOCK  
(on bow rail)

JIB LINE RUNS THROUGH  
STANCHION BLOCKS

JIB LINE TIES  
OFF ON CLEAT

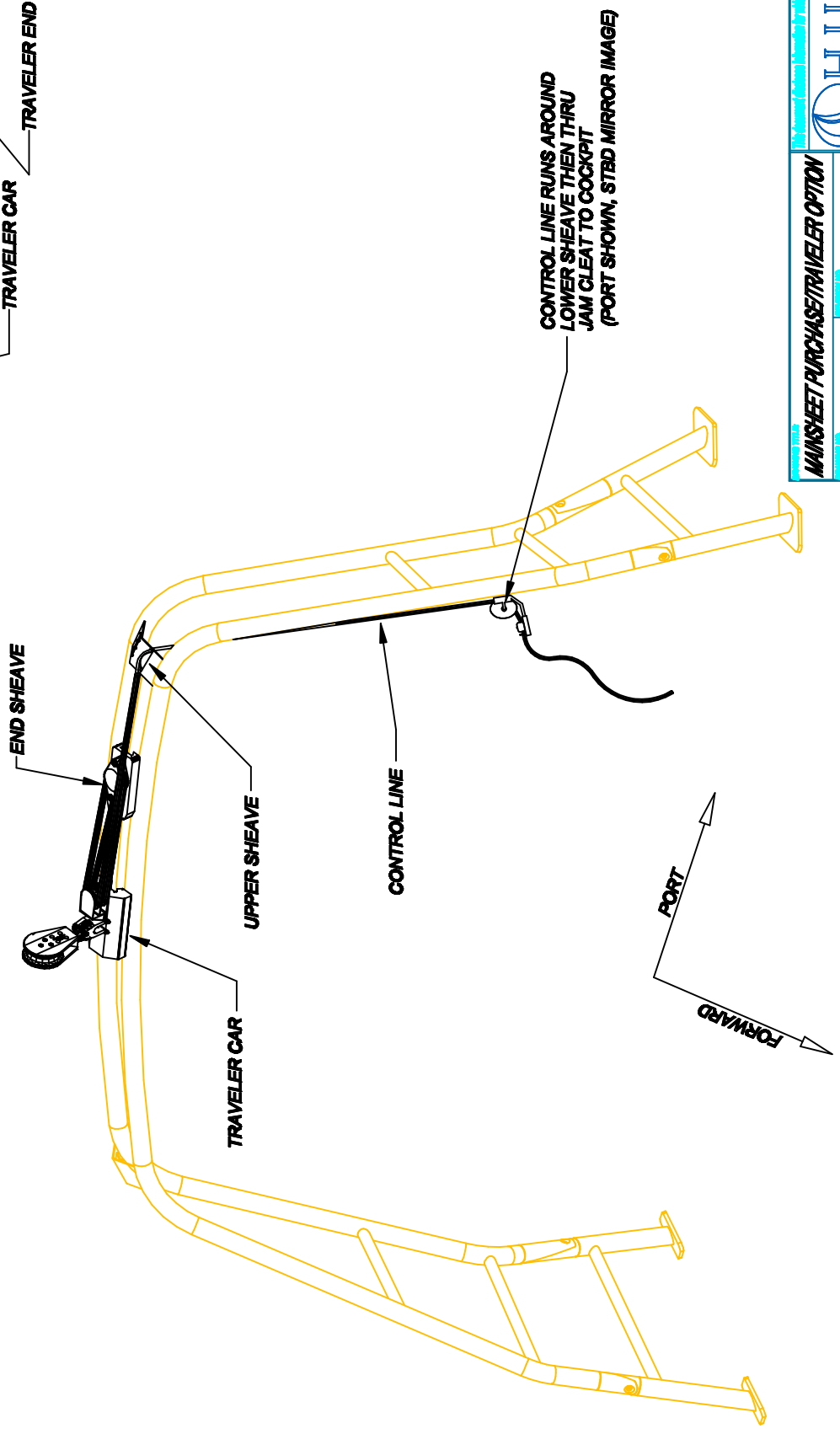
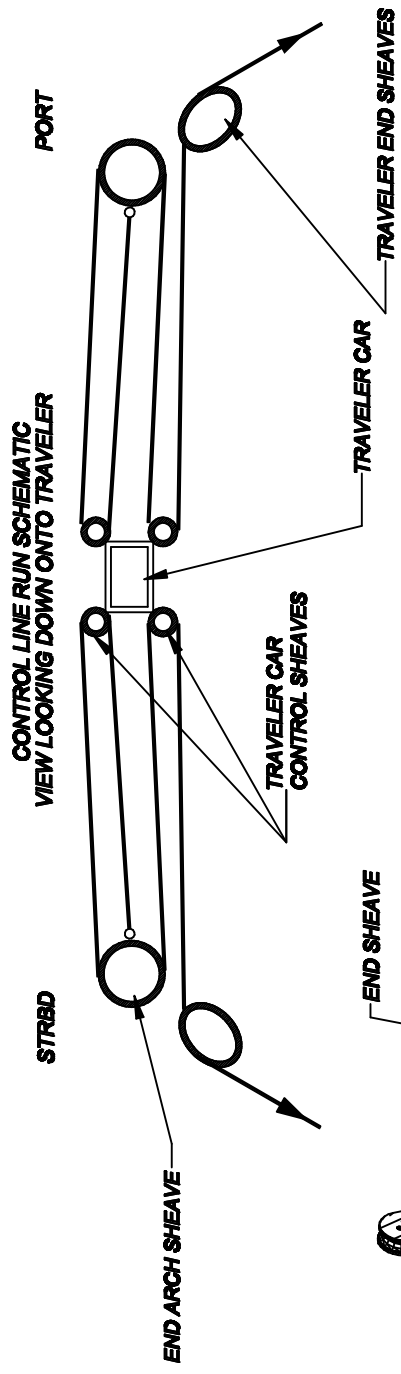
FOR MORE INFO: [www.huntermarine.com](http://www.huntermarine.com)  
**JIB FURLING LINES LAYOUT**  
REVISED BY: 44cc8042D    DATE: 06/10/05    NONE  
DESIGNED BY:    DATE:    NONE  
DRAWN BY: ENG





- 1 ARCH BALE (MAINSHEET PURCHASE END TIE OFF)
- 2 BOOM BALE AND MAINSHEET BLOCK
- 3 ARCH MAINSHEET BRIDLE
- 4 MAINSHEET
- 5 MAINSHEET BOOM EXIT
- 6 MAINSHEET RUN INSIDE BOOM
- 7 MAINSHEET SHEAVE INSIDE FWD BOOM END
- 8 MAINSHEET BLOCK AT MAST STEP
- 9 MAINSHEET THRU BLOCK ORGANIZERS
- 10 MAINSHEET THROUGH BLOCK SHEET STOPPERS TO WINCH





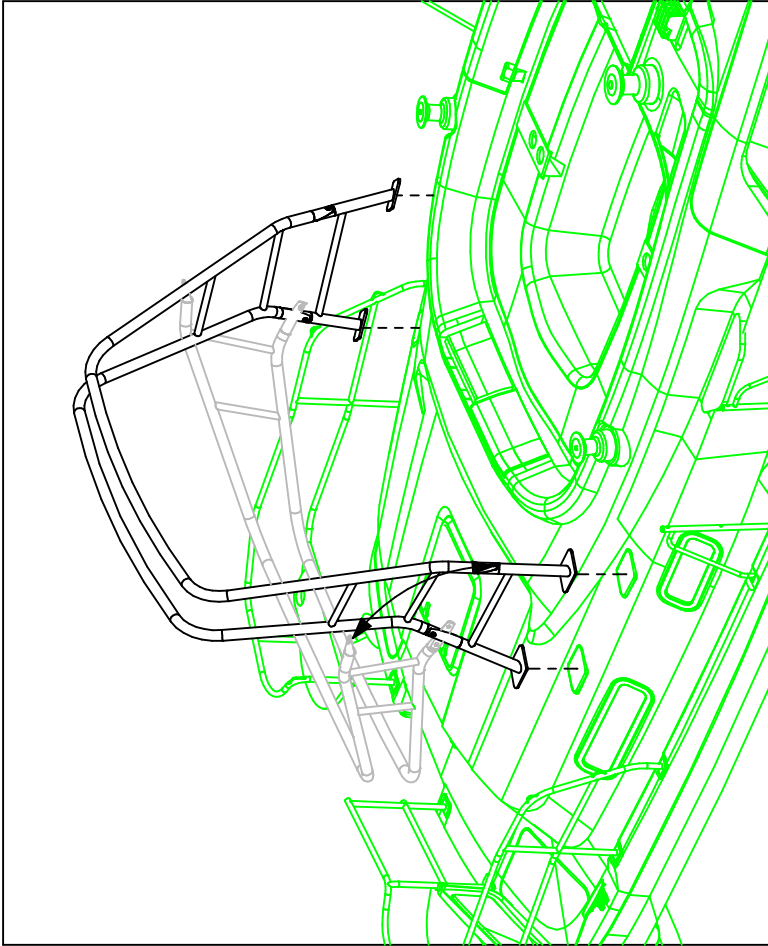
**HUNTER**

<b>MANUSHEET PURCHASE/ TRAVELER OPTION</b>	
4400043B	NONE
ENG	09/10/06

## ARCH INSTALLATION: NOTES AND TOOL LIST

### NOTES:

1. **IMPORTANT: READ ALL OF THE INSTALLATION INSTRUCTIONS THOROUGHLY BEFORE BEGINNING.**
2. **THIS JOB REQUIRES TWO PEOPLE. IT IS IMPORTANT THAT THE ARCH IS FIRMLY SUPPORTED UNTIL IT IS FULLY ATTACHED TO THE DECK.**
3. **WHEN INSTALLING ARCH: TO AVOID POSSIBLE INJURY, ORIENT THE DIRECTION OF THE ARCH PRIOR TO BEGINNING THE INSTALLATION PROCESS.**
4. **SEE BELOW FOR A LIST OF TOOLS SUGGESTED FOR THE INSTALLATION PROCESS.**
5. **IMPORTANT: REMEMBER TO CHECK ALL THE ARCH BOLTS / NUTS AFTER THE INITIAL SEA TRIAL AND RETIGHTEN AS NECESSARY**



**SUGGESTED TOOL LIST:**  
DRILL AND 3/8" DRILL BIT (TO CLEAR SEALANT FROM HOLES)  
3/8" DRIVE RATCHET  
6" EXTENSION  
9/16" DEEP & REGULAR SOCKET  
9/16" WRENCH  
SCREW DRIVER--PHILLIPS HEAD (LARGE P-4)  
CAULK GUN  
TUBE OF SEALANT (3M 5200)  
NEVER SEIZE (BOLT LUBE)  
RAZOR KNIFE  
WIRE STRIPPERS/CRIMPS  
RAGS  
ACETONE OR LACQUER THINNER / CLEAN UP

### ARCH INSTALLATION

4-cc8044A  
None  
ENG  
06/10/05

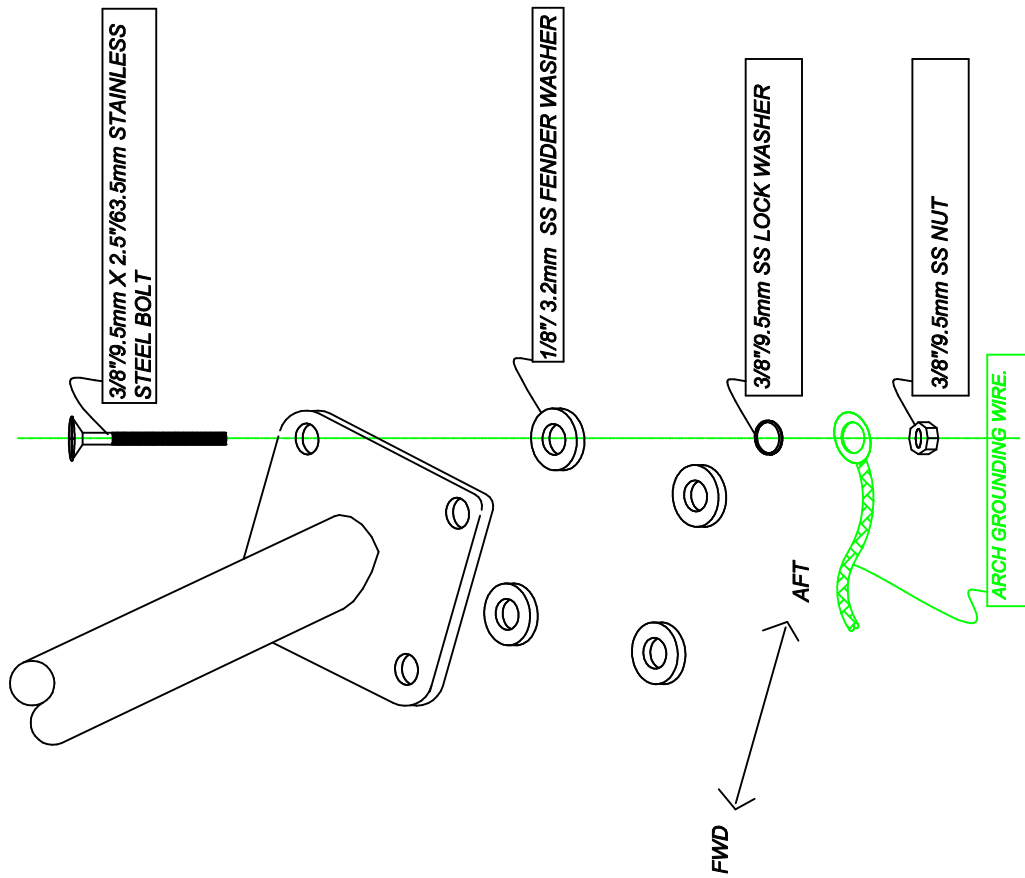
NOTE: THE ARCH SHOULD BE IN THE UPRIGHT POSITION (NOT FOLDED BACK) WHEN INSTALLING.

1. REMOVE ALL ACCESSORIES STOWED IN THE COCKPIT LOCKERS. THIS WILL ENABLE EASIER ACCESS WHEN FASTENING THE ARCH BOLTS.
2. WITH 3/8" DRILL BIT, REMOVE ANY SEALANT FROM PRE-DRILLED ARCH HOLES.
3. CLEAN AROUND THE MOUNTING HOLES USING ACETONE OR LACQUER THINNER.
4. APPLY A GENEROUS AMOUNT OF 3M 5200 SEALANT AT THE ARCH MOUNTING HOLE LOCATIONS ON THE FOOT DECK.
5. TO AVOID POSSIBLE INJURY, ORIENT THE ARCH (LEANING BACKWARD) PRIOR TO PLACING IT ON THE BOAT.
6. PLACE THE ARCH ON THE DECK OF THE BOAT. ALIGN THE ARCH FOOT HOLES ON ONE SIDE (EITHER PORT OR STARBOARD) WITH THE CORRESPONDING PRE DRILLED DECK HOLES.
7. INSERT 3/8" (9.5mm) STAINLESS STEEL BOLTS THRU ALL HOLES IN ARCH FOOT AND INTO THE COAMING.
8. REPEAT STEP 8 WITH OTHER ARCH FOOT.
9. ACCESS THE UNDERSIDES OF THE DECK AT THE ARCH FOOT
10. INSTALL THE 1/8" (3.2mm) FENDER WASHERS ON THE INSIDE OF THE COAMING AND INSTALL LOCK WASHER AND S.S. NUT ON THE BOLT WHICH HAS BEEN INSERTED. TIGHTEN BOLT COMPLETELY. (IT IS IMPORTANT TO APPLY A SMALL AMOUNT OF NEVER SEIZE TO THE BOLT TO PREVENT "GAULING" OF THE THREADS.)
11. BE SURE TO INSTALL THE ARCH GROUNDING WIRE
12. RECHECK THE ARCH FIT ONTO THE DECK. THE HEIGHT SHOULD MEASURE AT LEAST 6' 2" (1.88)
13. SECURELY TIGHTEN ALL THE NUTS AND BOLTS USING A CROSS TIGHTENING PATTERN. (DO NOT FORGET TO USE A SMALL AMOUNT OF LUBRICANT FOR THE BOLTS).
14. CLEAN EXCESS SEALANT FROM AROUND THE ARCH FEET AND COAMING AREAS USING ACETONE OR LACQUER THINNER..
15. RECHECK THE BOLTS AFTER THE INITIAL SEA TRIAL AND TIGHTEN AS NECESSARY.

NOTE: THE BOAT IS DELIVERED TO THE DEALER WITH THE ARCH MOUNTED AND IN THE FOLDED DOWN POSITION.

1. LOCATE THE COUNTERSINK MACHINE SCREWS AND TUBE OF LOCTITE. (SHOULD BE AT THE NAV STATION IN THE CHART TABLE)
2. WHILE LIFTING THE ARCH TO THE UPRIGHT POSITION, FEED WIRE LOOM INTO ARCH LEG.
3. ALIGN BOLT HOLES ON THE FWD ARCH CLAMPS FIRST AND START MACHINE SCREWS. APPLY LOCTITE TO THE TIP OF SCREWS ONLY.
4. AFTER ALL SCREWS ARE STARTED, GO BACK AND TIGHTEN. MOUNTING HOLE LOCATIONS ON THE FOOT DECK.
5. RECHECK THE BOLTS AFTER THE INITIAL SEA TRIAL AND TIGHTEN AS NECESSARY.

TYPICAL ARCH FOOT





BOOM TOPPING LIFT CONNECTS  
TO BOOM USING A D-SHACKLE.

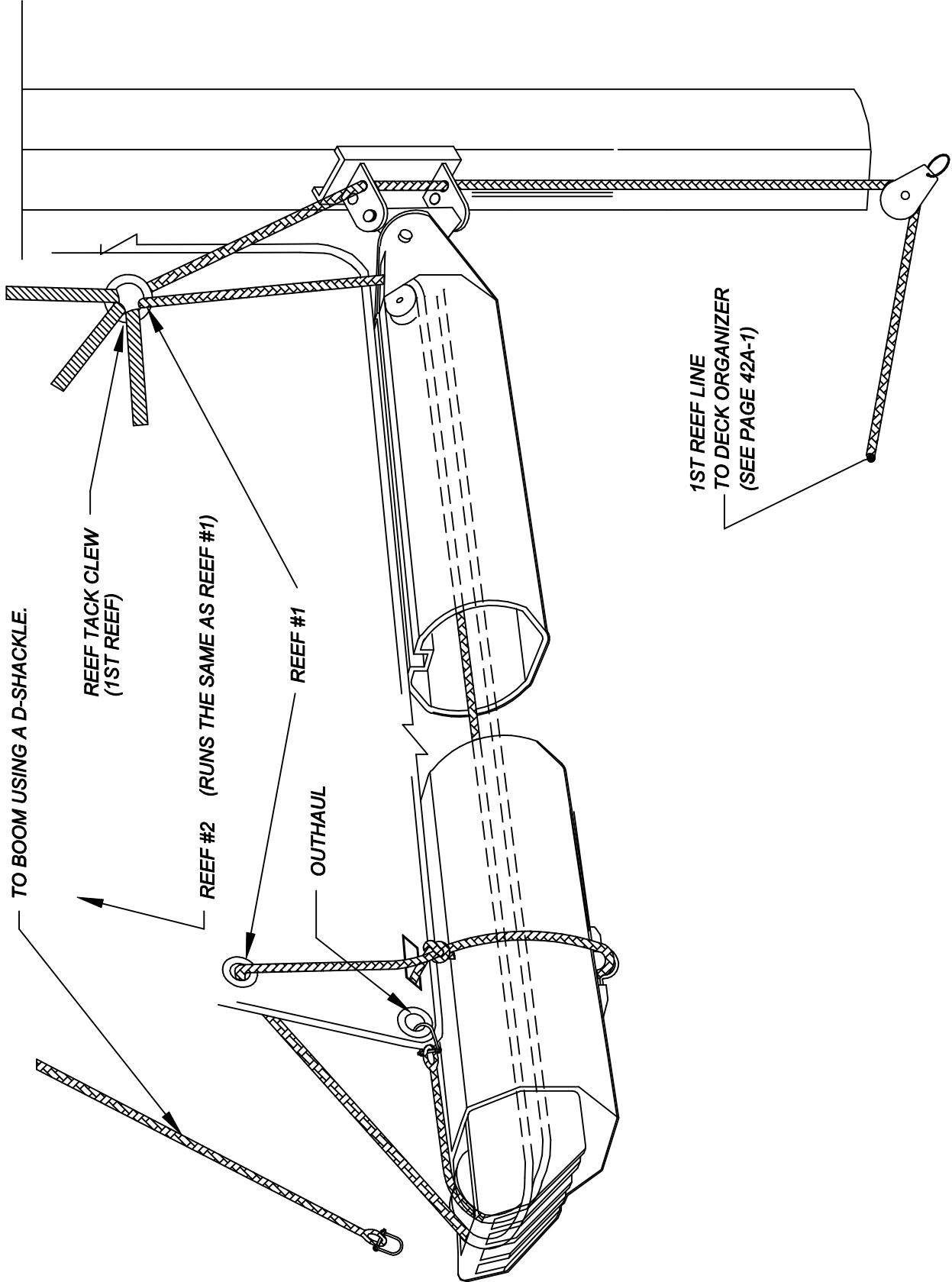
REEF TACK CLEW  
(1ST REEF)

REEF #2 (RUNS THE SAME AS REEF #1)

REEF #1

OUTHAUL

1ST REEF LINE  
TO DECK ORGANIZER  
(SEE PAGE 42A-1)



# REEFING INSTRUCTIONS

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 GOOSE NECK ON THE AFT 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 REEF LINE UNTIL THE TACK AND THE CLEW ARE DOWN TO ABOUT 2" ABOVE THE BOOM.
7. ADJUST THE MAIN HALYARD SO THAT THE TACK REEF BLOCK IS NOT CONTACTING THE GOOSE NECK ON THE FRONT OF THE SPAR AND IS APPLYING TENSION TO THE LUFF OF THE MAIN ABOVE THE REEF, NOT BELOW. THERE WILL BE AP-

- PROXIMATELY 6" (150mm) 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. ALSO, 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 TACK SHACKLE 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 STOPPER 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 LIFT FOR ADEQUATE BOOM SUP-PORT.

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 AND TENSION THE MAIN HALYARD BACK UP. EASE THE TOPPING LIFT. (IF NEEDED)

## SHAKING OUT A REEF

1. HEAD UP INTO THE WIND.
2. EASE THE MAINSHEET AND VANG. RELEASE THE TENSION ON THE TOPPING LIFT. (IF NEEDED)
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. (IF NEEDED)

## REEFING INSTRUCTIONS

FORMING TITLE	None	DATE	06/10/05
ISSUANCE NO.	44cc8045B	ISSUANCE NO.	
ISSUANCE BY	ENG	ISSUANCE BY	

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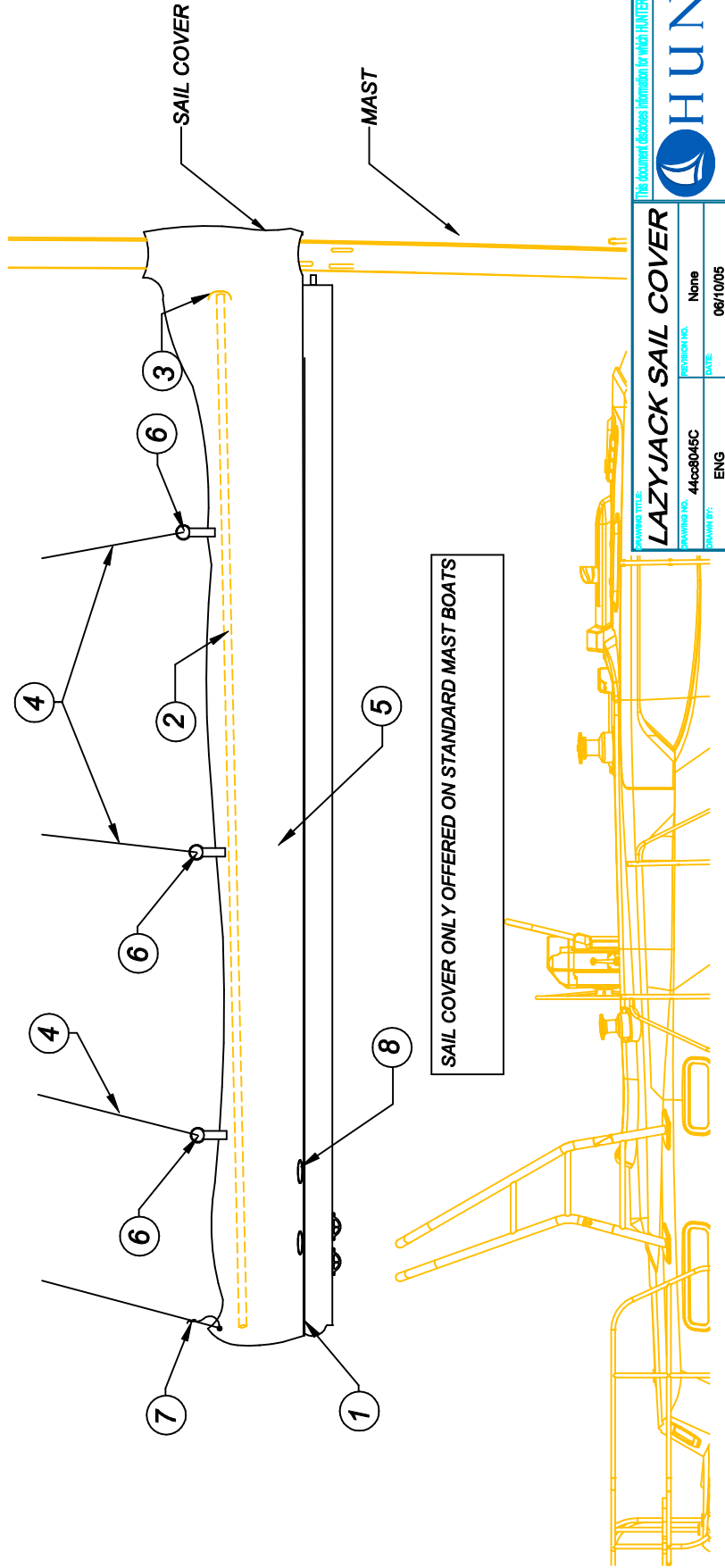
# HUNTER

SLIDE THE BOLTROPE INTO BOOM TRACK<sup>①</sup>. START FROM THE AFT END AND MAKE YOUR WAY FORWARD.

INSTALL THE PVC BATTENS<sup>②</sup> INTO EACH HALF OF THE SAIL COVER. THERE ARE POCKETS<sup>③</sup> THAT OPEN TOWARDS THE FRONT, ON THE INSIDE OF THE COVER. SLIDE THE BATTENS INTO PLACE FROM THE FRONT, AND ROLL THE INSIDE LIP OF THE POCKET BACK IN ORDER TO HOLD THE BATTENS STATIONARY.

FEED THE LAZYJACK LINES<sup>④</sup> TO THE SAIL COVER<sup>⑤</sup> AND DEAD END THE LINES TO THE FWD AND AFT BAILS<sup>⑥</sup> ON THE SAIL COVER.

TIE THE AFT END OF THE SAIL COVER UP TO THE TOPPING LIFT LINE USING THE PIECE OF STRING PROVIDED<sup>⑦</sup>. USE HALF HITCH KNOTS TO SECURE THE COVER IN PLACE AT THE OUTER END OF THE BOOM. THE REEF LINES RUN OUT THROUGH THE COVER SLOTS<sup>⑧</sup> AND TIE OFF.



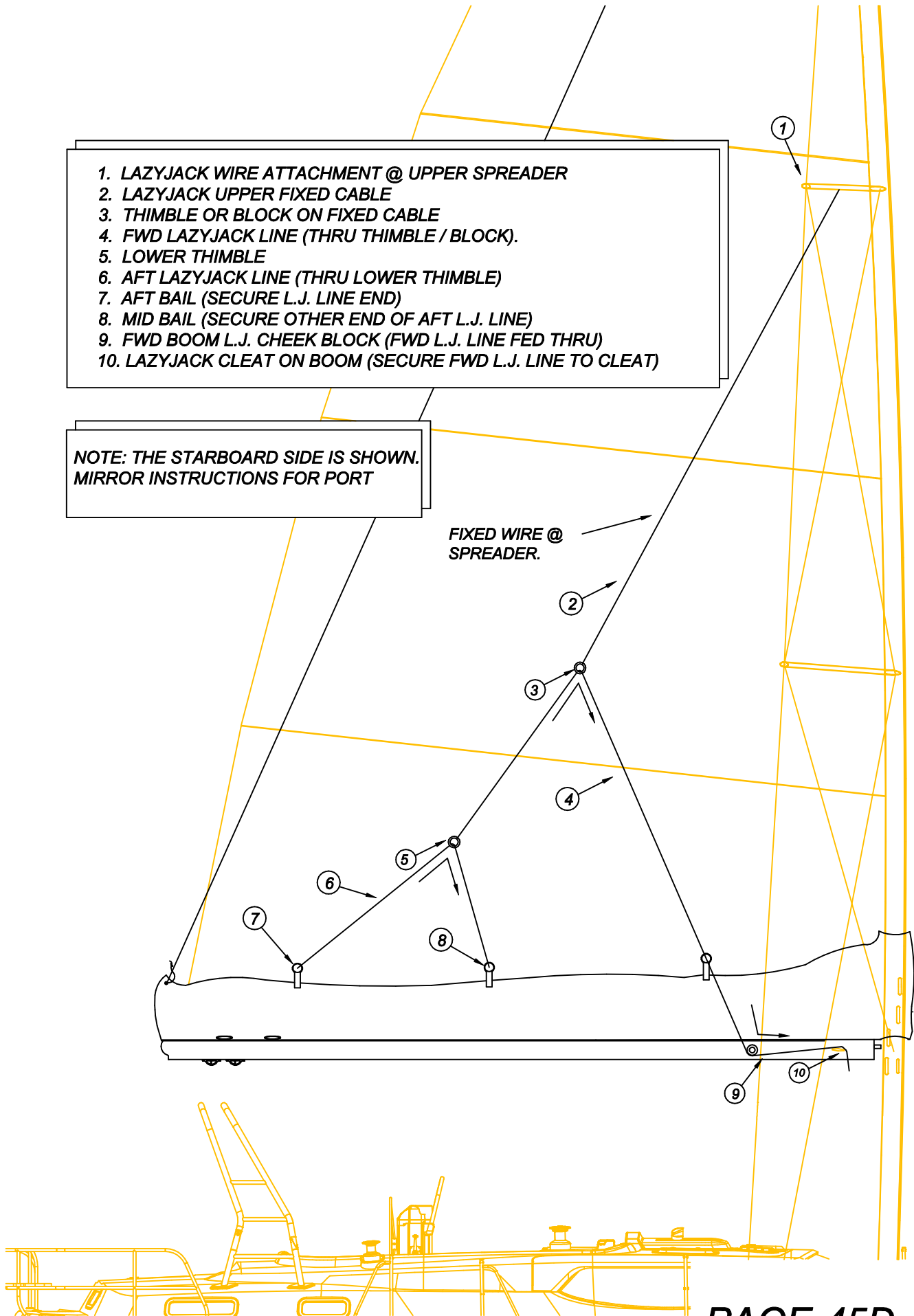
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<b>HUNTER</b>	
<b>LAZYJACK SAIL COVER</b>	
DRAWING TITLE	None
DRAWING NO.	44cc8045C
DESIGNER	ENG
DATE	08/10/05

1. LAZYJACK WIRE ATTACHMENT @ UPPER SPREADER
2. LAZYJACK UPPER FIXED CABLE
3. THIMBLE OR BLOCK ON FIXED CABLE
4. FWD LAZYJACK LINE (THRU THIMBLE / BLOCK).
5. LOWER THIMBLE
6. AFT LAZYJACK LINE (THRU LOWER THIMBLE)
7. AFT BAIL (SECURE L.J. LINE END)
8. MID BAIL (SECURE OTHER END OF AFT L.J. LINE)
9. FWD BOOM L.J. CHEEK BLOCK (FWD L.J. LINE FED THRU)
10. LAZYJACK CLEAT ON BOOM (SECURE FWD L.J. LINE TO CLEAT)

NOTE: THE STARBOARD SIDE IS SHOWN.  
MIRROR INSTRUCTIONS FOR PORT

FIXED WIRE @  
SPREADER.



# HUNTER 45CC CONVENTIONAL RUNNING RIGGING SPECIFICATIONS

Seiden Mast Rig#: RRIIG-2911

OPT/STD	ITEM	QTY	Line Size	Line Type	Color	End 1		End 2	
1 STD	MAIN HALYARD	1	12mm (1/2")	32/3	BLUE	307-047 Knot	36 m	118ft	BARE
2 STD	JIB HALYARD	1	12mm (1/2")	32/3	RED	307-047 Knot	32 m	105ft	BARE
3 STD	MAIN TRAVELER LINE	2	8mm (5/16")	16/16	WHITE	EYE	7.9 m	26ft	BARE
4 STD	MAINSHEET	1	12mm (1/2")	16/16 pl	BLUE	EYE	36 m	118ft	BARE
5 STD	REEFING LINE #1	1	12mm (1/2")	16/16 pl	GREEN	BARE	22.9 m	75ft	BARE
6 STD	REEFING LINE #2	1	12mm (1/2")	16/16 pl	RED	BARE	32.7 m	107ft	BARE
7 STD	JIB SHEET	2	10mm (3/8")	16/16 pl	RED	BARE	18.5 m	60ft	BARE
8 OPT	CRUISING SPINN. SHEET	2	12mm (1/2")	16/16 pl	BLACK	BARE	29.9 m	98ft	BARE
9 OPT	SPINNAKER HALYARD	1	12mm (1/2")	16/16 pl	BLACK	307-338 Shackle / Knot	36.6 m	120ft	BARE
10 OPT	RODKICKER TACKLE	1	12mm (1/2")	16/16 pl	WHITE	EYE	9 m	30ft	BARE
11 STD	LAZY JACK WIRE	2	4 mm (5/32")	Plastic	WHITE				THIMBLE/IRONS
12 STD	FIXED LAZY JACK LINE	2	10mm (3/8")	Covered 7x19	WHITE	307-015 SHACKLE/THIMBLE	5.2 m	17ft	TAN BLOCK
13 STD	BOOM TOPPING LIFT	1	10mm (3/8")	16/16 pl	WHITE	BARE	14.8 m	49ft	BARE
14 STD	ADJUSTABLE LAZY JACK LINE	2	10mm (3/8")	16/16 pl	WHITE	307-013 EYE	33.2 m	109ft	BARE
					WHITE	EYE/THIMBLE	8.7 m	29ft	BARE

**HUNTER 45CC FURLING  
RUNNING RIGGING SPECIFICATIONS**

Selden Mast # RRIIG-2793S

OPT/STD	ITEM	QTY	Line Size	Line Type	Color	End 1	Length	End 2
1	STD MAIN HALYARD	1	10mm(3/8")	Dyneema	B/W	307-021 EYE	37 m	121ft BARE
2	STD JIB HALYARD	1	12mm (1/2")	32/3	RED	307-047 KNOT	33 m	108ft BARE
3	STD MAIN TRAVELER LINE	2	8mm (5/16")	16/16 pl	WHITE	EYE	15.8 m	52ft BARE
4	STD MAINSHEET	1	12mm (1/2")	16/16 pl	BLUE	EYE	37 m	121ft BARE
5	STD JIB SHEET	2	12mm (1/2")	16/16 pl	RED	BARE	18.2 m	58ft BARE
6	OPT CRUISING SPINN. SHEET	2	12mm (1/2")	16/16 pl	BLACK	BARE	29.9 m	98ft BARE
7	OPT SPINNER HALYARD	1	12mm (1/2")	16/16 pl	BLACK	307-338 Shackle / Knot	36.6 m	120ft BARE
8	STD RODKICKER TACKLE	1	12mm (1/2")	16/16 pl	WHITE	EYE	12 m	39ft BARE
9	STD BOOM TOPPING LIFT	1	10mm(3/8")	16/16 pl	WHITE	307-021 EYE	36 m	118ft BARE
10	STD MAINSAIL OUTHAUL	1	10mm(3/8")	16/16 pl	WHITE	EYE	25 m	82ft BARE
11	STD MAINSAIL FURLING LINE	1	10mm(3/8")	16/16 pl	YELLOW	BARE	13.4 m	44ft BARE

## H45cc B&R RIG WITH STRUTS DESCRIPTION

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The B&R rig, utilized on the Hunter 45cc, eliminates the need for a backstay to allow for a more efficient mainsail shape. Fixed backstays are commonly being designed out of today's performance-oriented boats to allow the mainsail to incorporate a full roach design - a more aerodynamic shape both for racing and cruising performance.

To accomplish this, the B&R rig has 30 degree swept spreaders, creating 120 degrees between each rigging point. This tri-pod arrangement has excellent strength for sailboat rigs, and has been used for years to support huge radio towers.

The latest advancement to the B&R rig is the addition of mast struts. These struts stabilize the lower section of the mast, allowing compression loads to be spread, reducing the point loading at the mast base. They also create a strong point for the boom and spinnaker pole loadings. The struts function also allow us to use a smaller mast section reducing weight aloft to decrease the heeling and pitching moments, making for a more comfortable ride. Additionally, they provide a secure handhold when going forward.

The struts perform an important structural function, **therefore never sail your boat without the struts properly fitted.** If your 45cc is equipped with the in-mast furling option, the mast is a larger section size and the struts are not utilized.

Additional support is given to the B&R rig (and is unique to it) with the addition of reverse diagonal rigging. For example, the diagonals that you see beginning by the top of the mast strut, ending at the tip of the spreader, supports and stabilizes the upper section of the mast

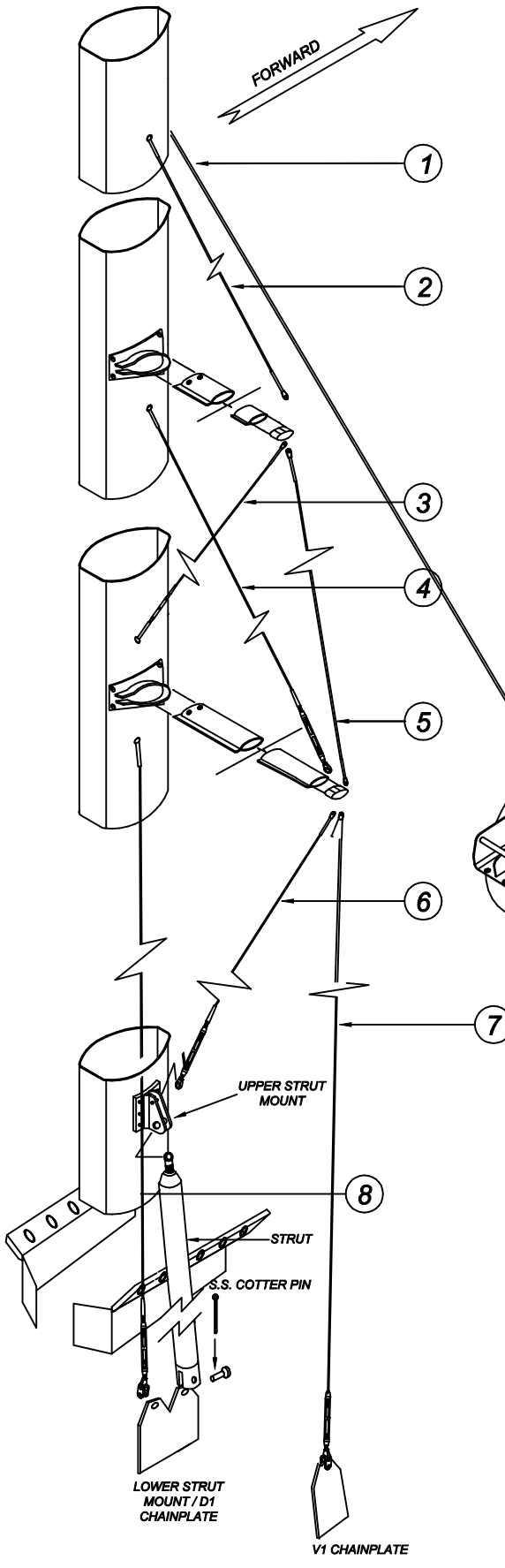
as it creates a triangle with the upper shroud.

The B&R rig is designed to be pre-bent to further add rigidity to the mast section and eliminate the need for adjustable rigging (like backstay adjusters). This design should prove more reliable than a rig with adjustable backstays or runners, as there is less chance for error.

The large main, small jib, sail plan on the 45cc also eliminates the need for large overlapping headsails (genoa's), as the driving power comes from the much improved shape and size of the mainsail. This allows for an easier tacking small jib, creating good performance and more comfortable sailing as it is less work for the crew.

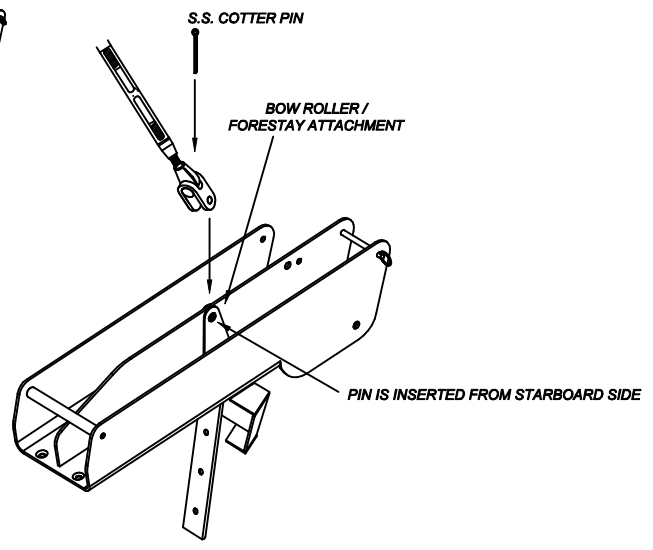
As the large main is creating additional mainsheet and leech loading, Hunter has included a cockpit arch whereby the mainsheet and leech loads are directed to the strong part of the boom (the outboard end) and is located at the heaviest loading point of the mainsail. The cockpit arch serves addition safety and comfort functions as handholds and cockpit canvas attachment points.

B&R rigs have been used on thousands of sailboats, and we are proud to incorporate this successful design on your new Hunter.



- ① HEADSTAY 9/32" (7mm) 1 X 19
- ② D3 9/32" (7mm) 1 X 19
- ③ RD2 3/16" (4.8mm) 1 X 19
- ④ D2 7/32" (6mm) 1 X 19
- ⑤ V2 5/16" (8mm) 1 X 19
- ⑥ RD1 3/16" (4.8mm) 1 X 19
- ⑦ V1 5/16" (8mm) 1 X 19
- ⑧ D1 5/16" (8mm) 1 X 19

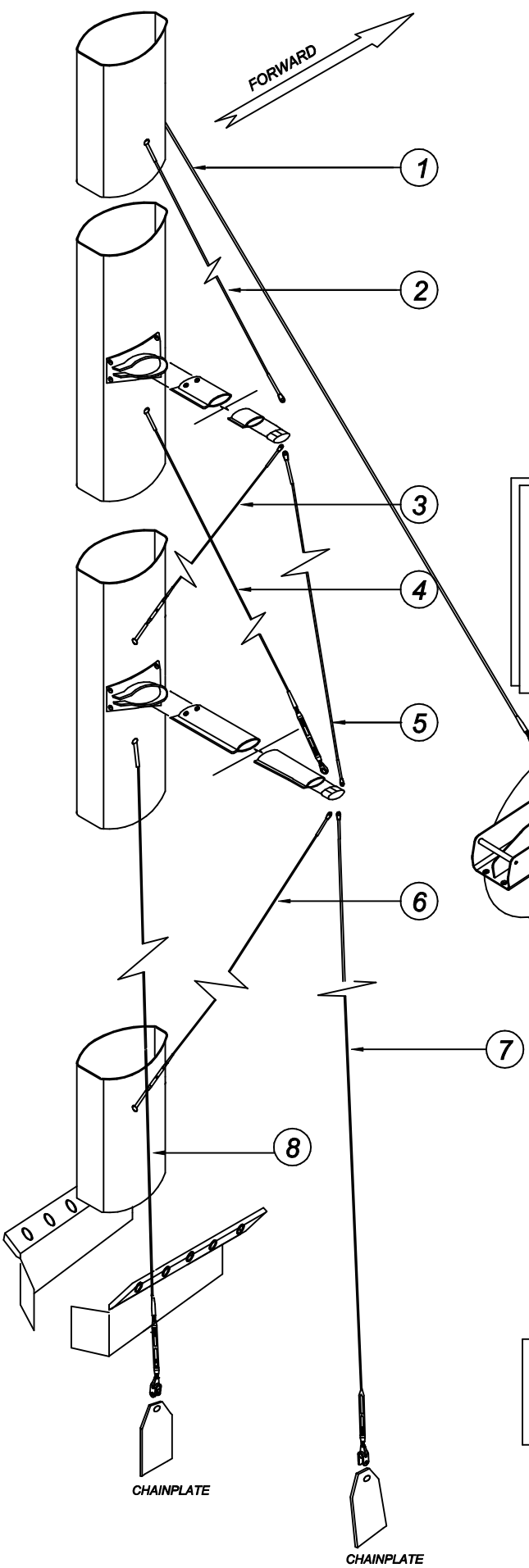
**NOTES:**  
 1. SEE PAGES 49A & B FOR FURTHER SPREADER TIP INFORMATION  
 2. SEE PAGE 50A FOR STANDARD MAST STANDING RIGGING LENGTHS AND OTHER INFORMATION.  
 3. SEE PAGES 51 FOR FITTING DESCRIPTIONS



**NOTE: NEVER TRY TO SAIL THE VESSEL WITHOUT THE STRUTS IN PLACE AND PROPERLY FASTENED (SEE PAGE 48B)**

**NOTE: IN-MAST FURLING OPTION USES A LARGER MAST SECTION AND THUS DOES NOT UTILIZE THE STRUTS. SEE FOLLOWING PAGE FOR MORE INFO.**

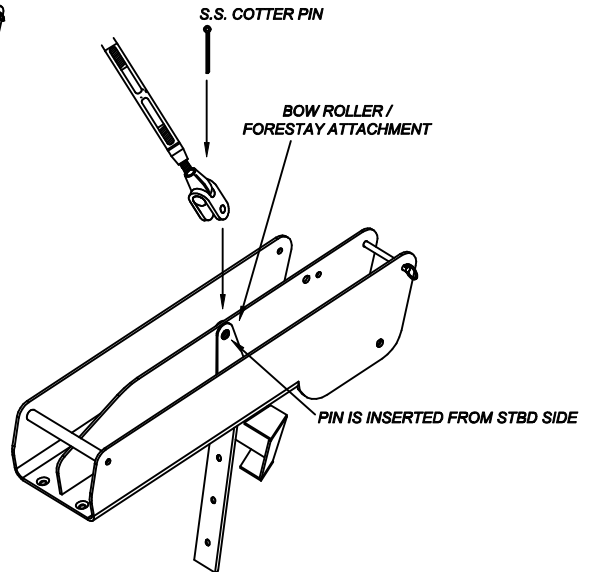
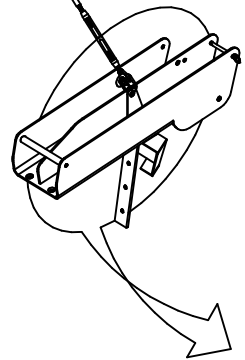




- ① HEADSTAY 9/32" (7mm) 1 X 19
- ② D3 9/32" (7mm) 1 X 19
- ③ RD2 3/16" (4.8mm) 1 X 19
- ④ D2 7/32" (6mm) 1 X 19
- ⑤ V2 5/16" (8mm) 1 X 19
- ⑥ RD1 3/16" (4.8mm) 1 X 19
- ⑦ V1 5/16" (8mm) 1 X 19
- ⑧ D1 5/16" (8mm) 1 X 19

**NOTES:**

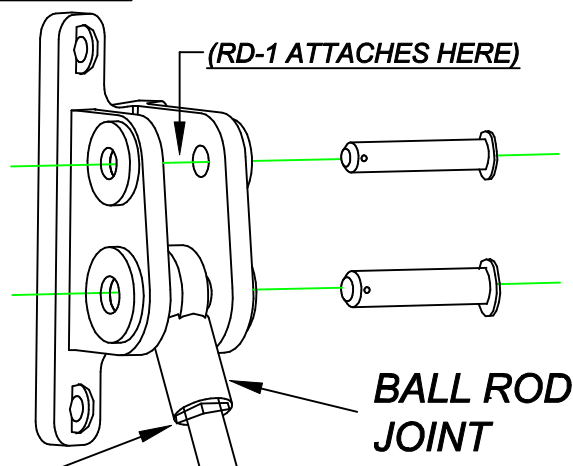
1. SEE PAGES 49A & B FOR FURTHER SPREADER TIP INFORMATION
2. SEE PAGE 50B FOR STANDARD MAST STANDING RIGGING LENGTHS AND OTHER INFORMATION.
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**NOTE: IN-MAST FURLING OPTION USES A LARGER MAST SECTION AND THUS DOES NOT UTILIZE THE STRUTS.**

<b>STRUT ASSEMBLY</b>	
DESIGN NO.	44-cc8048B
REVISION NO.	None
DATE	06/10/05
DESIGNED BY	ENG

**(UPPER STRUT MOUNT ON EA. SIDE OF MAST)**



**STEP TWO**  
ADJUST THREADS UNTIL BALL ROD JOINT IS ABLE TO BE EASILY PINNED IN STRUT BRACKET

**STEP THREE**  
PIN BALL ROD JOINT AND TIGHTEN JAM NUT AGAINST END OF STRUT & BALL JOINT ROD

**JAM NUTS**

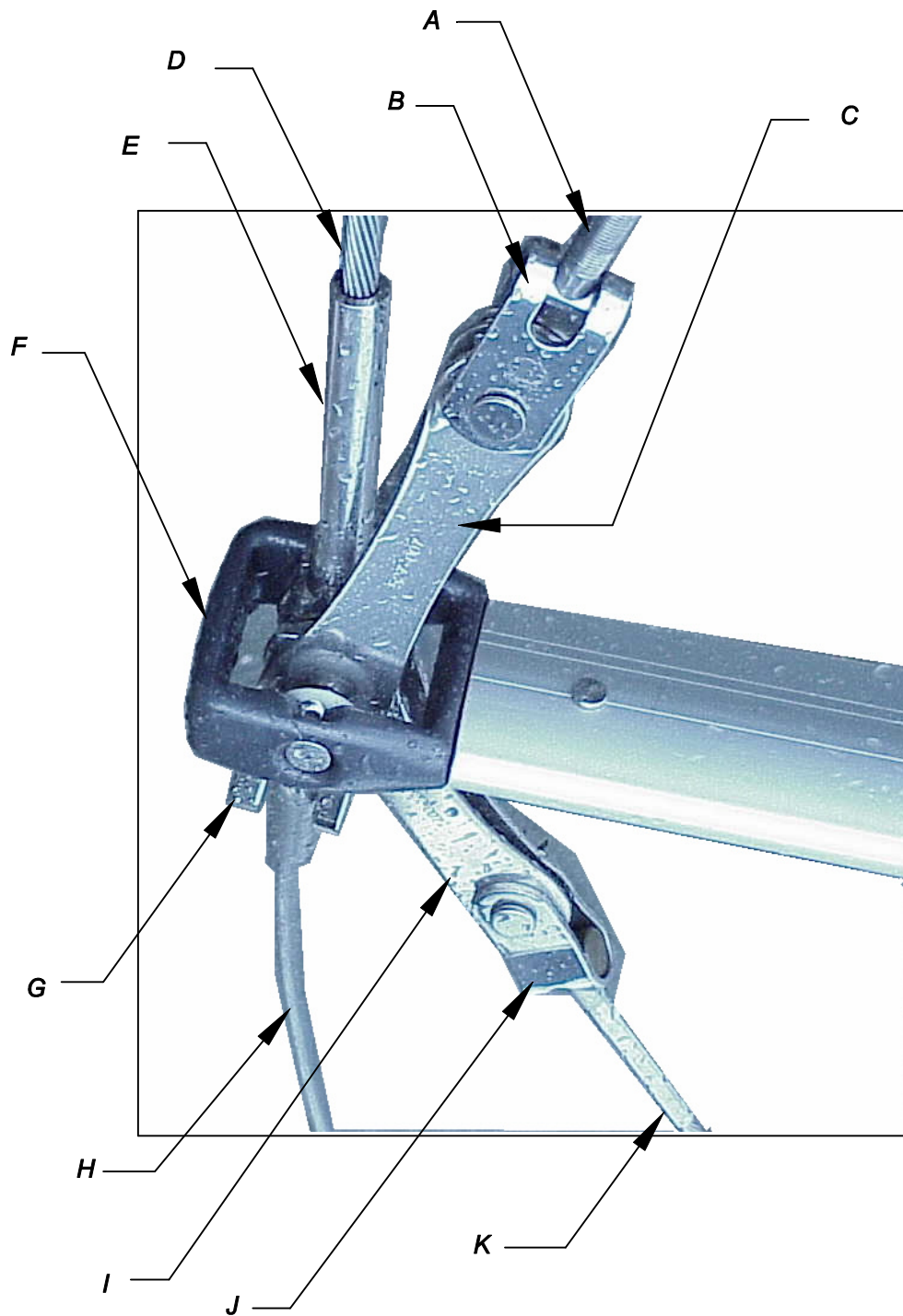
**STRUT**

**AFT**

**FWD**

**STEP ONE**  
PIN LOWER END OF STRUT TO FWD CHAINPLATE HOLE AND ADD SPLIT RINGS

**(D-1 ATTACHES HERE)**



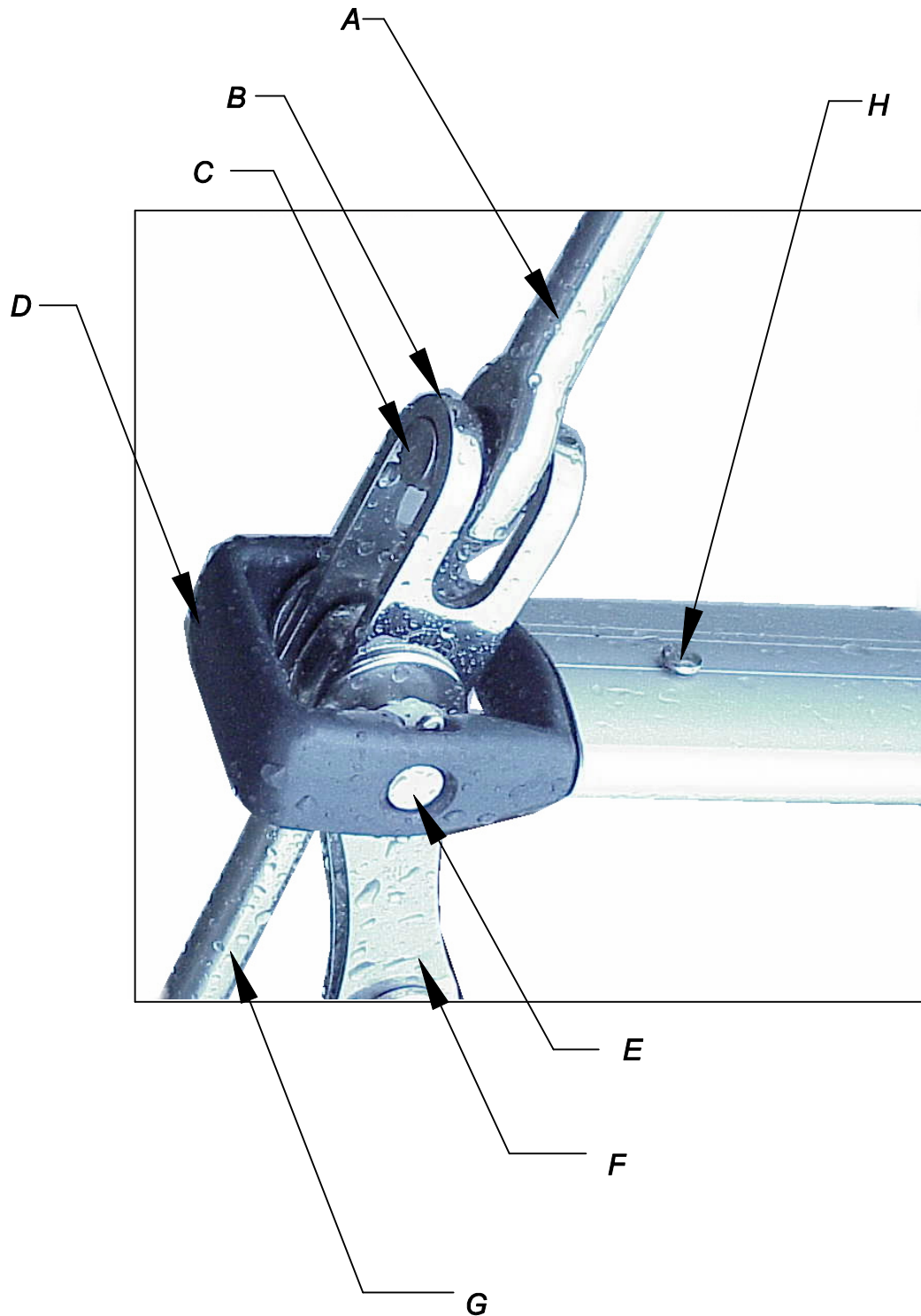
<b>A</b>	<b>D2 stem T</b>	<b>G</b>	<b>jaw toggle</b>
<b>B</b>	<b>jaw toggle</b>	<b>H</b>	<b>V1</b>
<b>C</b>	<b>link plates</b>	<b>I</b>	<b>link plates</b>
<b>D</b>	<b>V2</b>	<b>J</b>	<b>jaw toggle</b>
<b>E</b>	<b>marine eye</b>	<b>K</b>	<b>RD1 stem T</b>
<b>F</b>	<b>spreader tip casting</b>		

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**LOWER SPREADER TIP**

DRAWING TITLE	44cc80-49A	REVISION NO.	NONE
DATE	08/10/05	ENGINEER	ENG



- |   |  |
|---|--|
| <p><b>A</b>    <i>D3 marine eye</i></p> <p><b>B</b>    <i>jaw toggle</i></p> <p><b>C</b>    <i>1/2" (1.27cm) pin</i></p> <p><b>D</b>    <i>spreader tip casting</i></p> | <p><b>E</b>    <i>3/8" (.95cm) pin</i></p> <p><b>F</b>    <i>link plates</i></p> <p><b>G</b>    <i>marine eye stem</i></p> <p><b>H</b>    <i>spreader tip casting fastener</i></p> |
|---|--|

## HUNTER 45CC CONV STANDING RIGGING

	ITEM	QTY	WIRE SIZE		FITTINGS	OVERALL LENGTH	
1	D3	2	3/8"	10 mm	EYE 308-365 FORK 308-318-01	13 ft. 10 7/8"	4240 mm
2	V2	2	3/8"	10 mm	EYE 308-365 EYE 308-365	14 ft.	4270 mm
3	D2	2	9/32"	7 mm	T-TERMINAL 308-325 STD/FORK TB 174-324-56	13 ft. 6 3/8"	4125 mm
4	RD2	2	3/16"	5 mm	FORK 308-313-01 STD/T TB 174-473-21	13 ft. 10 1/2"	4230 mm
5	V1	2	3/8"	10 mm	FORK 308-318-01 STD/TGLE TB 174-327-59	19 ft. 5 3/8"	5930 mm
6	D1	2	3/8"	10 mm	EYE 308-365 STD/TGLE TB 174-326-60	18 ft 10 3/8"	5750 mm
7	RD1	2	3/16"	5 mm	FORK 308-313-01 STD/TGLE TB 174-473-21	12 ft. 6 3/8"	3820 mm
8	FORESTAY	1	5/16"	8 mm	FURLEX 308-15 039-027-61	49 ft. 2 1/2	15000 mm
<b>SRIG-2794</b>							

1. ALL ADJUSTABLE RIGGING IS DIMENSIONED WITH TURNBUCKLES 2/3 OPEN.
2. LENGTHS DO NOT INCLUDE SPREADER TIP LINKAGE.

## HUNTER 45CC FURL STANDING RIGGING

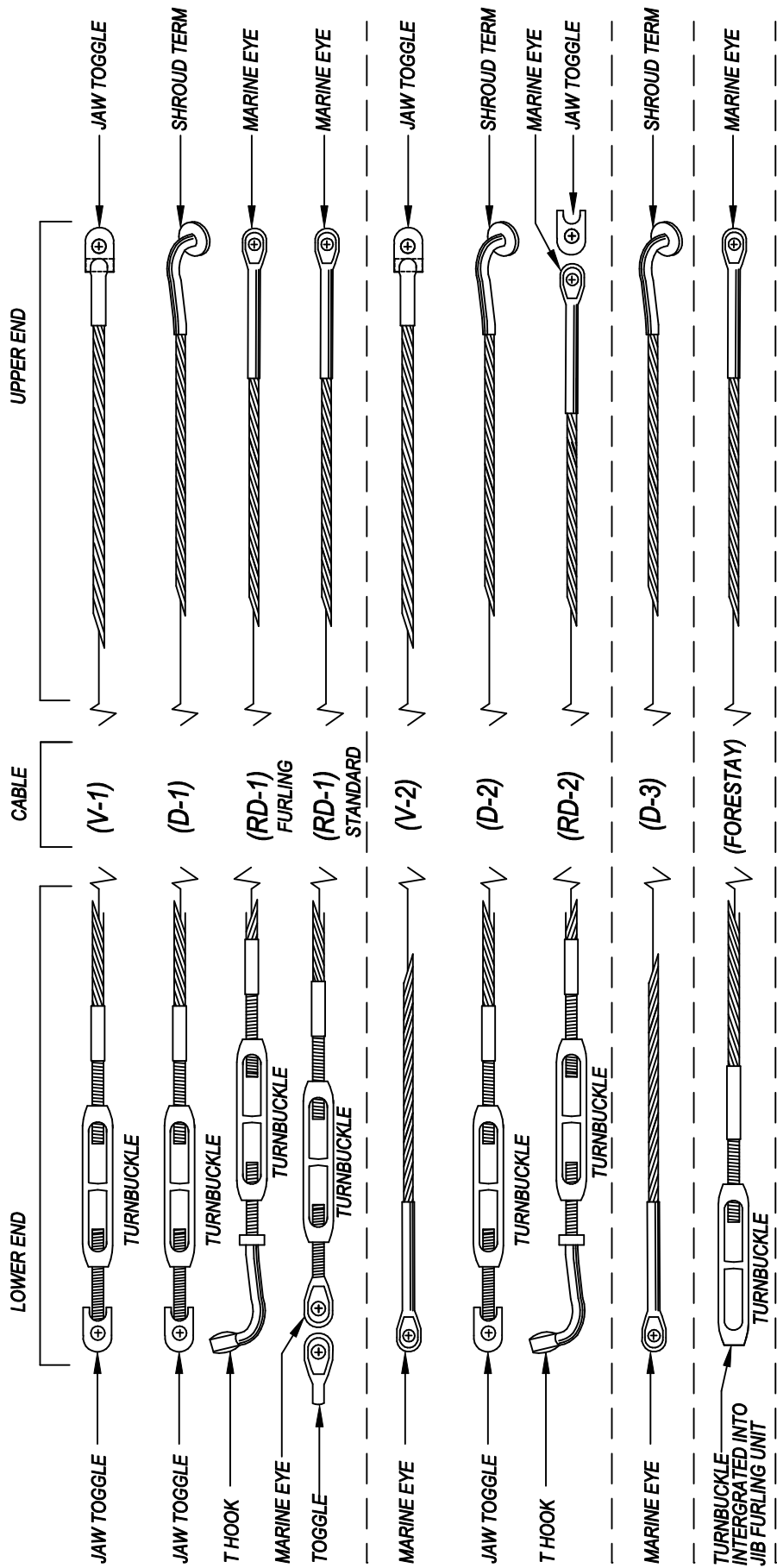
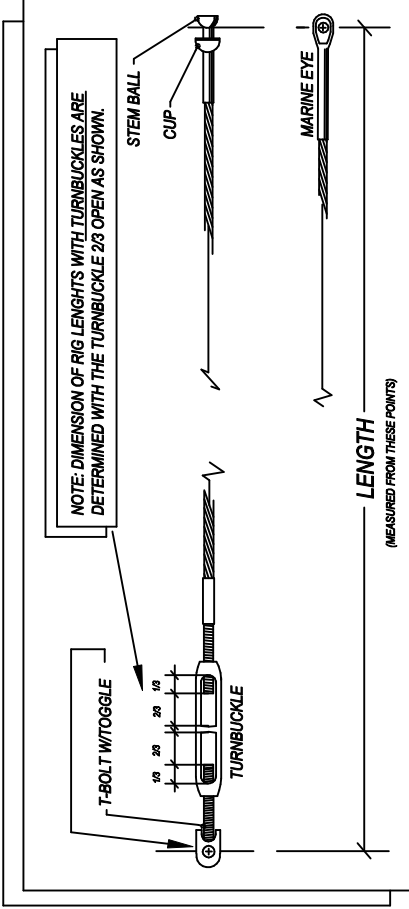
	ITEM	QTY	WIRE SIZE		FITTINGS	OVERALL LENGTH	
1	D3	2	3/8"	10 mm	EYE 308-365 FORK 308-318-01	15 ft. 2 1/4"	4630 mm
2	V2	2	3/8"	10 mm	EYE 308-365 EYE 308-365	15 ft. 1"	4595 mm
3	D2	2	9/32"	7 mm	T-TERMINAL 308-325 STD/FORK TB 174-324-56	14 ft. 7 1/2"	4455 mm
4	RD2	2	3/16"	5 mm	FORK 308-313-01 STD/T TB 174-473-21	14 ft. 10"	4520 mm
5	V1	2	3/8"	10 mm	FORK 308-318-01 STD/TGLE TB 174-327-59	17 ft. 3/8"	5190 mm
6	D1	2	3/8"	10 mm	EYE 308-365 STD/TGLE TB 174-326-60	16 ft. 8 3/4"	5100 mm
7	RD1	2	3/16"	5 mm	FORK 308-313-01 STD/T TB 174-473-21	14 ft. 6 7/8"	4440 mm
8	FORESTAY	1	5/16"	8 mm	FURLEX 308-15 039-027-61	49 ft. 2 1/2"	15000 mm
<b>SRIG-2793</b>							

1. ALL ADJUSTABLE RIGGING IS DIMESIONED WITH TURNBUCKLES 2/3 OPEN.
2. LENGTHS DO NOT INCLUDE SPREADER TIP LINKAGE.

V = VERTICAL  
 D = DIAGONAL  
 RD = REVERSE DIAGONAL

1 = LOWER  
 2 = INTER.  
 3 = UPPER

NOTE: SEE PAGES 50A & 50B FOR ACTUAL RIG LENGTHS.



# TUNING THE H45cc B&R RIG

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The easiest method for tuning the B&R rig is to perform step one as follows before the mast is stepped, with it lying aft side down on two sawhorses. Begin with all rigging slack. If the mast is already stepped, loosen all the rigging, and then proceed to step one.

1. Start with all the rigging slack. Then induce the mast bend by tightening the reverse diagonals (diamonds). Measure the bend by tensioning a line or the main halyard between the masthead and the gooseneck. . The maximum amount of bend should be no more than 1% of the length of "P" for the standard rig and no more than 2" [50mm] for the furling mast. Measured perpendicular from the aft face of the mast to the halyard at the deepest part of the bend. It can be less than that based on the sail shape and your own preference. The bend should also be evenly distributed along the mast to give a smooth shape. Keep in mind that bending a furling mast may make it more difficult to furl and will not do much to flatten the sail as in a standard rig. It is very important that the mast also be straight from side to side at this time. Tighten or loosen the reverse diagonals to achieve this.
2. Step the mast with all shrouds attached but with the turnbuckles completely loosened (if the mast was not already stepped).
3. Attach the jib halyard to a cleat on the bow to support the mast in a raked position (the masthead should be about 2'-0" [~6cm] behind the step). Attach the verticals and tighten them until you can just see the hole for the cotter pin in the turnbuckle. Tighten the jib halyard until you can attach the forestay. At this point the masthead should be raked so that a weight hung on the main halyard hangs about 1' behind the mast step.
4. Use the main halyard to check that the mast is centered from side to side. Pull it tight and mark the halyard next to the verticals chainplate. Now do the same to the other side to see if the marks line up. If not, tighten and/or loosen the verticals until the marks line up. Once the masthead is centered, begin tightening the verticals until the turnbuckles are approximately half closed. While tightening the verticals you may notice the bend in the mast increasing. Now you can tighten the lowers, which will tend to straighten the lower part of the mast. Be sure to tighten port and starboard sides evenly.
5. Now you should tighten the headstay until it is approximately half closed as well. This should induce the appropriate amount of headstay tension. *Never use anything more than a pair of wrenches to tighten your rigging.* If you use an extended piece of pipe on the handle of a wrench you can over tighten the rigging and do damage to the mast or rigging.
6. On the Hunter 45cc it is necessary to go up the mast in a bosun's chair to tighten the number 2 diagonal shroud (D2 or intermediate shroud). Always use caution when "going aloft". You should always use a mountain climbing harness or Bosun's Chair intended for this use. Always tie into the harness with the halyard using a bowline and then secure the shackle as a back up as the knot is more reliable than a mechanical fastener. The person hoisting you aloft should keep the halyard stopper closed to prevent falls. Good communication between the two of you is also important. Tighten the D2 until it has just become tight and then add two complete turns. While at the first spreader, look up the back of the mast to see if it is straight (rather than bent from side to side). If it is not straight then adjust the appropriate D2 to straighten it.
7. Have the person on deck carefully lower you. They should keep the halyard wrapped at least twice around the winch and should always have one hand able to stop the halyard from running free. Once on deck look up the back of the mast and see if it is straight (rather than bent from side to side). If not then adjust the lowers (D1) until it is.

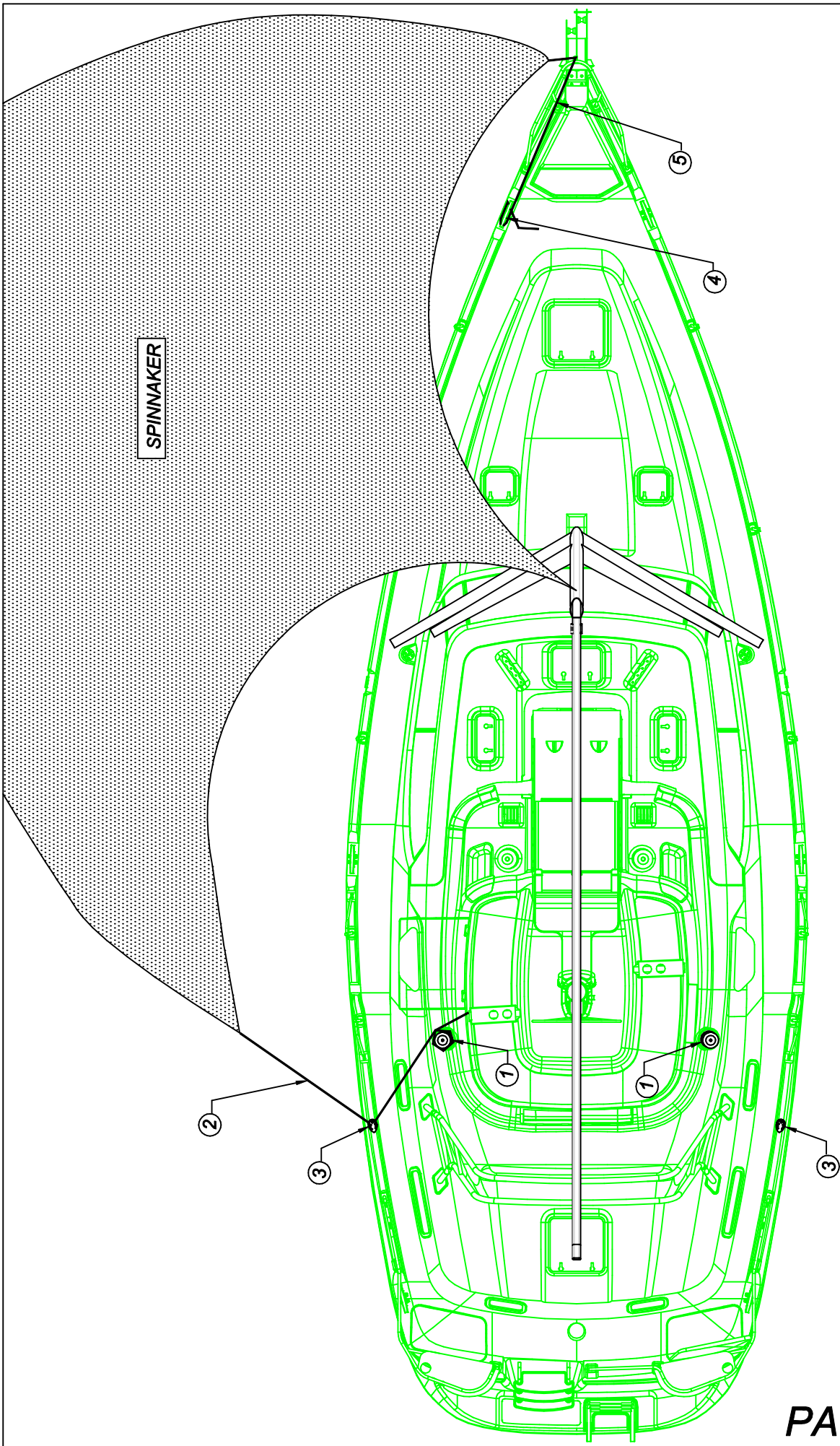


# **TUNING THE H45cc B&R RIG**

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8. **If you have the standard rig you need to attach the struts at this time. Attach the lower end of the strut to the smaller hole in the chainplate. Adjust the length by turning the ball joint bearing in the upper end of the strut until the holes in the pin can be attached. It is normal to have some play between the strut and the chainplate and strut bracket**
  
9. **The final test is to go sailing in 10-15 knots of wind. If when sailing upwind, the shrouds on the leeward side are slack then tighten them to remove about half the slack keeping note of the number of turns. Then tack and do the same to the other side. Do this until you are happy with the tension and the leeward side does not get loose when the boat is heeled. Now sight up the mast to be sure it is still relatively straight from side to side. If it is not then adjust to appropriate rigging to correct it. For example: if the mast is straight until the upper spreader and then hooks to the windward side then you will have to revisit steps 6 and 7 above. Remember to always tighten the leeward shroud, tack and tighten the new leeward shroud the same amount. This prevents damage to the turnbuckles and is also much easier to do. Keep in mind it is also possible to have something too tight such as a diagonal shroud.**
  
10. **At this point you should have adequate headstay tension. The sails are built for an average of 14" [350mm] of headstay sag, possibly more or less depending upon light or heavy air. The bend in the standard mast should be about 1%(maximum) of "P" and 2" [25mm] (maximum) in the furling mast and it should be nearly straight from side to side when sailing upwind. If any of these are not true then revisit the appropriate step above to correct it. If the sag in the headstay is too much then adding tension to the verticals will fix it.**
  
11. **Once the rig is tuned you should make sure to add the cotter pins to all the rigging bending back the ends and taping them to prevent snagged lines, sails and fingers.**

**Remember that rigging, like everything else, can age. As it gets older it may need to be replaced. The frequency for which this becomes necessary depends on the climate and conditions in which the boat is sailed. For example: if you sail in the Caribbean it should be replaced every 2-3 years compared to every 10 for the great lakes. You should consult a professional rigger for advice.**



SPINNAKER

- 1. SPINNAKER WINCH
- 2. SPINNAKER SHEET
- 3. SPINNAKER SHEET BLOCK
- 4. SPINNAKER TACK LINE CLEAT
- 5. SPINNAKER TACK LINE

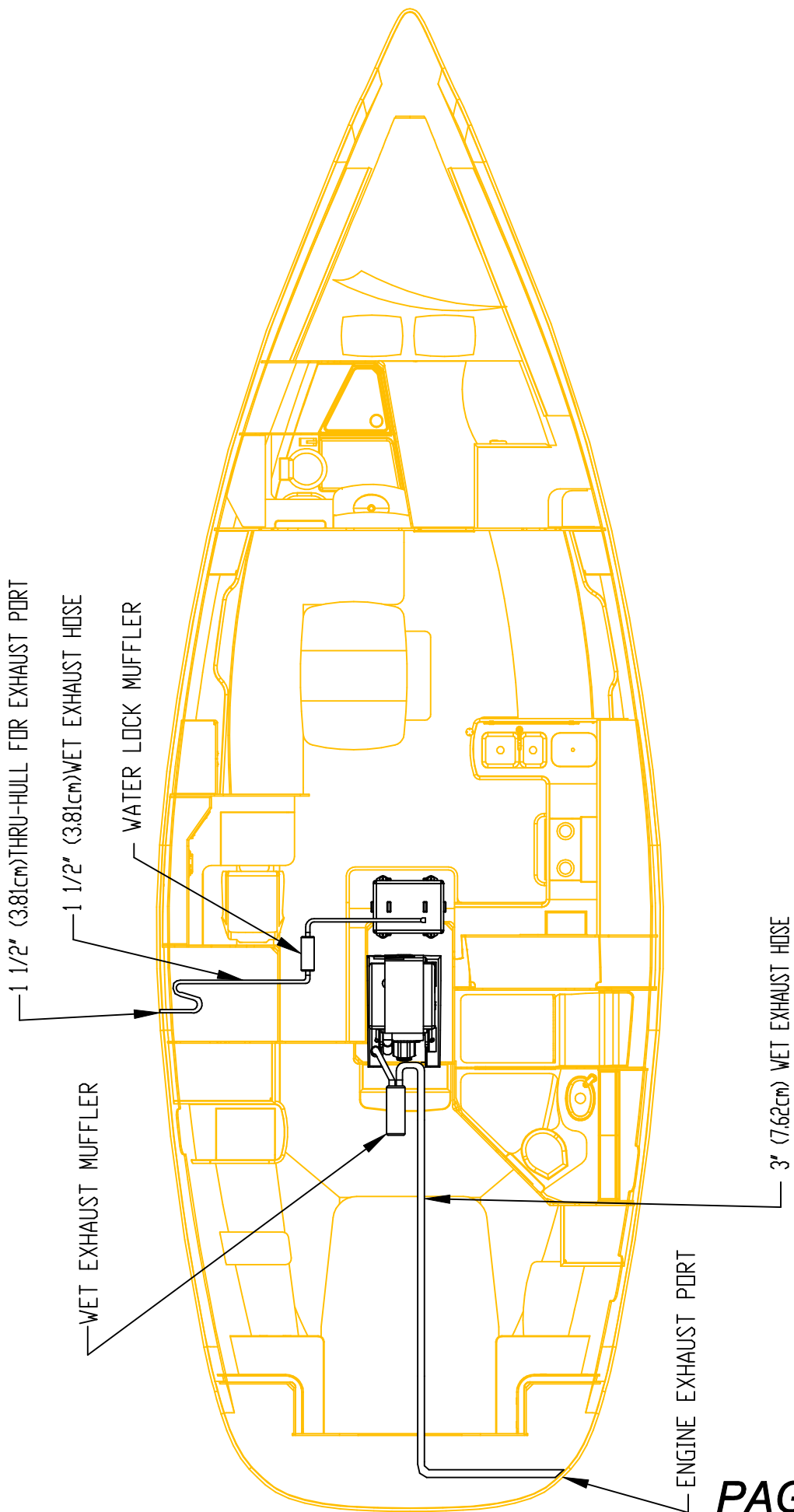
SEE PAGES 42A-1&2 FOR SPINNAKER HALYARD LAYOUT

## **ENGINE OPERATING INSTRUCTIONS:**

- ① **FILL DIESEL TANK WITH DIESEL FUEL**
- ② **CHECK ENGINE OIL LEVEL (SEE YANMAR MANUAL)**
- ③ **OPEN ENGINE RAW WATER PICKUP SEACOCK (SEE PAGES 60A-1)**
- ④ **TURN ON "START BATTERY SELECTOR SWITCH" (LOCATED AT THE NAVIGATION STATION)**
- ⑤ **TURN KEY TO START POSITION, RELEASE WHEN ENGINE STARTS  
NOTE" IF ENGINE APPEARS TO HAVE TROUBLE STARTING, SEE YANMAR MANUAL**
- ⑥ **TO SHUT ENGINE DOWN: PUSH RED BUTTON AT KEY SWITCH PANEL  
UNTIL ENGINE STOPS RUNNING THEN TURN KEY TO OFF POSITION.**

**WARNING: DO NOT LEAVE AFT HATCHES/ PORTS OPEN WHILE ENGINE IS RUNNING. THERE EXISTS A POSSIBILITY OF EXHAUST POISONING, OR EVEN DEATH.**

**SEE PAGE 63D-1 FOR OPTIONAL GENERATOR OPERATING INSTRUCTIONS**



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**EXHAUST SYSTEM LAYOUT**  
 DRAWING NO. 44cc8055C      REVISION NO. None  
 DRAWN BY: ENG      DATE: 06/10/05



FRESH WATER SYSTEM OPERATION:

- ① FILL TANK WITH FRESH WATER (SEE PAGE 60B FOR FILL LOCATIONS)
- ② OPEN ISOLATOR VALVE (SEE PAGE 57B FOR LOCATION)
- ③ OPEN DESIRED MANIFOLD VALVES (SEE PAGE 57C)
- ④ TURN BATTERY SELECTOR SWITCH TO THE "ON" POSITION  
"FLIP" MAIN PANEL BREAKER @ BATTERY SWITCH TO THE "ON" POSITION  
(PANEL LOCATED AT THE MAIN SALON BUNK)
- ⑤ TURN ON "WATER PUMP" SWITCH ON CONTROL PANEL @ NAV STATION
- ⑥ "HOT WATER" IS ATTAINABLE BASICALLY IN TWO WAYS...
  - Ⓐ BY HEATING THE WATER THRU THE ENGINE HEAT EXCHANGER UNIT
  - Ⓑ BY SUPPLYING 110V.A.C. BY "DOCKSIDE SHORE POWER".
- ⑦ TO HEAT BY "ENGINE" SEE PAGE 55A FOR ENGINE OPERATING INSTRUCTIONS.

NOTE: WHEN COOLANT IS INSTALLED, BLEED AIR FROM HEAT EXCHANGER LINES TO WATER HEATER.  
CRANK ENGINE, OPEN BLEEDER VALVE (SEE PAGE 55B) UNTIL AIR IS GONE FROM LINES

- ⑧ TO HEAT BY "SHORE POWER"
  - Ⓐ HOOK UP SHORE POWER CABLE/S
  - Ⓑ TURN ON A.C. MAIN BREAKER LOCATED IN AFT CABIN
  - Ⓒ TURN ON "WATER HEATER" SWITCH ON CONTROL PANEL

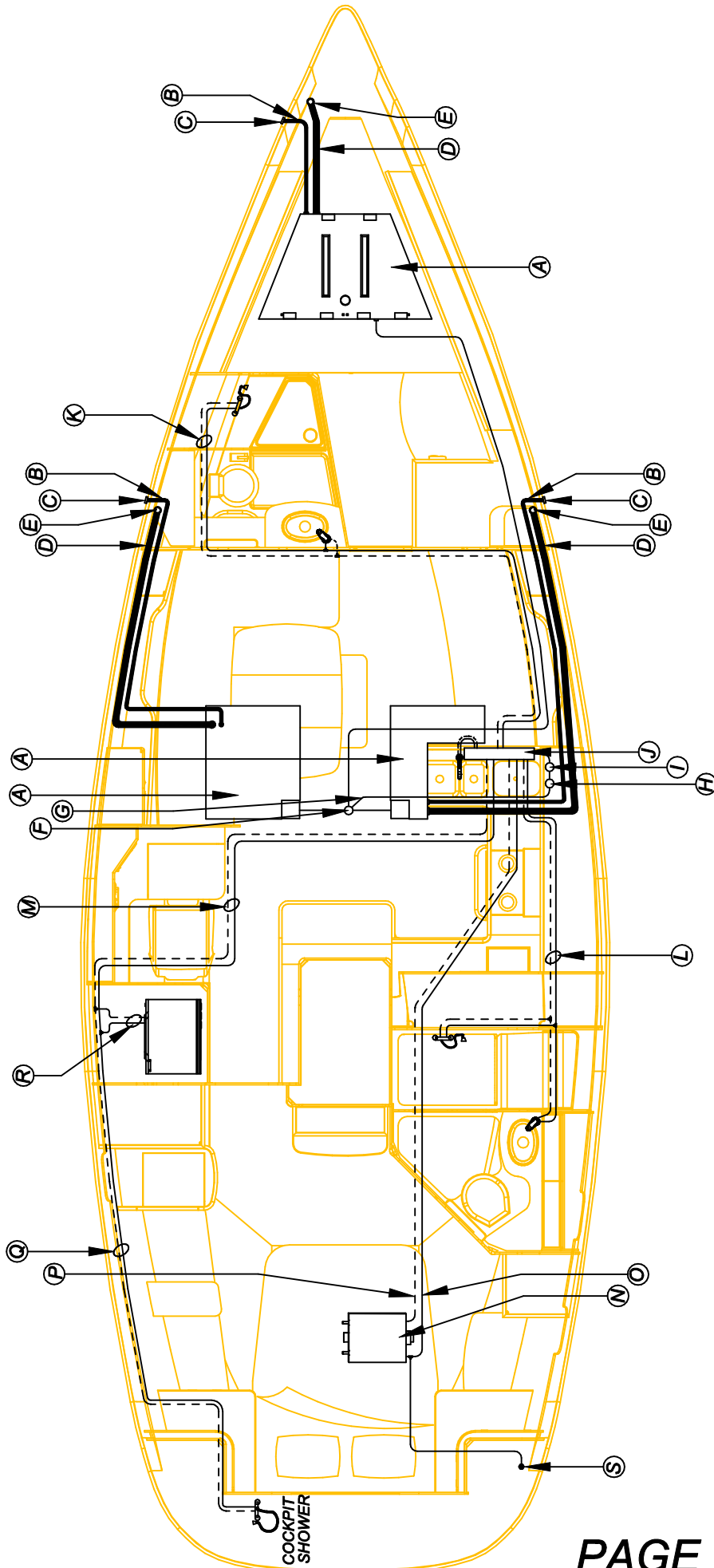
NOTE: AS WITH ALL WATER HEATERS, BE SURE THE UNIT IS FILLED WITH WATER  
BEFORE APPLYING POWER TO UNIT, TO AVOID DAMAGE TO HEATING ELEMENT

- (A) WATER TANK
- (B) TANK VENT HOSE
- (C) TANK VENT
- (D) TANK FILL HOSE
- (E) TANK FILL
- (F) ISOLATOR VALVE
- (G) LINE OUT TO MANIFOLD
- (H) WATER FILTER
- (I) WATER PUMP
- (J) WATER MANIFOLD
- (K) FORWARD VANITY AND SHOWER
- (L) AFT VANITY AND SHOWER
- (M) COCKPIT SHOWER AND WASHER/DRYER
- (N) WATER HEATER
- (O) COLD LINE TO WATER HEATER
- (P) HOT LINE FROM WATER HEATER TO MANIFOLD
- (Q) HOT & COLD LINES TO COCKPIT SHOWER
- (R) HOT & COLD LINES TO OPTIONAL WASHER/DRYER
- (S) SHORE INLET

ALL WATER LINES ARE 15mm TUBING

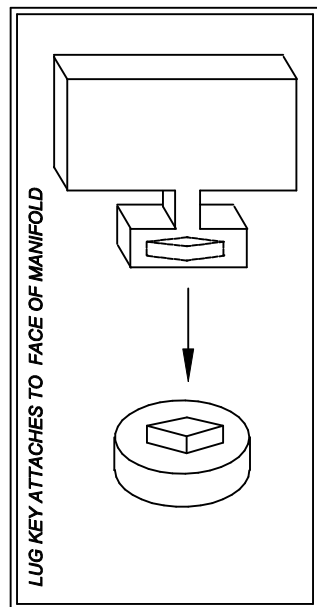
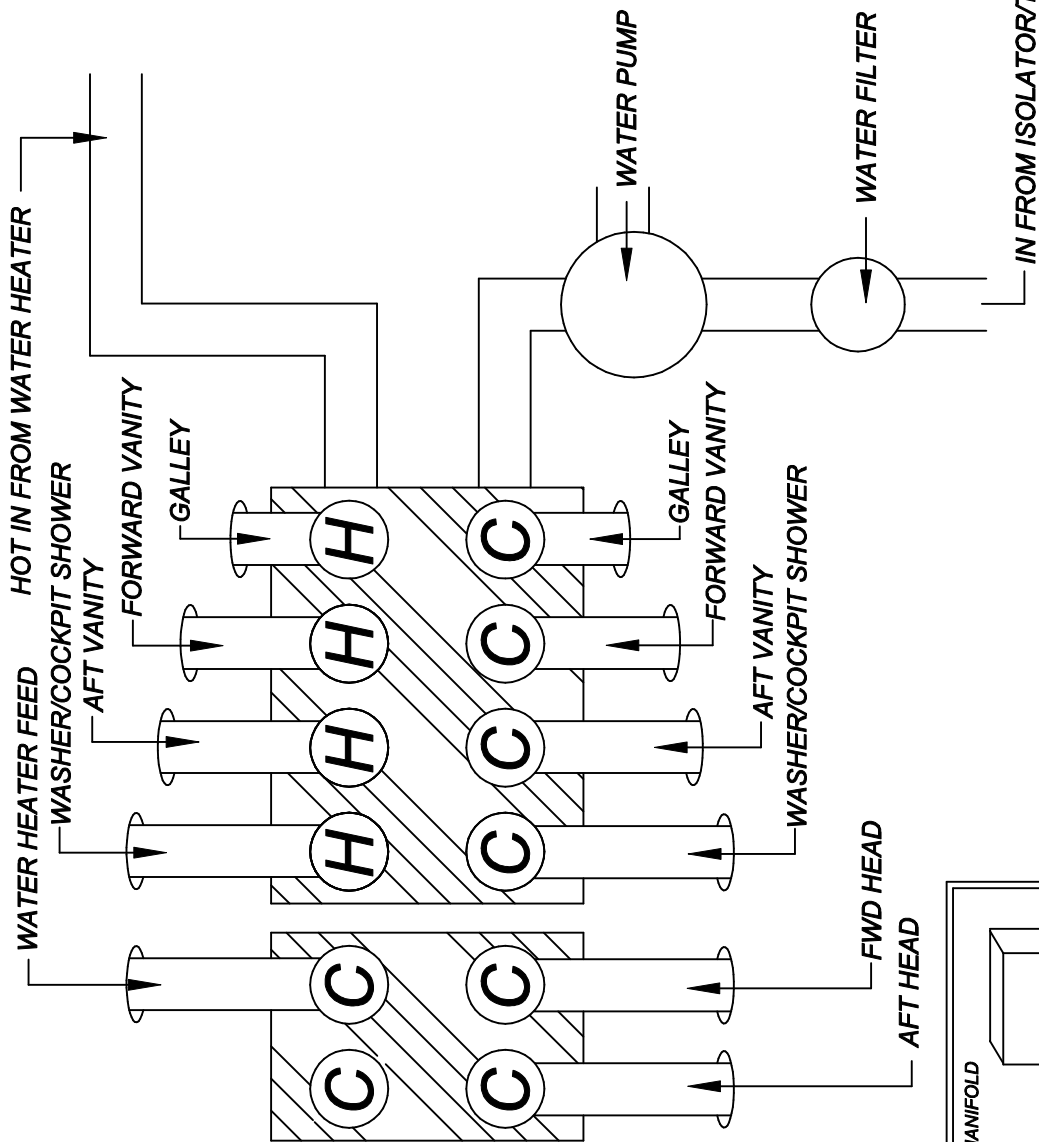
TANK VENT HOSE IS 3/4" (19mm)

TANK FILL HOSE IS 1-1/2" (38mm)



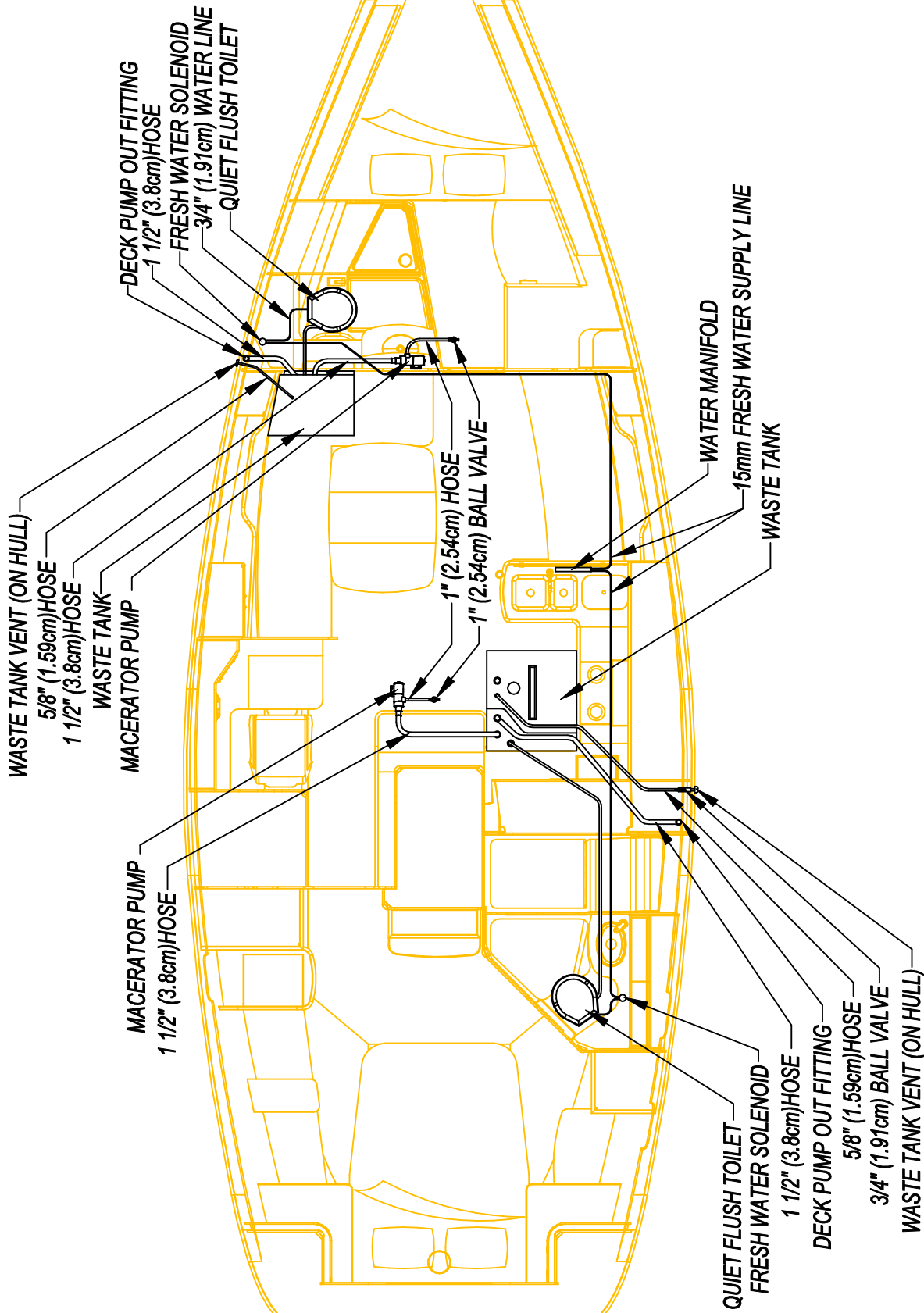
— COLD WATER LINES  
 - - - - - HOT WATER LINES

# WATER MANIFOLD SCHEMATIC (LOCATED IN CABINET BENEATH GALLEY SINK)



<small>REVISED NO.</small>	<small>REVISION NO.</small>	<small>DATE</small>
4-cc8057C	None	06/10/05
<small>DESIGNED BY</small>	<small>ENGINEER</small>	<small>DATE</small>
	ENG	

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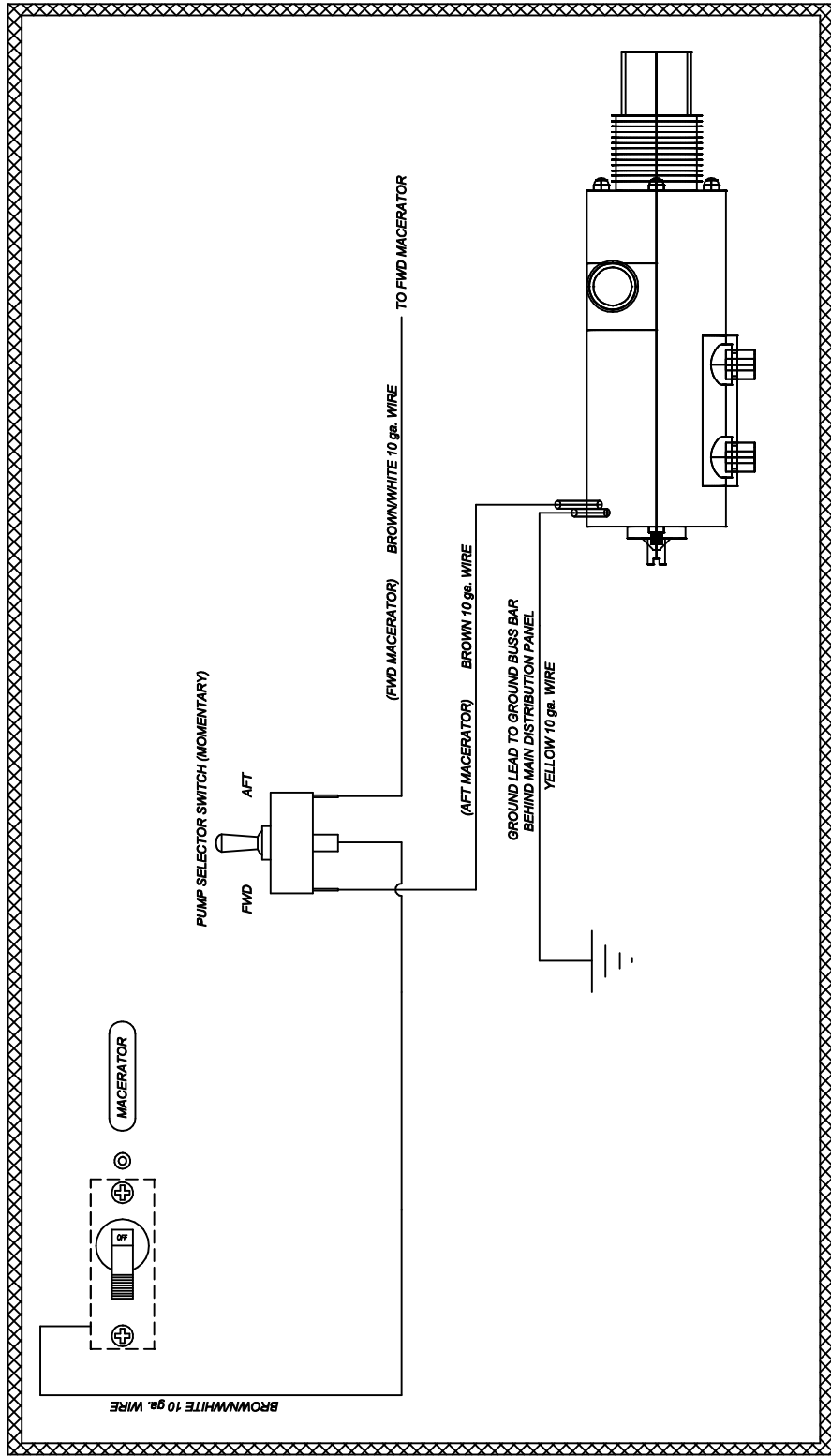
DRAWING TITLE: **QUIET FLUSH WASTE SYSTEM LAYOUT**  
 This document describes information for which HUNTER MARINE CORP. has proprietary rights.

DRAWING NO. <b>44cc8058A-1</b>	NONE
DRAWN BY: <b>ENG</b>	DATE: <b>08/10/05</b>

HUNTER



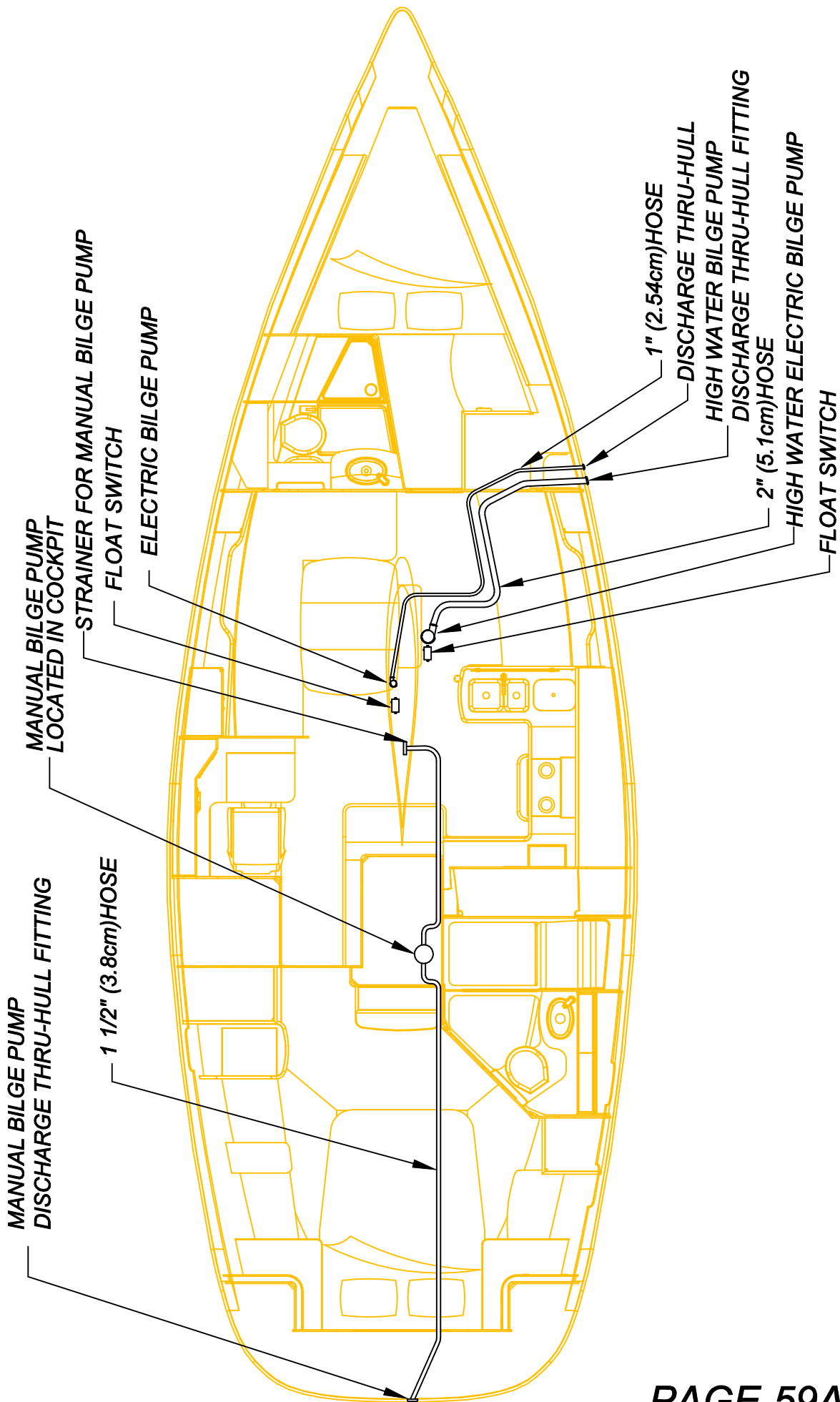
THE MACERATOR MOMENTARY SWITCH IS PROVIDED TO PROHIBIT THE "DRY RUNNING" OF THE MACERATOR. TO OPERATE THE MACERATOR, TURN THE MACERATOR BREAKER TO THE "ON" POSITION. WHILE EITHER WATCHING THE WASTE TANK LEVEL INDICATOR, OR LISTENING TO THE PITCH OF THE PUMP, HOLD THE MOMENTARY SWITCH FORWARD OR AFT. THIS WILL ACTIVATE THE MACERATOR. ONCE THE TANK LEVEL INDICATOR REACHES "EMPTY", OR THE PITCH CHANGES NOTICEABLY, RELEASE THE MOMENTARY SWITCH AND TURN THE BREAKER TO THE "OFF" POSITION. NOTE: THE TANK MONITOR UPDATES SLOWLY, THEREFORE IT IS MORE AFFECTIVE AND SAFER FOR THE OPERATOR USES THE "LISTENING" METHOD TO DETERMINE IF THE TANK HAS BEEN EMPTIED.



MACERATOR SCHEMATIC  
TYPICAL

<small>OWNER TITLE</small> <b>MACERATOR SCHEMATIC</b>	
<small>ISSUANCE NO.</small> 44cc8058B	<small>REVISION NO.</small> None
<small>ISSUANCE BY</small> ENG	<small>DATE</small> 06/10/05

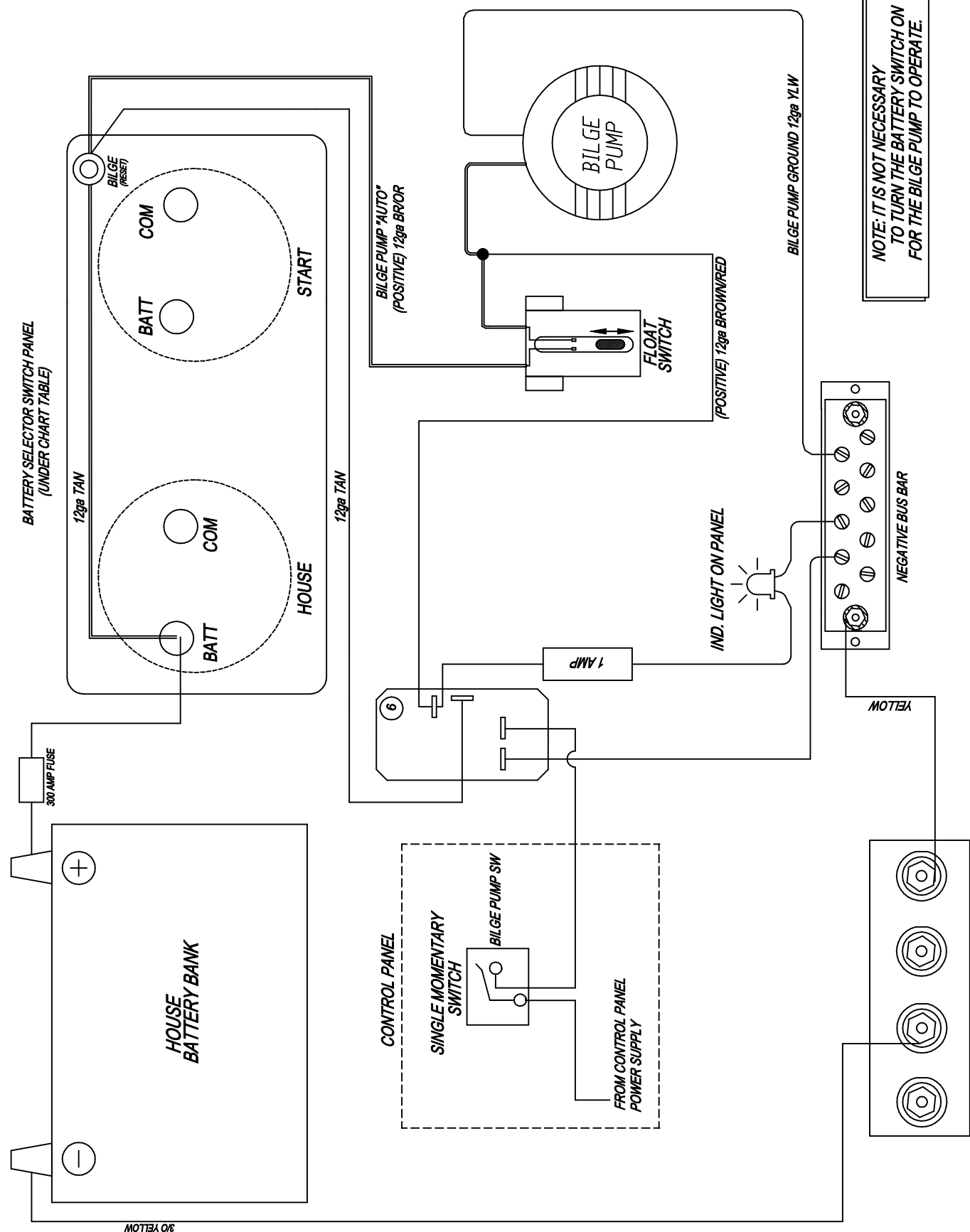




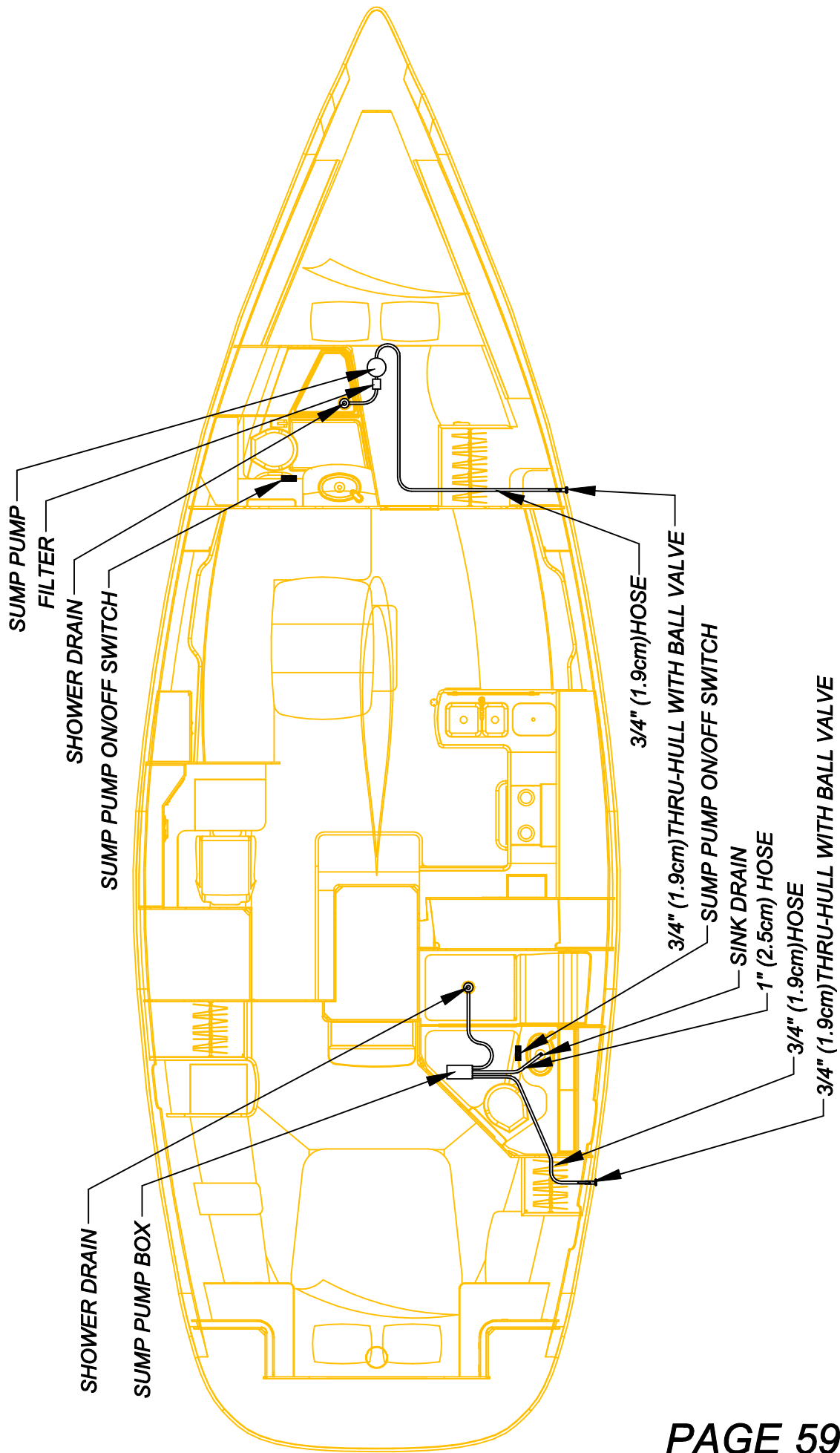
This document contains information for which HUNTER MARINE CORP. has proprietary rights.

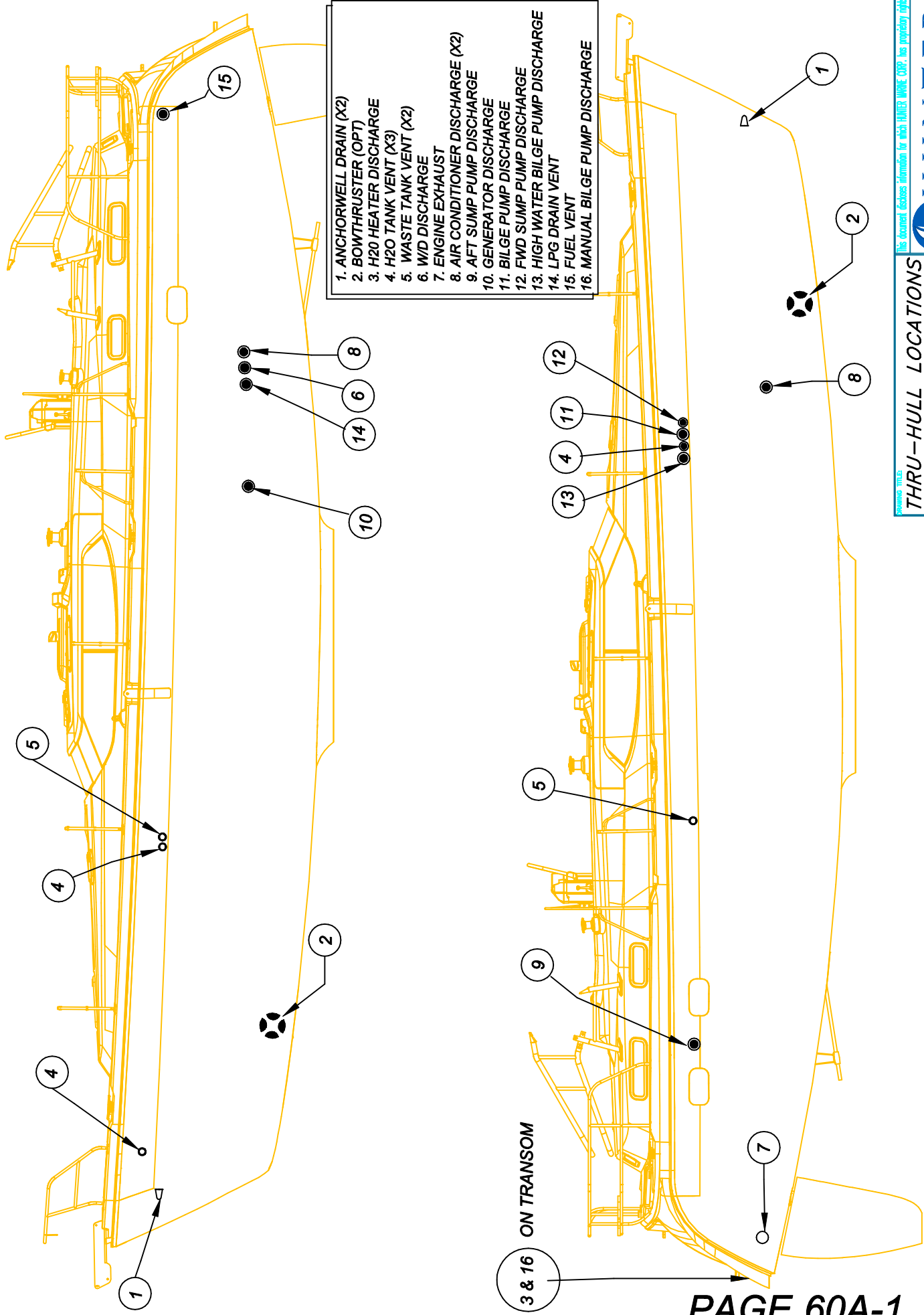
<b>BILGE PUMP LAYOUT</b>	
DRAWING NO. 44cc8059A	REVISION NO. None
DRAWN BY: ENG	DATE: 06/10/05





**NOTE: IT IS NOT NECESSARY TO TURN THE BATTERY SWITCH ON FOR THE BILGE PUMP TO OPERATE.**





- 1. ANCHORWELL DRAIN (X2)
- 2. BOWTHRUSTER (OPT)
- 3. H2O HEATER DISCHARGE
- 4. H2O TANK VENT (X3)
- 5. WASTE TANK VENT (X2)
- 6. W/D DISCHARGE
- 7. ENGINE EXHAUST
- 8. AIR CONDITIONER DISCHARGE (X2)
- 9. AFT SUMP PUMP DISCHARGE
- 10. GENERATOR DISCHARGE
- 11. BILGE PUMP DISCHARGE
- 12. FWD SUMP PUMP DISCHARGE
- 13. HIGH WATER BILGE PUMP DISCHARGE
- 14. LPG DRAIN VENT
- 15. FUEL VENT
- 16. MANUAL BILGE PUMP DISCHARGE

ON TRANSOM

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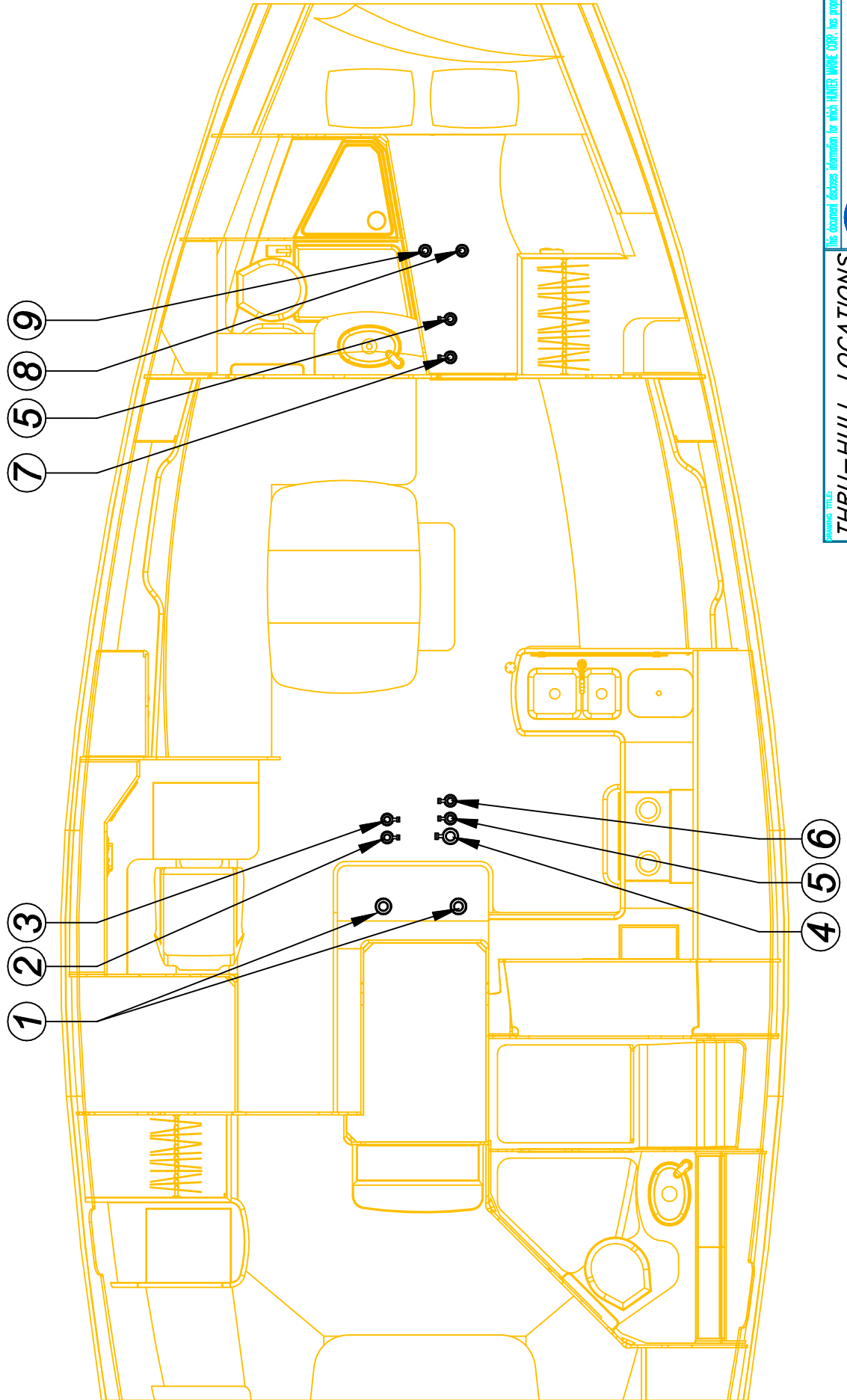
**HUNTER**

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**THRU-HULL LOCATIONS**

<small>FORMING TITLE</small>	<small>REVISION NO.</small>	<small>DATE</small>	<small>DATE</small>
44cc8060A-1	None	06/10/05	06/10/05
<small>DESIGNER</small>	<small>ENGINEER</small>	<small>DATE</small>	<small>DATE</small>
ENG			

- |                           |                            |
|---------------------------|----------------------------|
| 1. COCKPIT SCUPPER DRAINS | 6. AIR CONDITIONER PICK UP |
| 2. ENGINE PICK UP         | 7. VANITY DISCHARGE        |
| 3. GENERATOR PICK UP      | 8. KNOT TRANSDUCER         |
| 4. GALLEY DRAIN           | 9. DEPTH TRANSDUCER        |
| 5. MACERATOR DISCHARGE    |                            |

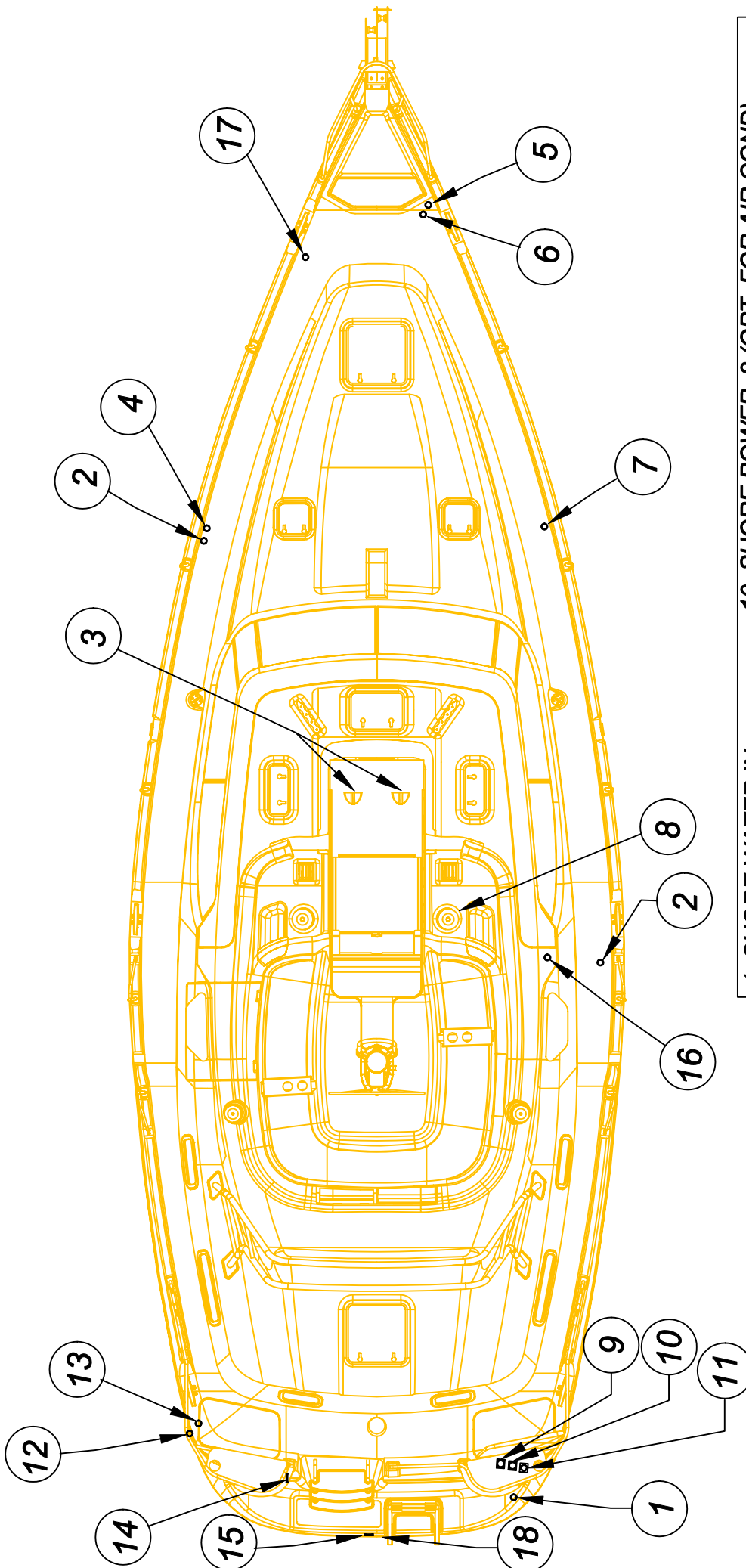


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**HUNTER**

**THRU-HULL LOCATIONS**

REVISED BY:	44cc8060A-2	REVISION NO.:	None
DATE:	06/10/05	DATE:	06/10/05
ENGINEER:	ENG		



- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1 SHORE WATER IN</li> <li>2 WASTE TANK PUMPOUT(X2)</li> <li>3 DORADE VENT (X2)</li> <li>4 PORT WATER TANK FILL</li> <li>5 WINDLASS UP SWITCH</li> <li>6 WINDLASS DOWN SWITCH</li> <li>7 STBD WATER TANK FILL</li> <li>8 ELECTRIC HALYARD</li> <li>9 SHORE POWER 1</li> </ul> | <ul style="list-style-type: none"> <li>10 SHORE POWER 2 (OPT. FOR AIR COND)</li> <li>11 TELEVISION/TELEPHONE CONNECTIONS</li> <li>12 FUEL TANK VENT (ON HULL)</li> <li>13 FUEL TANK FILL</li> <li>14 COCKPIT SHOWER</li> <li>15 MANUAL BILGE PUMP</li> <li>16 BLOWER</li> <li>17 FORWARD WATER TANK FILL</li> <li>18 WATER HEATER PRESURE RELIEF DISCHARGE</li> </ul> |
|---|---|

DRAWING TITLE: **THRU-DECK LOCATIONS**

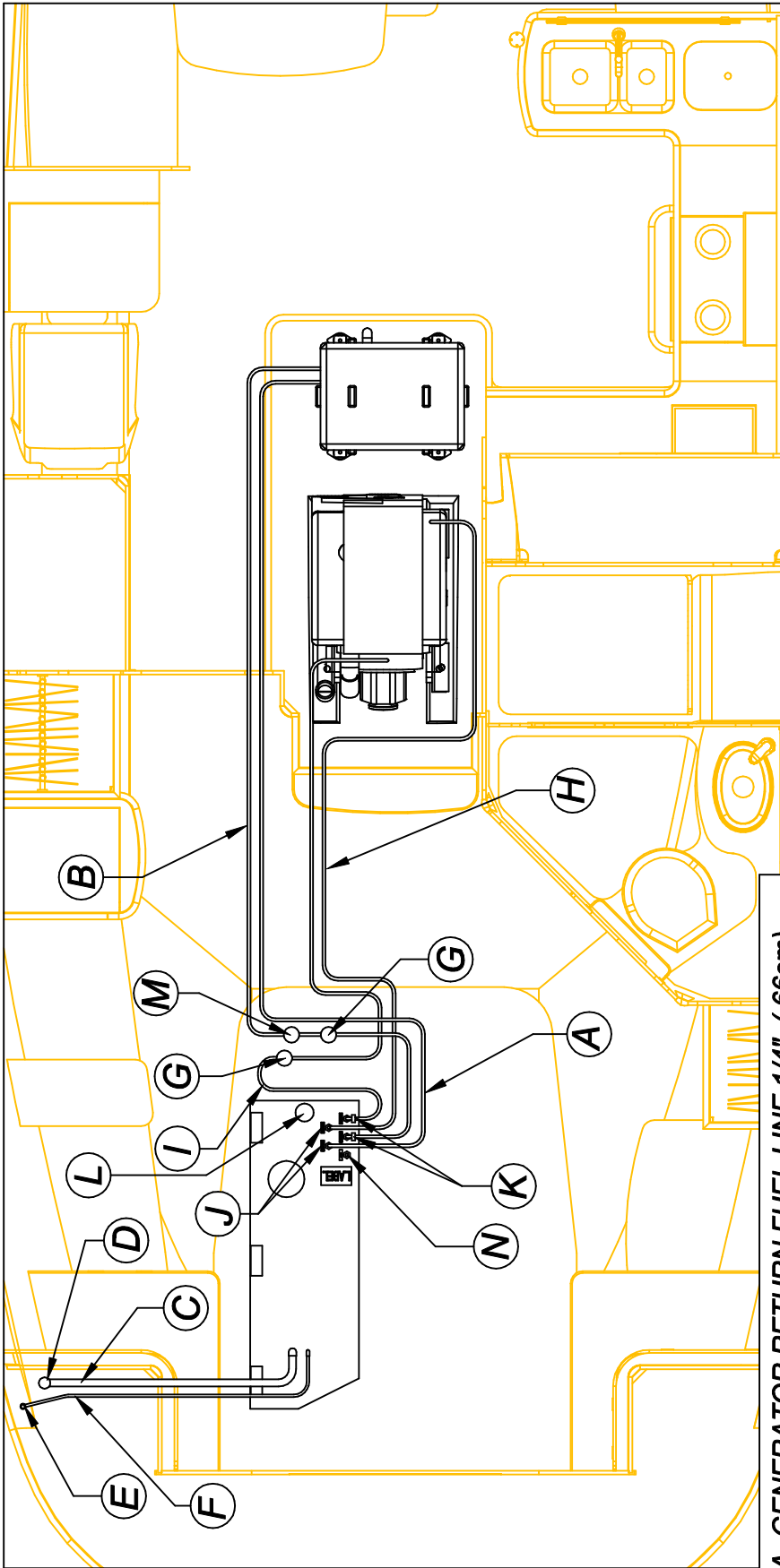
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DRAWN BY: ENG

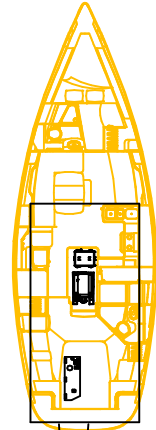


HUNTER

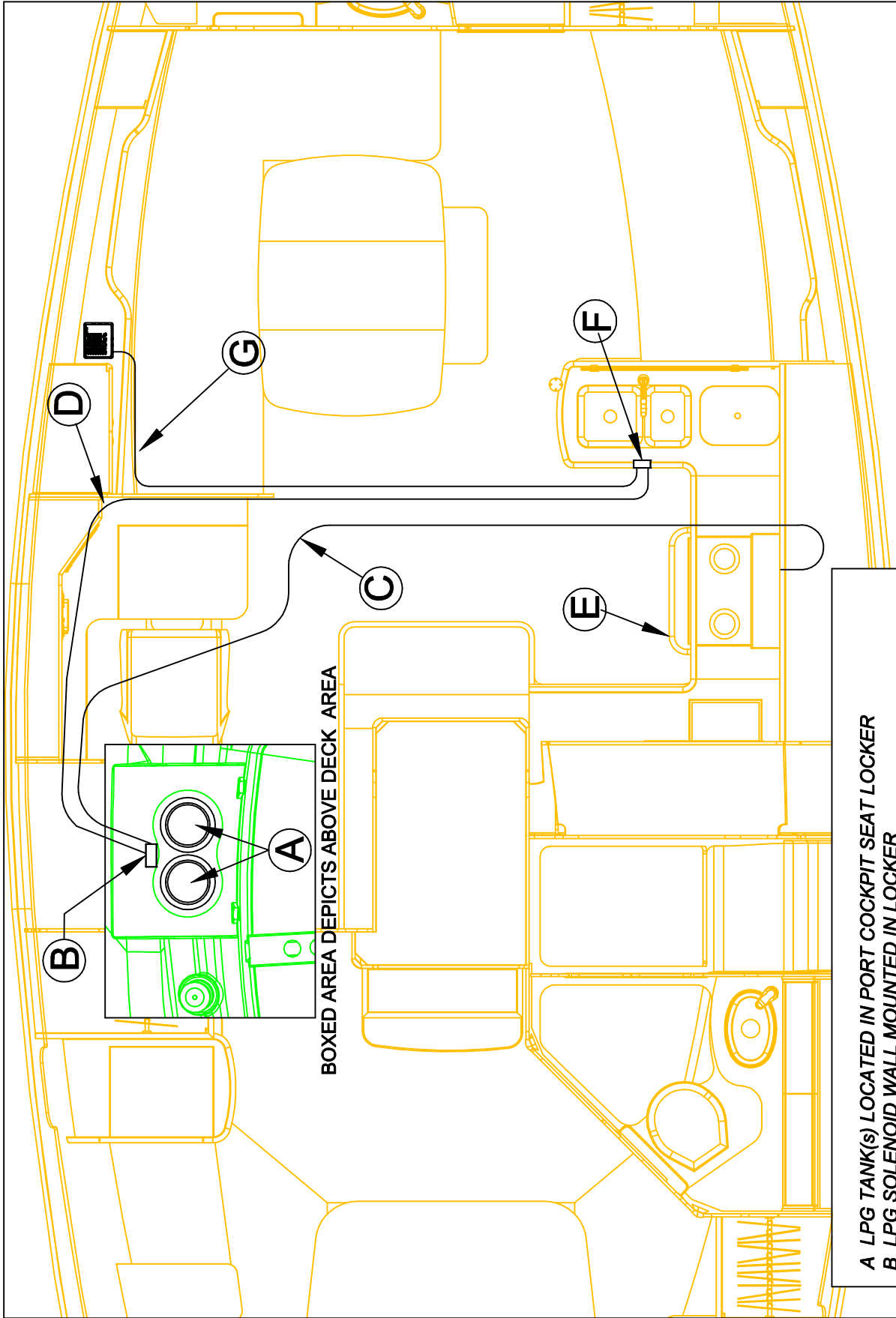
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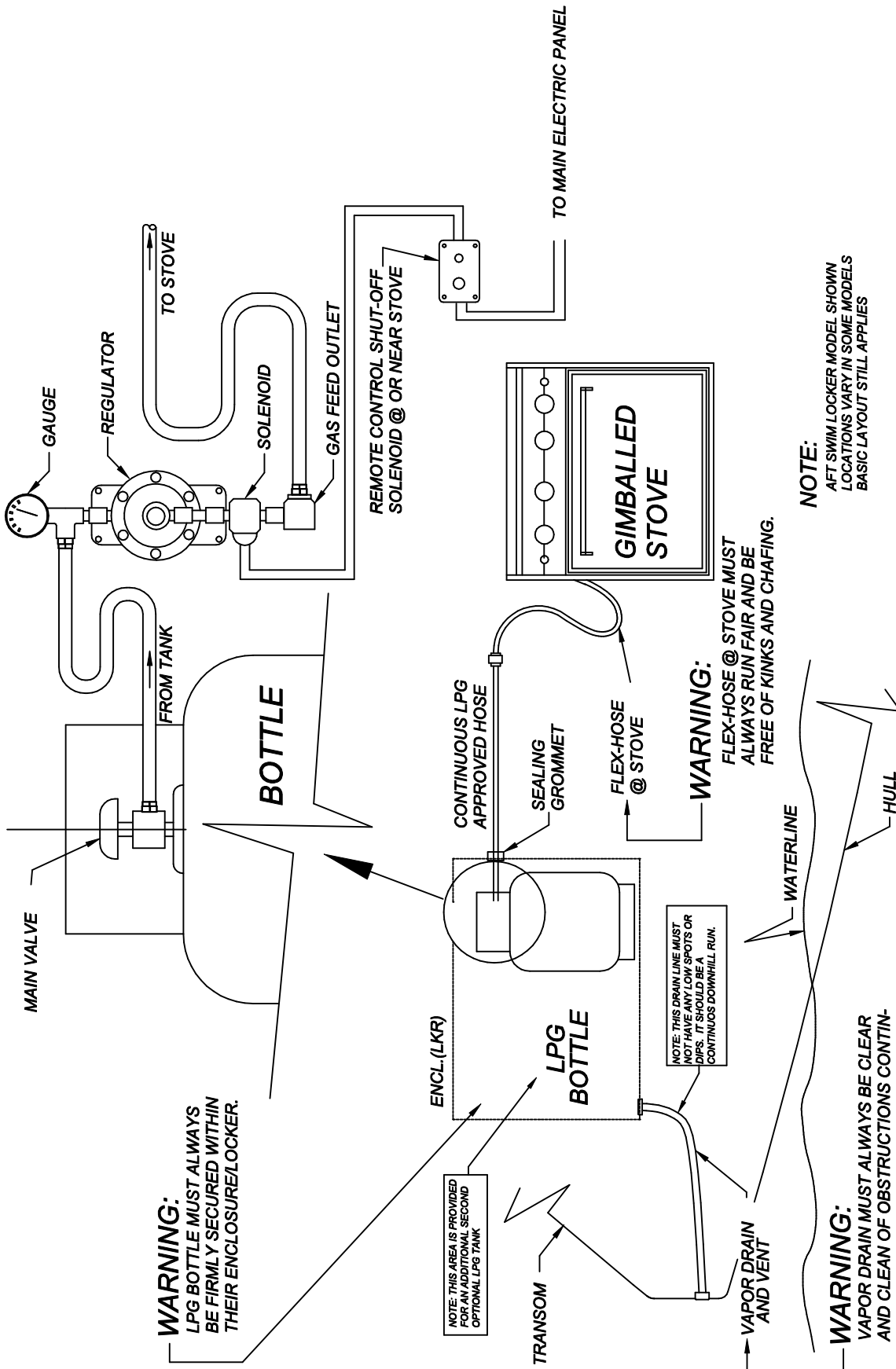
- A GENERATOR RETURN FUEL LINE 1/4" (.66cm)
- B GENERATOR FUEL SUPPLY LINE 1/4" (.66cm)
- C FUEL FILL HOSE 1-1/2" (3.8cm)
- D FUEL FILL (ON DECK)
- E FUEL VENT (ON DECK)
- F FUEL VENT HOSE 5/8" (1.6cm)
- G FUEL FILTER/WATER SEPARATOR
- H ENGINE FUEL RETURN LINE 5/16" (.79cm)
- I ENGINE FUEL SUPPLY LINE 5/16" (.79cm)
- J ENGINE AND GENERATOR FUEL RETURN PORTS
- K FUEL CUTOFF VALVES
- L FUEL LEVEL SENSOR
- M GENERATOR FUEL PUMP
- N OPTIONAL HEATER FUEL SUPPLY LINE







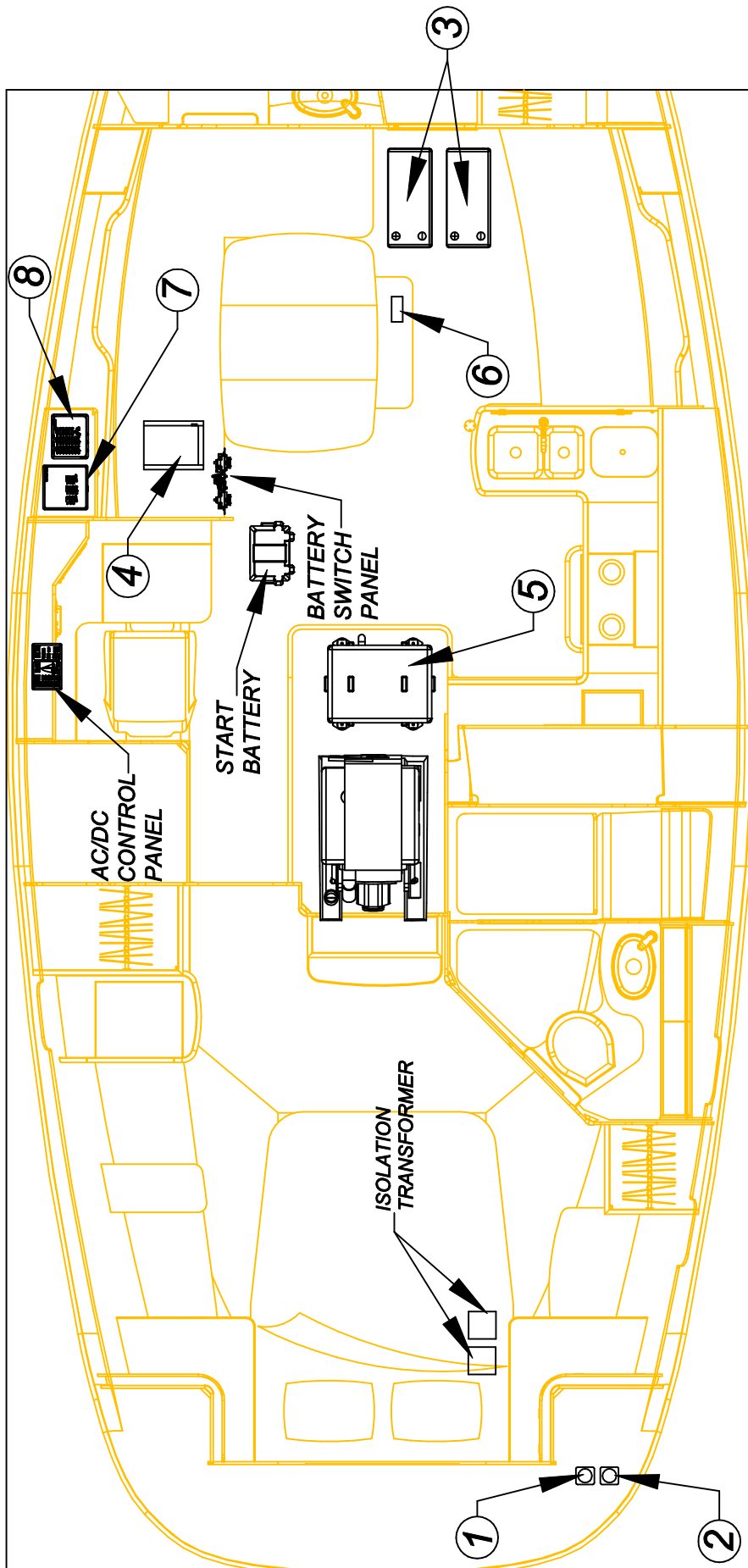
- A LPG TANK(S) LOCATED IN PORT COCKPIT SEAT LOCKER
- B LPG SOLENOID WALL MOUNTED IN LOCKER
- C RUBBER GAS LINE HOSE (COPPER IN CERTAIN REGIONS)
- D POWER LINE FROM LPG CONTROL SWITCH
- E GIMBALLED STOVE
- F REMOTE CONTROL SHUT-OFF LOCATED IN GALLEY FACE
- G POWER FROM DC DISTRIBUTION BOX TO REMOTE SWITCH



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## POWER SYSTEMS OPERATION PROCEDURES

POWER SOURCE:	TO OPERATE:
D.C. MAIN	<p>1. TURN DC MAIN BREAKER (LOCATED ON BATTERY SWITCH PANEL) TO THE "ON" POSITION TO SUPPLY POWER FROM HOUSE BATTERIES TO DC DISTRIBUTION BOX. NOTE: HOUSE BATTERY SWITCH DOES NOT NEED TO BE ON TO SUPPLY POWER TO THE DC SYSTEMS. HOUSE SWITCH MAY NEED TO BE ON IF USING INVERTER/CHARGER SYST TO MAINTAIN CHARGE TO HOUSE BATTERIES OR USING ALTERNATOR FROM ENGINE TO CHARGE BATTERIES. <b>IF NO POWER: CHECK 300 amp IN LINE FUSE AT HOUSE BATTERY IN CENTER BILGE COMPARTMENT, AND/OR BATTERY CONNECTIONS IF NECESSARY.</b></p>
SHORE POWER "LINE 1"	<p>1. CONNECT SHORE POWER CABLE #1, TO SUPPLY POWER TO "LINE 1" SIDE OF A.C. DISTRIBUTION BOX. 2. TURN ON "LINE 1" MAIN BREAKER, LOCATED STARBOARD AFT CABIN. 3. "LINE 1" INDICATOR SHOULD BE ILLUMINATED ON THE CONTROL PANEL IF POWER IS AVAILABLE. (NOTE: APPROX. 15 SECOND DELAY ON OPT. INV. MODELS) <b>IF NO POWER TO "LINE 1", CHECK THE FOLLOWING:</b> 1. BREAKER AT DOCKSIDE POWER SUPPLY BOX 2. BREAKER #1 IN STBD Q-BERTH</p>
SHORE POWER "LINE 2"	<p>1. CONNECT SHORE POWER CABLE #2, TO SUPPLY POWER TO "LINE 2" SIDE OF A.C. DISTRIBUTION BOX. 2. TURN ON "LINE 2" MAIN BREAKER, LOCATED STARBOARD AFT CABIN. 3. "LINE 2" INDICATOR SHOULD BE ILLUMINATED ON THE CONTROL PANEL IF POWER IS AVAILABLE. <b>IF NO POWER TO "LINE 2", CHECK THE FOLLOWING:</b> 1. BREAKER AT DOCKSIDE POWER SUPPLY BOX      NOTE: #2 SHORE POWER IS SUPPLIED WITH OPTIONAL AIR COND. EQUIPPED MODELS ONLY 2. BREAKER #2 IN STBD Q-BERTH      THE OPT. AIR COND IS POWERED BY THE "SHORE POWER LINE 2" CABLE OR THE OPT. GENERATOR. NOTE: IF ANY OTHER APPLIANCES ARE TO BE USED WITH AIR COND. RUNNING WHEN ON SHORE POWER BOTH "SHORE POWER #1" AND "SHORE POWER #2" CABLES MUST BE HOOKED UP.</p>
OPTIONAL INVERTER WHEN IN INVERT MODE (CONVERTS 12V.D.C. TO 120V.A.C.)	<p>1. TURN THE HOUSE BATTERY SELECTOR SWITCH TO THE "ON" POSITION 2. PRESS THE INVERT BUTTON ON THE INVERTER REMOTE PANEL. (LOCATED AT NAV STATION) 3. TURN ON DESIRED APPLIANCES. (NOTE: OUTLETS AND MICROWAVE WILL RUN FROM THE INVERTER. WATER HEATER, AIR CONDITIONERS AND WASHER/DRYER WILL NOT.) NOTE: IT TAKES 10 D.C. AMPS TO CREATE 1A.C. AMP. IF THE BATTERY VOLTAGE DROPS BELOW 10.5V, THE INVERTER WILL AUTOMATICALLY SHUT DOWN.</p>
BUILT IN INVERTER-TRANSFER SWITCH.	<p>THE INVERTER AUTO TRANSFERS SHORE POWER TO THE A.C. DISTRIBUTION BOX WHEN "SHORE POWER #1" CABLE IS CONNECTED AND DOCKSIDE POWER PRESENT AT A.C. BOX AND BYPASSING THE INVERT MODE CAPABILITIES.</p>
OPTIONAL GENERATOR	<p>1. TURN (START) BATTERY SWITCH TO THE "ON" POSITION 2. CHECK SEA STRAINER AND OPEN RAW WATER SEACOCK. SEE PAGE 60A FOR LOCATION 3. START GENERATOR (FOLLOW STARTING INSTRUCTIONS PROVIDED IN THE "GENERATOR MANUAL") 3. TURN ON GENERATOR ROCKER SWITCH TO THE "ON" POSITION LOCATED ON THE CONTROL PANEL. NOTE: ALL A.C. SYSTEMS NOW SHOULD HAVE POWER, IF NO OUTPUT FROM GENERATOR IS THE PRESENT THEN A.C. SYSTEMS WILL STAY IN THE SHORE POWER MODE.</p>
OPT. BATT. CHARGER	<p>1. CONNECT SHORE POWER CABLE #1 TO POWER "LINE 1" SIDE OF A.C. DISTRIBUTION BOX AND TURN ON "SHORE POWER LINE 1" BREAKER. 2. TURN "BATTERY CHARGER" SWITCH (LOCATED ON CONTROL PANEL) TO THE "ON" POSITION NOTE: IT IS NOT NECESSARY TO TURN ON THE "HOUSE" BATTERY SWITCH TO PROVIDE CHARGING POWER TO THE HOUSE BATTERIES. ALSO START BATTERY DOES NOT RECEIVE CHARGE FROM BATTERY CHARGER, ONLY FROM ENGINE ALTERNATOR.</p>
ENGINE ALTERNATOR	<p>1. TURN (START) BATTERY SWITCH TO THE "ON" POSITION 2. CHECK SEA STRAINER &amp; OPEN RAW WATER SEACOCK. SEE PAGES 60A FOR LOCATION 3. START SHIP'S ENGINE (FOLLOW STARTING INSTRUCTIONS IN THE "ENGINE MANUAL") 4. TURN (HOUSE) BATTERY SWITCH TO THE "ON" POSITION. NOTE: TURN ON (HOUSE) BATTERY SWITCH BEFORE STARTING IF BOOST IS NEEDED FROM HOUSE BATTERIES TO START ENGINE.</p>
OPTIONAL INVERTER INVERTER HAS A BUILT IN AUTO. CHARGING SYSTEM	<p>1. CONNECT SHORE POWER CABLE #1 TO POWER "LINE 1" SIDE OF A.C. DISTRIBUTION BOX AND TURN ON "SHORE POWER LINE 1" BREAKER. 2. TURN HOUSE BATTERY ON/OFF SWITCH TO THE "ON" POSITION 3. PRESS THE CHARGER BUTTON ON THE INVERTER REMOTE PANEL. (LOCATED AT NAV STATION) NOTE: IT IS NOT NECESSARY TO TURN ON THE "START" BATTERY SWITCH TO PROVIDE CHARGING POWER TO THE START BATTERY. NOTES: WHEN LEAVING BOAT UNATTENDED, BE SURE INVERTER REMOTE IS NOT IN THE INVERT MODE, THIS WAY IF SHORE POWER IS LOST FOR ANY REASON, THIS WILL PREVENT THE INVERTER FROM CONVERTING 12V.D.C. TO A.C. VOLTAGE CAUSING HOUSE BATTERY TO BE DRAINED. TYPICALLY THE BOAT SHOULD NOT BE LEFT UNATTENDED WITH SHORE POWER CONNECTED. INVERTER CHARGE MODE WORKS ONLY WHEN THERE IS POWER TO THE "LINE 1" SIDE OF THE A.C. DISTRIBUTION BOX.</p>



- 1 SHORE POWER 1 POWERS "LINE 1" SIDE OF AC PANEL
- 2 SHORE POWER 2 POWERS "LINE 2" SIDE OF AC PANEL
- 3 HOUSE BATTERIES PROVIDE 12V.D.C. VOLTAGE TO DC SIDE OF DISTRIBUTION PANEL AND TO THE OPTIONAL INVERTER VIA THE BATTERY SWITCH PANEL.
- 4 OPTIONAL INVERTER OR OPTIONAL BATTERY CHARGER CONVERTS
- 5 OPTIONAL GENERATOR PROVIDES A.C. POWER TO BOTH "LINE 1 AND LINE 2" WHEN GENERATOR AND PARALLEL BREAKERS ARE IN THE "ON" POSITION WHILE GENERATOR IS RUNNING.
6. HOUSE BATTERY BANK 300A FUSE.
7. AC DISTRIBUTION BOX.
8. DC DISTRIBUTION BOX.

**NOTE:**  
 BE SURE THE BATTERY SELECTOR SWITCH ON THE BATTERY CHARGER IS IN THE PROPER POSITION FOR YOUR BATTERY TYPE

## 12 V.D.C. DISTRIBUTION BOX

BREAKER	DESCRIPTION
CABIN LIGHTS	SUPPLIES POWER TO ALL INTERIOR LIGHTS
COURTESY LIGHTS	SUPPLIES POWER TO FLOOR LIGHTS, ENGINE BOX, DISH RACK, COCKPIT LIGHT AND RANGE HOOD
RADAR	SUPPLIES POWER TO CHART PLOTTER AND RADAR SYSTEMS
SHOWER PUMP	SUPPLIES POWER TO SUMP PUMPS
BLOWER	SUPPLIES POWER TO THE VENTILATION BLOWER IN THE ENGINE BOX
FWD HEAD	SUPPLIES POWER TO FORWARD ELECTRIC TOILET
AFT HEAD	SUPPLIES POWER TO AFT ELECTRIC TOILET
WASTE PUMP	SUPPLIES POWER TO MACERATOR PUMP <b>NOTE: THESE DEVICES ARE USED FOR DIRECT OVERBOARD DISCHARGE OF RAW SEWAGE, BE AWARE OF YOUR LOCAL BOATING REG. BEFORE USING.</b>
FWD ENTER.	SUPPLIES POWER TO FORWARD CABIN STEREO AND TV SYSTEMS
MAIN ENTER.	SUPPLIES POWER TO MAIN SALON STEREO AND TV SYSTEMS
AFT ENTER.	SUPPLIES POWER TO AFT CABIN STEREO AND TV SYSTEMS
COCKPIT STEREO	SUPPLIES POWER TO COCKPIT STEREO UNIT
FRIDGE	SUPPLIES POWER TO REF. COMPRESSOR, ADJUST THERMOSTATS INSIDE FRIDGE/FREEZER TO DESIRED TEMP.
FREEZER	SUPPLIES POWER TO FREEZER COMPRESSOR, ADJUST THERMOSTATS INSIDE FREEZER TO DESIRED TEMP.
VHF	SUPPLIES POWER TO THE VHF RADIO
AUTOPILOT	SUPPLIES POWER TO AUTO PILOT SYSTEM AND TO SEATALK RESET
NAV LIGHTS	SUPPLIES POWER BOW, STERN AND MAST LIGHTS
DECK LIGHTS	SUPPLIES POWER TO MAST MOUNTED DECK LIGHT
WATER PUMP	SUPPLIES POWER TO FRESH WATER PUMP TO PRESSURIZE WATER SYSTEM.
SPARE	SUPPLIES POWER TO STUD MOUNTED ON SIDE OF DISTRIBUTION FOR OWNER'S USE. NOTE: UP TO 10 AMPS.
12V OUTLET	SUPPLIES POWER TO POWER PLUGS PROVIDED FOR CELLPHONE, LAPTOP COMPUTER, ETC.
CONTROL PANEL	SUPPLIES POWER TO AC/DC CONTROL PANEL
BILGE IND.	OVER CURRENT PROTECTION FOR BILGE PUMP RUN INDICATOR ON CONTROL PANEL.
SEATALK	OVER CURRENT PROTECTION FOR INSTRUMENT DISPLAYS

## 120 V.A.C. (230 OVERSEAS MODELS) DISTRIBUTION BOX

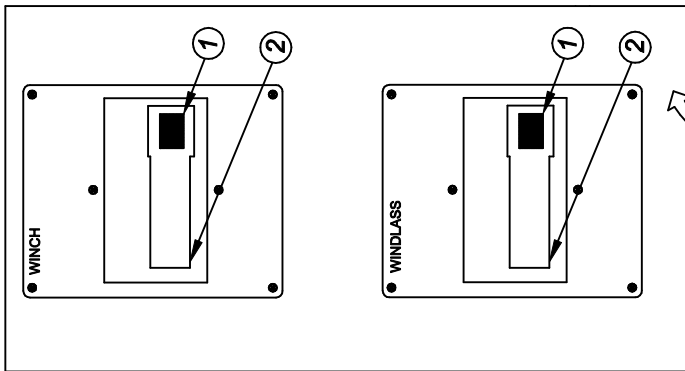
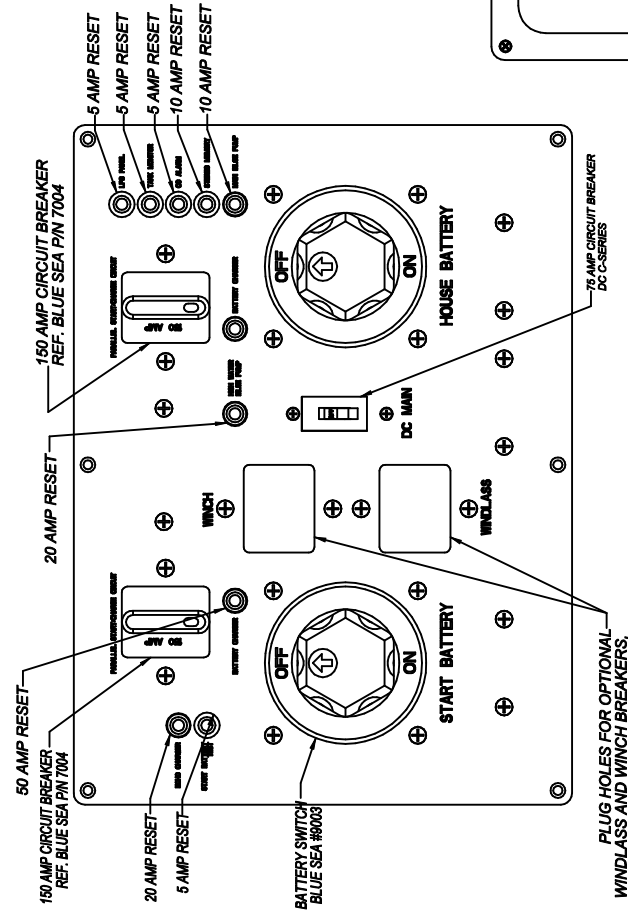
BREAKER	DESCRIPTION
MICROWAVE	SUPPLIES POWER TO OUTLET BEHIND MICRO. IN WHICH MICROWAVE IS PLUGGED INTO.
PORT OUTLETS	PROVIDES A.C. POWER TO THE OUTLETS ON THE PORT SIDE OF BOAT.
STBD OUTLETS	PROVIDES A.C. POWER TO THE OUTLETS ON THE STBD. SIDE OF BOAT.
SPARE (W/D)	SUPPLIES POWER TO OUTLET USED FOR THE WASHER/DRYER OPTION.
SPARE (I/M)	NOT USED
WATER HEATER	SUPPLIES POWER TO WATER HEATER. <b>BE SURE TANK IS FULL AND SYSTEM IS FREE FROM AIR BEFORE APPLYING POWER TO HEATER TO PREVENT ELEMENT BURNOUT. NOTE DO NOT TRY TO POWER WATER HEATER OFF OF THE OPTIONAL INVERTER, IT IS NOT CAPABLE OF SUPPLYING ENOUGH POWER TO POWER UNIT.</b>
BATT. CHARGER	PROVIDES POWER TO BATTERY CHARGER WHICH IN TURN PROVIDES CHARGING POWER TO BATTERIES. NOTE: IF OPTIONAL INVERTER CHOSEN THIS BREAKER IS NOT UTILIZED AND IS AVAILABLE AS A "SPARE" BREAKER.
FWD AIR COND.	PROVIDES POWER TO AIR COND. UNIT (SEE "AIR COND. MANUAL" FOR OPER. INSTRUCTIONS.)
AFT AIR COND.	PROVIDES POWER TO AIR COND. UNIT (SEE "AIR COND. MANUAL" FOR OPER. INSTRUCTIONS.)
PUMP RELAY	PROVIDES POWER TO AIR COND. SYSTEM WATER PUMP <b>ALWAYS TURN RELAY BREAKER ON BEFORE TURNING ON AIR COND UNITS</b>
VOLT METER 1	OVER CURRENT PROTECTION FOR LINE 1 VOLT METER ON CONTROL PANEL
VOLT METER 2	OVER CURRENT PROTECTION FOR LINE 2 VOLT METER ON CONTROL PANEL

## AC/DC CONTROL PANEL

SWITCH	DESCRIPTION (12VDC SIDE)
PANELS LIGHTS	PROVIDES BACK LIGHTING TO THE PANEL LABELS
DECK LIGHTS	TURNS ON/OFF THE MAST MOUNTED DECK LIGHT.
INSTRUMENTS	TURNS ON/OFF THE INSTRUMENT DISPLAYS AND AUTO PILOT SYSTEM IF EQUIPED.
WATER PUMP	TURNS ON/OFF THE FRESH WATER PUMP.
SPARE	TURNS ON/OFF OWNER'S INSTALLED EQUIPMENT FOR USE BY OWNER.
BILGE PUMP	TURNS ON MAIN BILGE PUMP, SWITCH IS MOMENTARY AND USED FOR TESTING THE SYSTEM.
ANCHOR LIGHT	TURNS ON/OFF THE MAST MOUNTED ANCHOR LIGHT.
STEAMING LIGHT	TURNS ON/OFF THE FORWARD MOUNTED MAST LIGHT.
NAVIGATION LTS	TURNS ON/OFF THE BOW AND STERN LIGHTS.
HOUSE (I)	SHOWS HOUSE BATTERY BANK VOLTS ON METER DISPLAY. ALL LOADS SHOULD BE OFF FOR ACCURATE READING.
START (II)	SHOWS START BATTERY VOLTS ON METER DISPLAY.
AUTO BILGE (LED)	ILLUMINATES IF MAIN BILGE PUMP IS RUNNING.

SWITCH	DESCRIPTION (120V-60 HERTZ SIDE)
BATTERY CHARGER	TURNS ON/OFF THE BATTERY CHARGER. NOTE: INVERTER IS INSTALLED, THIS HAS NO FUNCTION.
WATER HEATER	TURNS ON/OFF THE WATER HEATER.
GENERATOR	TRANSFERS POWER FROM SHORE POWER OR GENERATOR. NOTE: IF GENERATOR IS NOT RUNNING, NO ACTION WILL BE TAKEN
SHORE POWER 1 (LED)	INDICATOR LIGHT ILLUMINATES IF POWER IS AVAILABLE ON LINE 1.
SHORE POWER 2 (LED)	INDICATOR LIGHT ILLUMINATES IF POWER IS AVAILABLE ON LINE 2.
AC VOLTS (I)	SHOWS VOLTAGE ON LINE 1.
AC VOLTS (II)	SHOWS VOLTAGE ON LINE 2.

**BATTERY ON/OFF SAFETY SWITCH PANEL**

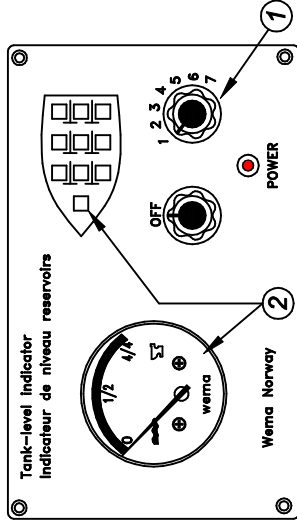


1. (TEST) ON/OFF BUTTON, PUSH TO TRIP RESET
2. "RESET" PUSH UP TO RESTORE POWER.

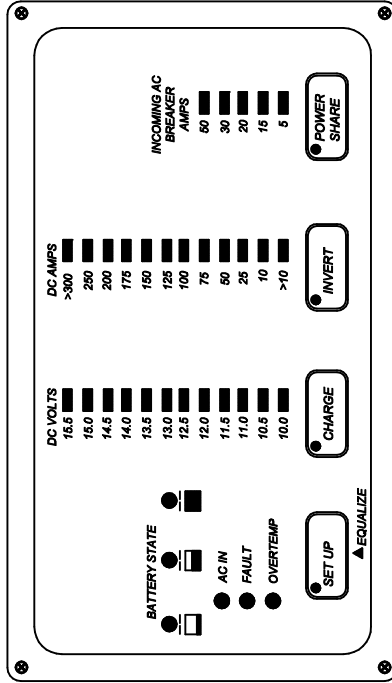
NOTE: WINDLASS PANEL SUPPLIES POWER TO THE WINDLASS MOTOR. THE "WINDLASS BREAKER" ON THE DC MAIN DISTRIBUTION PANEL, SUPPLIES POWER TO THE UP/DOWN CONTROLS IN THE ANCHORWELL LOCKER.

THE HALYARD WINCH PANEL SUPPLIES POWER TO THE SWITCH (LOCATED ON STBD SIDE BLKHD OF COMPANIONWAY OPENING) WHICH SUPPLIES POWER TO THE WINCH. WINDLASS IS OPTIONAL. WINDLASS IS OPTIONAL. ELECTRIC HALYARD IS STD. (EXCEPT ON FURLING MASTS)

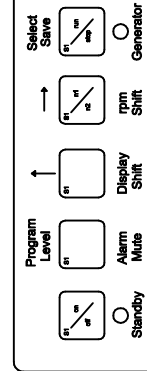
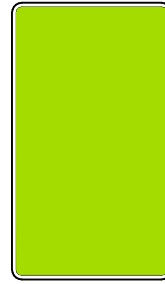
1. TANK SELECTOR SWITCH
2. TANK SELECTION DISPLAYS



INVERTER STATUS DISPLAY  
SEE PAGE 63A-2 "INVERTER" FOR OPERATION DETAILS.



**Fischer Panda Generators**



ALL PANELS LOCATED AT NAV STATION  
SEE INDIVIDUAL COMPONENT MANUALS FOR DETAILS

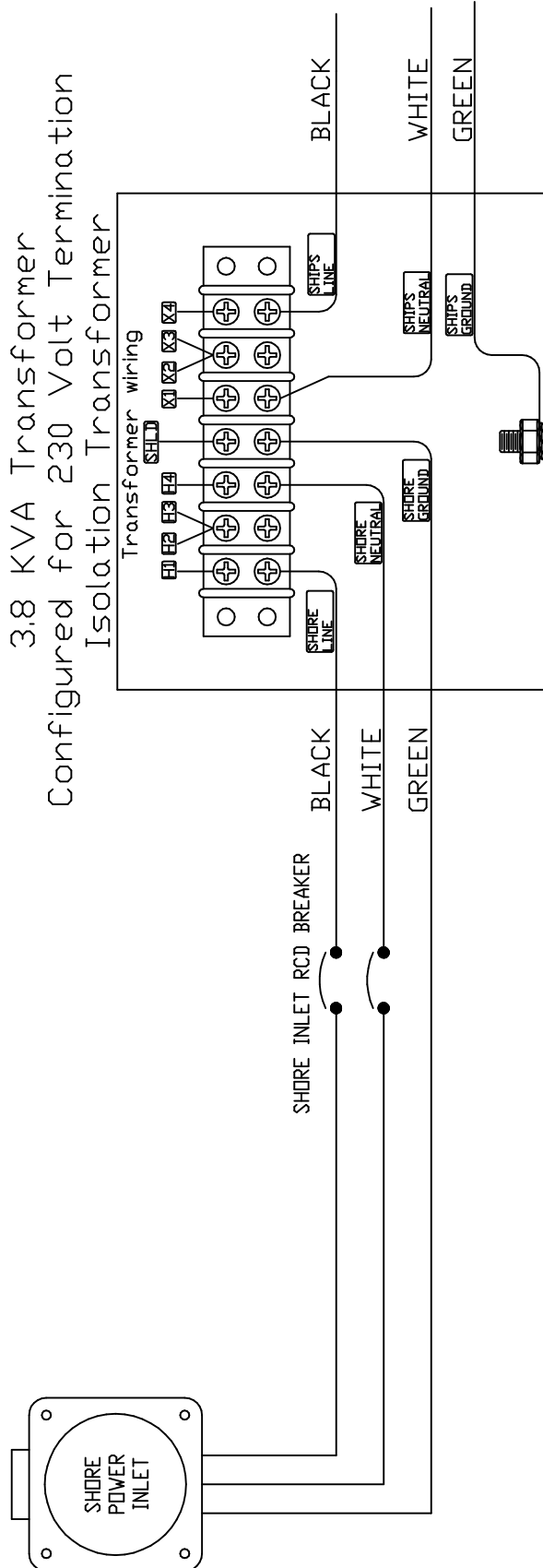
**SYSTEM PANELS**

PROJECT NO.	44cc8063A-7	DATE	06/10/05
ISSUES TO	None	REVISION NO.	
ISSUED BY	ENG		

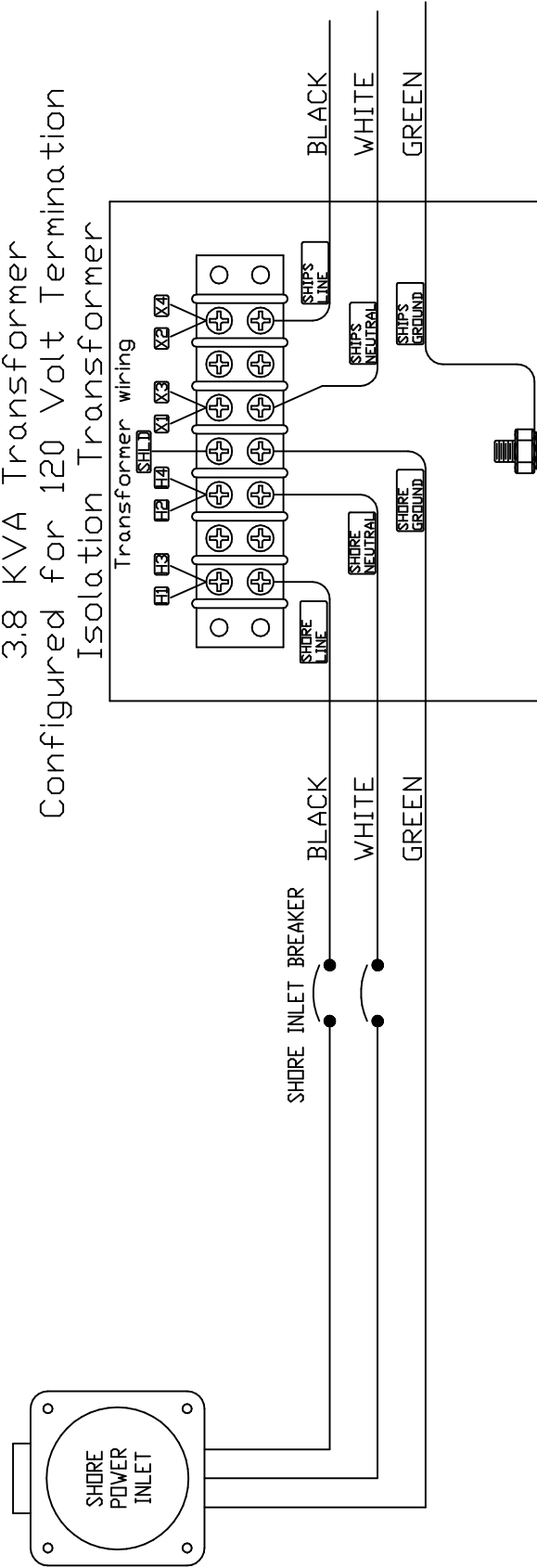


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3.8 KVA Transformer  
Configured for 230 Volt Termination  
Isolation Transformer



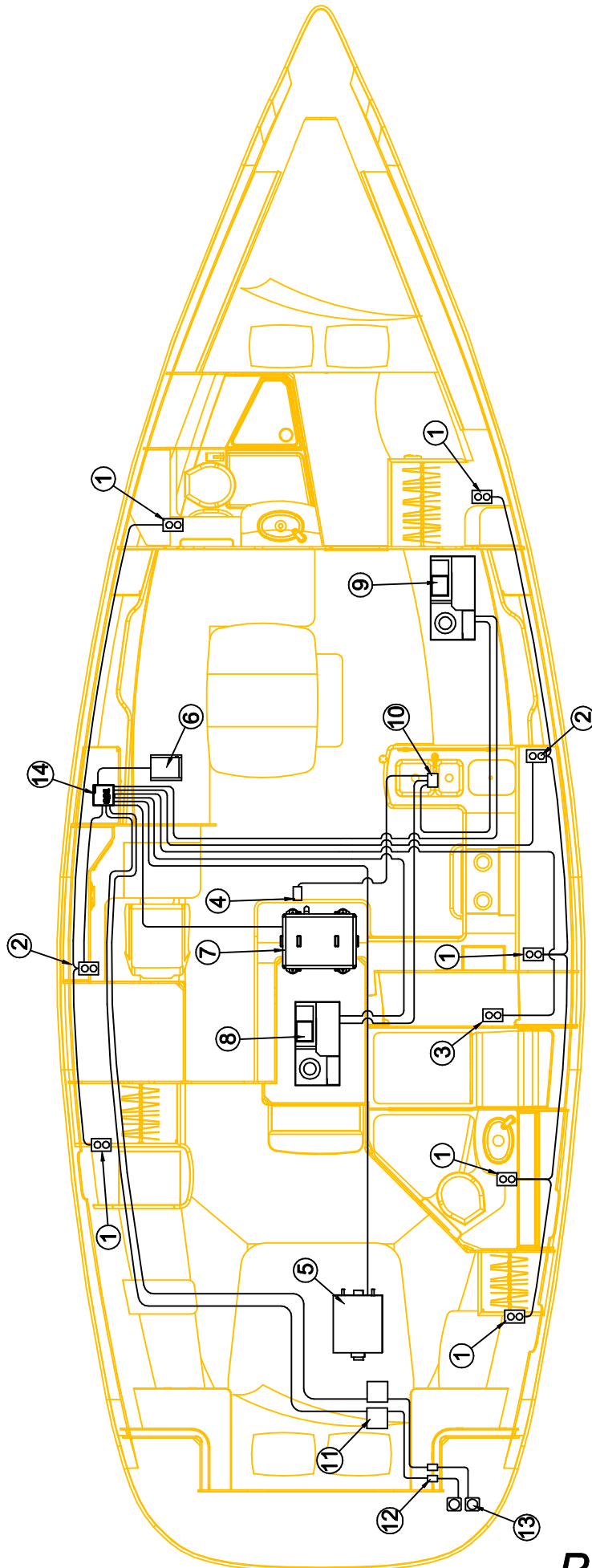
3.8 KVA Transformer  
Configured for 120 Volt Termination  
Isolation Transformer



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**HUNTER**  
**ISOLATION TRANSFORMER SCHEMATIC**  
 DRAWING NO. 44cc8063A-9  
 REVISION NO. None  
 DATE 06/10/05  
 DRAWN BY: ENG



- 1. OUTLETS
- 2. GFCI OUTLETS
- 3. MICROWAVE OUTLET  
(ONLY OUTLET ON CIRCUIT)
- 4. AIR CONDITIONER WATER PUMP
- 5. WATER HEATER
- 6. INVERTER
- 7. GENERATOR
- 8. AFT AIR CONDITIONER
- 9. FWD AIR CONDITIONER
- 10. AIR CONDITIONER PUMP  
RELAY CONTROL
- 11. TRANSFORMERS
- 12. SHORE POWER RESETS
- 13. SHORE POWER INLETS
- 14. AC DISTRIBUTION BOX



# WATTAGE DEMAND FOR ELECTRICAL EQUIPMENT AND APPLIANCES

NOTE: A PRUDENT MARINER REALIZES THAT THE RESOURCES TO POWER A VESSEL ARE LIMITED. WHEN USING THE ALTERNATE POWER SOURCES ONE SHOULD BE CONSERVATIVE AND AWARE OF THE AMOUNT OF POWER BEING SUPPLIED VERSES POWER BEING DRAWN THIS IS ESPECIALLY IMPORTANT WHEN USING THE INVERTER POWER. CONSULT THE "INVERTER MANUAL" FOR POWER OUTPUT CAPABILITIES.

## FIXED APPLIANCES:

SEE MANUALS AND/OR SPECIFICATION SHEETS IN YOUR OWNER'S PACK

## PORTABLE APPLIANCES:

BELOW ARE APPROXIMATE EXAMPLES OF THE AMPERAGE DRAW ASSOCIATED WITH CERTAIN ITEMS.

### APPLIANCES: / WATTS:

COFFEE MAKER.....	800 - 1,000 WATTS
FRYING PAN.....	1,000 - 2,500 WATTS
TOASTER.....	800 - 1,000 WATTS
FAN.....	.75 - 300 WATTS
RADIO.....	60 - 150 WATTS
TV.....	250 - 600 WATTS
HOT PLATE.....	800 - 1,200 WATTS
HAIR DRYER.....	700 - 1,100 WATTS
SHAVER.....	50 - 100 WATTS
CLOCK.....	.25 - 50 WATTS
BLENDER.....	250 - 350 WATTS
TOASTER OVEN.....	1,250 - 1,700 WATTS

### ALTERNATE POWER SOURCES: / PROVIDED WATTS:

SMALLER MODEL INVERTER.....	1,000 WATTS
LARGER MODEL INVERTER.....	2,500 WATTS (THIS MODEL ON YOUR BOAT)
SMALLER MODEL GENERATOR.....	6,000 WATTS (5,000 WATTS FOR 50 Hz)
LARGER MODEL GENERATOR.....	8,000 WATTS (6,600 WATTS FOR 50 Hz)
SHORE POWER (PER INLET).....	3,600 WATTS

EXAMPLE: TV (250-600)+ TOASTER (800-1,000)+ HAIR DRYER (700-1,100) = TOTAL (1,750-2,700)  
THUS, IF THE WATTS BEING USED EXCEEDS THE WATTS BEING PRODUCED, THEN SOME OF THE ITEMS IN USE WILL NOT BE FUNCTIONAL. AGAIN, IT IS IMPORTANT TO BE AWARE OF THE AMPERAGE DRAW VERSUS THE AMPERAGE OUTPUT AT ALL TIMES.

## OPTIONAL AIR CONDITIONING SYSTEMS

### BASIC OPERATING INSTRUCTIONS:

- ① CHOOSE POWER SOURCE (SHORE POWER OR GENERATOR) SEE SECTION 63A
- ② CHECK AIR COND. SEA STRAINER, CLEAN IF NECESSARY
- ③ OPEN RAW WATER PICKUP SEACOCK  
MAKE SURE THAT DISCHARGE VALVE IS OPEN
- ④ TURN ON A.C. MAIN (LINE "2") BREAKER LOCATED IN AFT CABIN
- ⑤ TURN ON UNIT AT THERMOSTAT DISPLAY PANEL AND SET TEMP.

#### NOTE:

IF ANY OTHER APPLIANCES ARE TO BE USED WHEN AIR CONDITIONER IS RUNNING WHEN ON SHORE POWER, BOTH "SHORE POWER A" AND "SHORE POWER B" CABLES MUST BE HOOKED UP.

IF THERE IS NO POWER AT PANEL WHEN CONNECTED TO SHORE POWER, CHECK BREAKERS ON DOCK

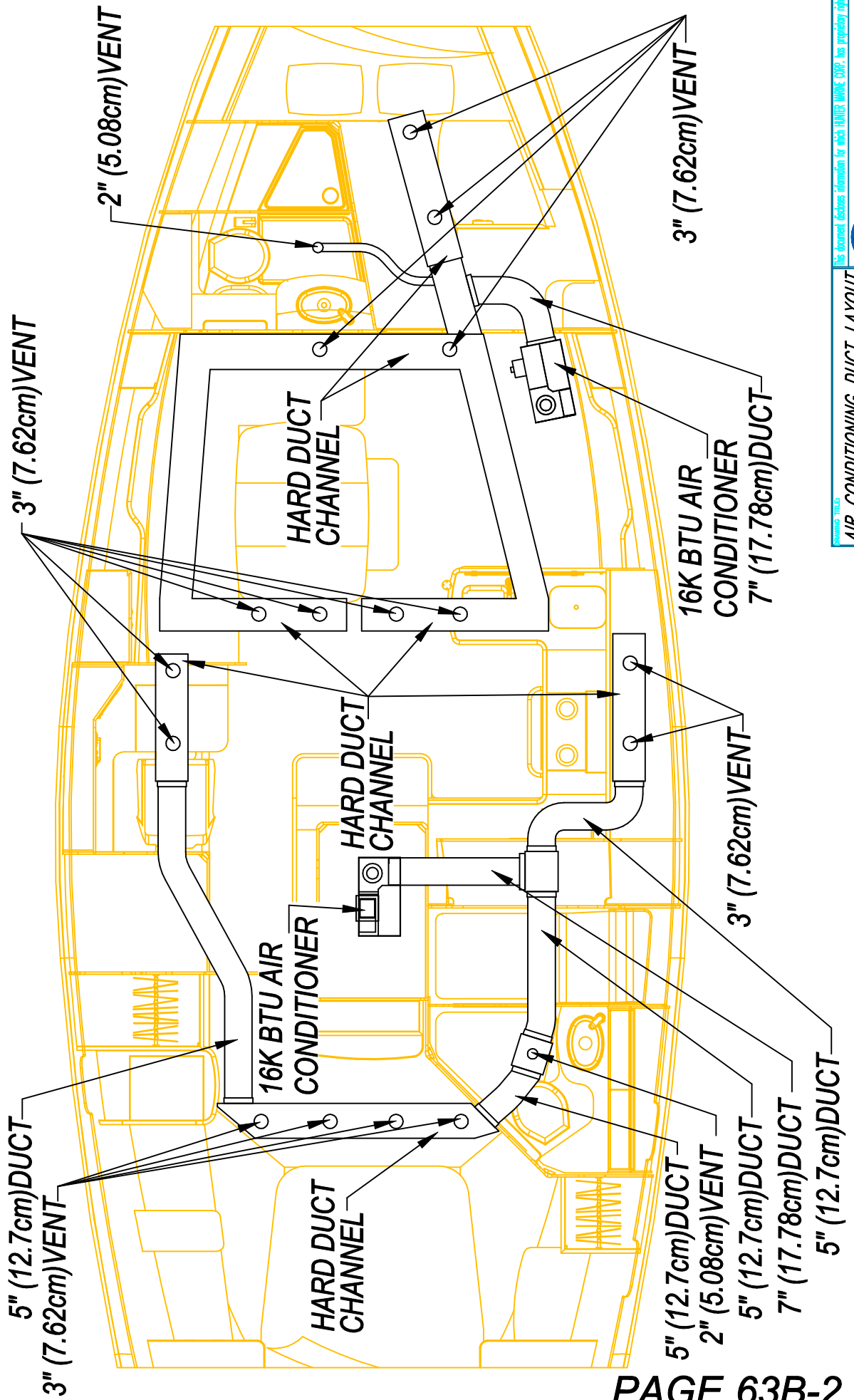
SEE AIR CONDITION MANUAL FOR DETAILED OPERATING PROGRAMMING/TROUBLESHOOTING INSTRUCTIONS

PRINTING FILE  
**AIR COND OPERATING INSTRUCTIONS**

<small>FORM NO.</small> 44c-8063B-1	<small>REVISION NO.</small> NONE
<small>COMPANY</small> ENG	<small>DATE</small> 08/10/05

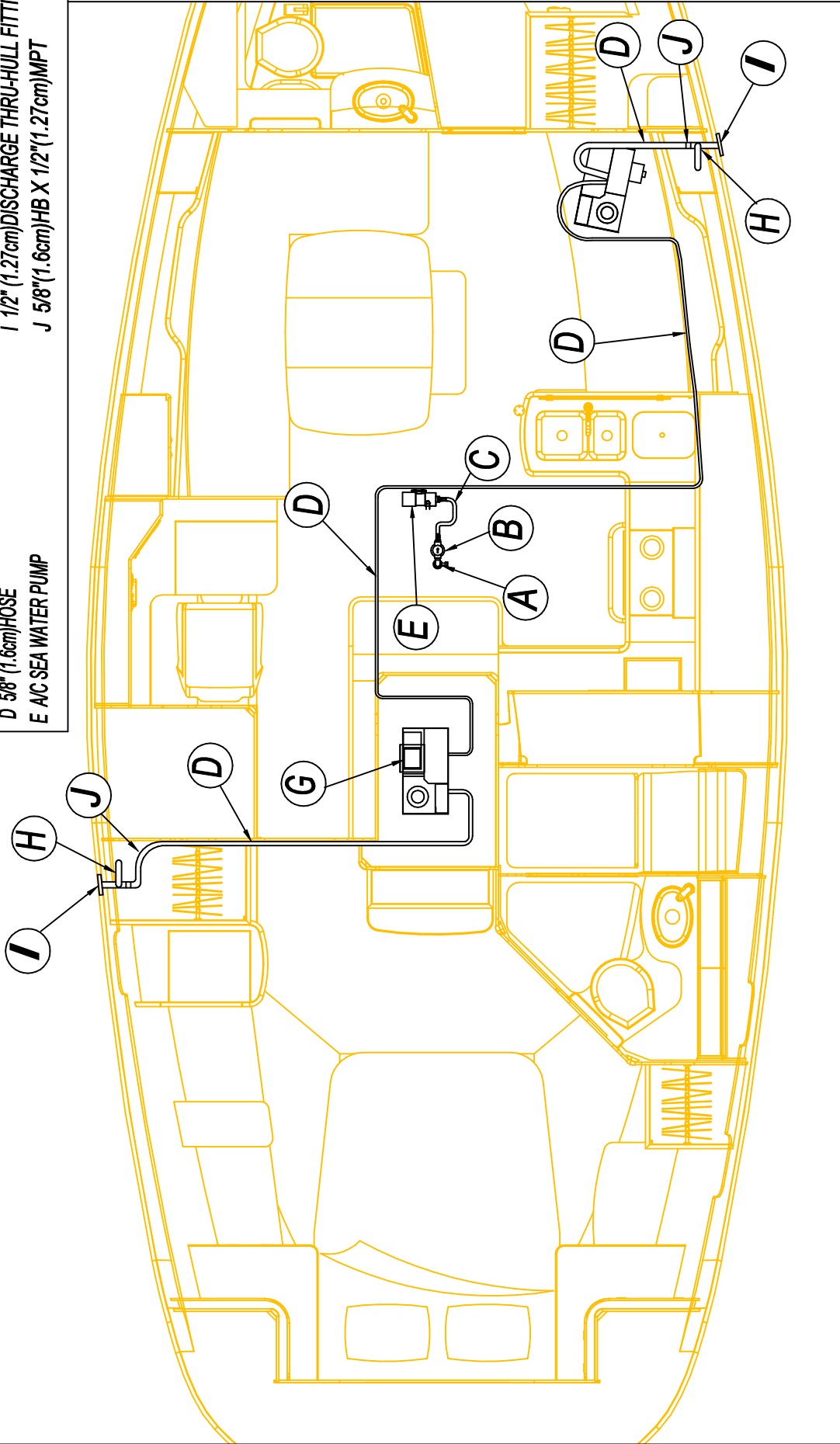
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REVISED BY:	None	DATE:	06/10/05
ENGINEER:	44cc8063B-2	DESIGNER:	
SCALE:		DATE:	

- A 3/4" (1.9cm) BALL VALVE WITH THRU-HULL
- B 3/4" (1.9cm) STRAINER
- C 3/4" (1.9cm) HOSE
- D 5/8" (1.6cm) HOSE
- E A/C SEA WATER PUMP
- F 16K BTU AIR CONDITIONER
- G 16K BTU AIR CONDITIONER
- H 1/2" (1.27cm) BALL VALVE
- I 1/2" (1.27cm) DISCHARGE THRU-HULL FITTING
- J 5/8" (1.6cm) HB X 1/2" (1.27cm) MPT



**AIR COND SYSTEM PLUMBING LAYOUT**

DRAWING NO.	44cc8063B-3
DATE	06/10/05
DESIGNER	ENG
REVISION NO.	NONE

# BATTERY CHARGING SYSTEM

## BASIC OPERATING INSTRUCTIONS:

- ① CONNECT SHORE POWER TO DOCKSIDE SUPPLY AND SHORE POWER INLET ON STERN OF BOAT STBD. SIDE
- ② TURN ON "A.C. MAIN" BREAKER, LOCATED IN AFT CABIN.
- ③ TURN ON "BATTERY CHARGER" SWITCH ON CONTROL PANEL.

**NOTE:**

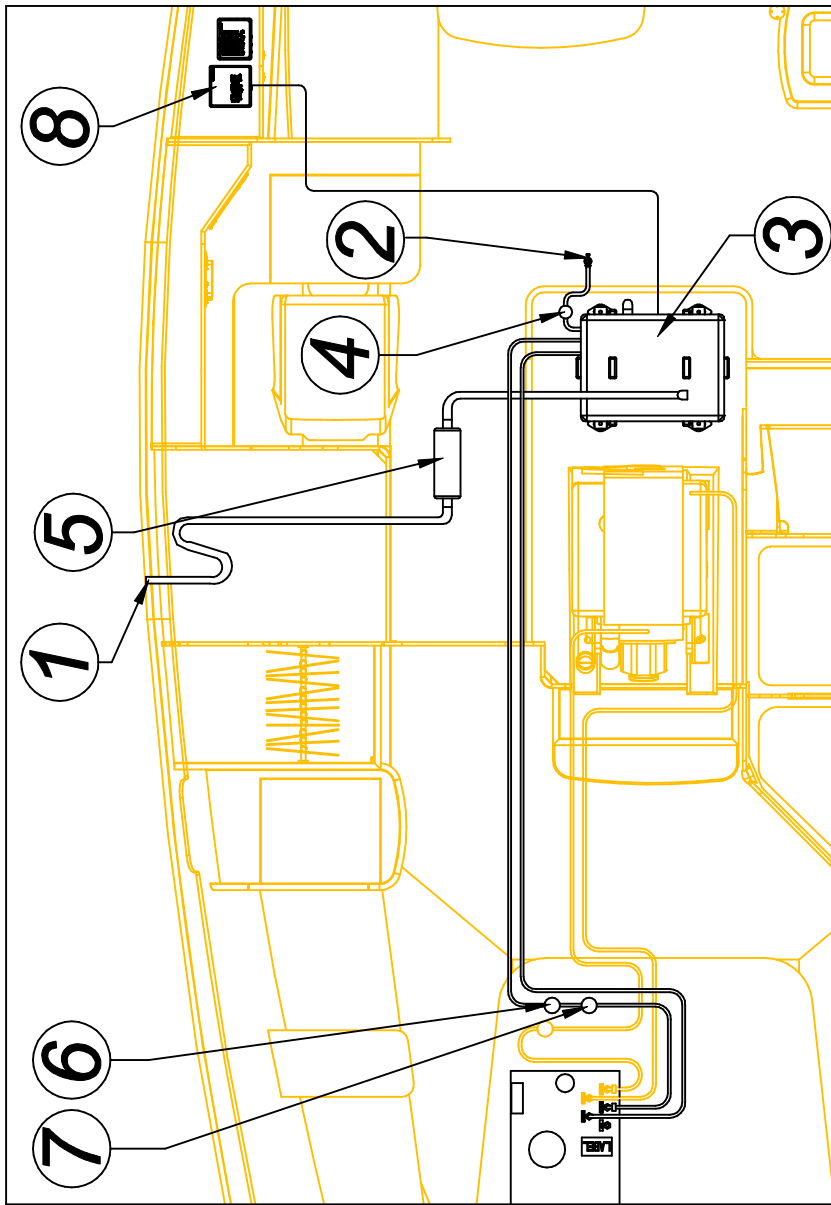
CHECK FOR CORRECT FLUID LEVEL IN BATTERIES PRIOR TO USING CHARGER / OPT INVERTER.  
USING THE ENGINE ALTERNATOR AS A CHARGING SOURCE WILL SIGNIFICANTLY REDUCE THE  
DRAIN ON THE HOUSE / START BATTERIES. SEE SECTION 64A FOR SCHEMATICS

## OPTIONAL GENERATOR SYSTEM...

**BASIC OPERATING INSTRUCTIONS: (NOTE: READ GENERATOR MANUAL BEFORE OPERATING GEN.)**

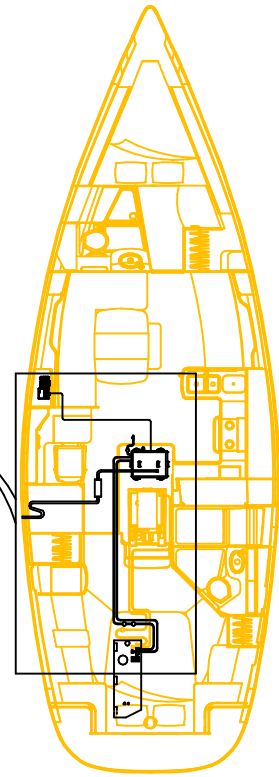
- ① CHECK DIESEL FUEL LEVEL
- ② CHECK OIL LEVEL IN GENERATOR (SEE GEN. MANUAL FOR INST.)
- ③ TURN ON START BATTERY SELECTOR SWITCH (LOCATED AT NAVIGATION STATION)
- ④ CHECK SEA STRAINER (LOCATED NEXT TO GENERATOR)
- ⑤ OPEN RAW WATER SEACOCK (LOCATED W/STRAINER)
- ⑥ START GENERATOR USING START PROCEDURE IN "GENERATOR MANUAL" !!!
- ⑦ TURN ON "GENERATOR" SWITCH ON CONTROL PANEL
- ⑧ TO SHUT GEN. DOWN, PUSH STOP BUTTON ON GENERATOR PANEL.

**NOTE: SEE GENERATOR MANUAL FOR PROPER MAINTENANCE, TROUBLESHOOTING, ETC.**



**NOTE: SEE GENERATOR MANUAL FOR SCHEMATICS.**

1. EXHAUST DISCHARGE THRUHULL
2. WATER PICKUP (GENERATOR COOLING SYSTEM)
3. GENERATOR
4. SEA STRAINER
5. WATERLOCK MUFFLER
6. FUEL FILTER
7. FUEL PUMP
8. AC DISTRIBUTION BOX






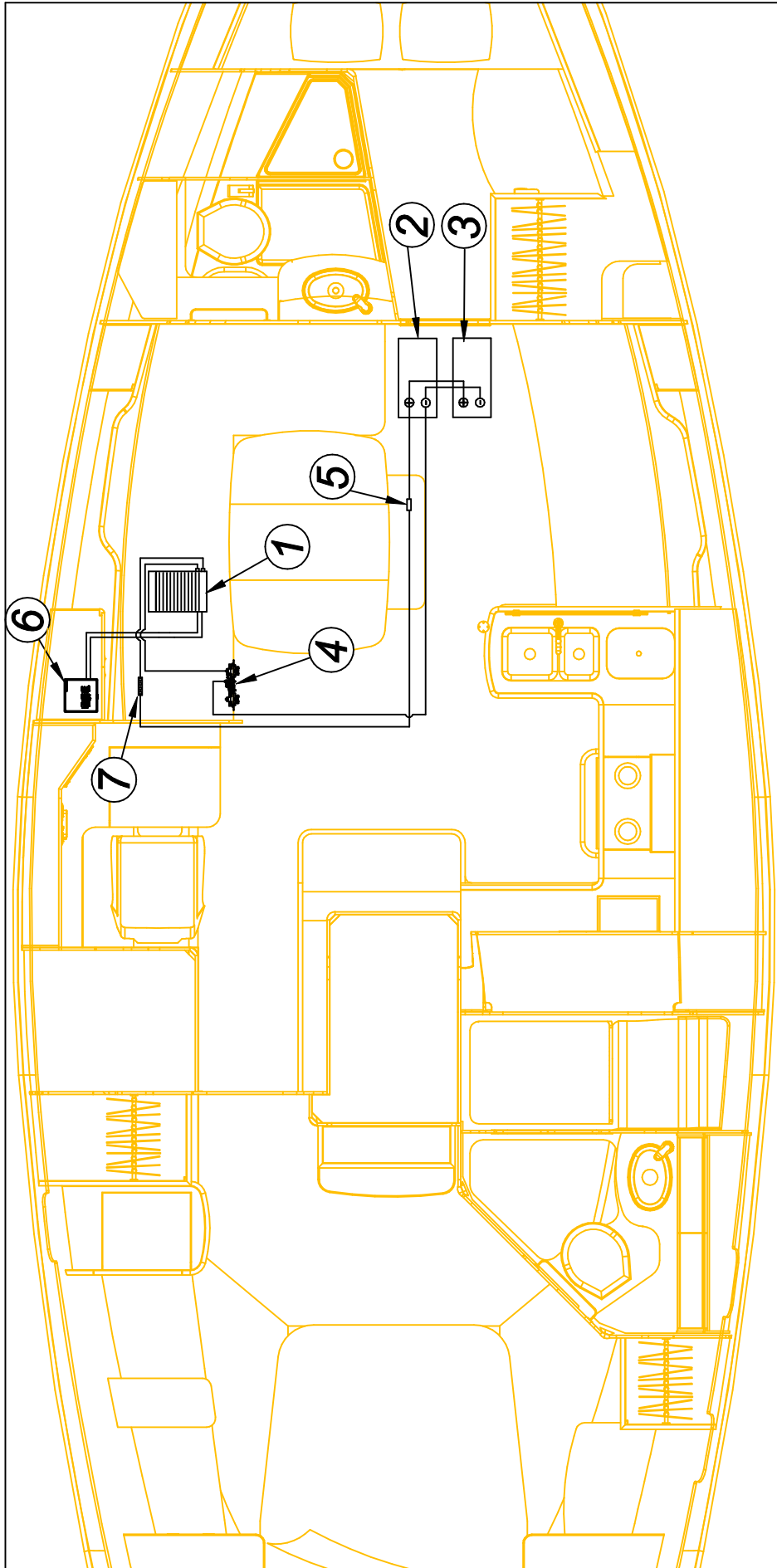
## SECTION 63E.....INVERTER SYSTEM

### BASIC OPERATING INSTRUCTIONS: (FOR INVERTING D.C. POWER TO A.C. POWER)

- ① **TURN THE HOUSE BATTERY SWITCH TO THE "ON" POSITION.**
- ② **PRESS INVERT ON THE INVERTER REMOTE PANEL, LOCATED AT THE NAV STATION**
- ③ **TURN ON APPROPRIATE APPLIANCE BREAKER ON A.C. SIDE OF PANEL.**

**NOTE:**  
**READ "INVERTER" SECTION ON PAGE 63A-2 FOR INVERTER SYSTEM DETAILS**  
**SEE INVERTER MANUAL FOR TECHNICAL DATA, TROUBLESHOOTING, ETC.**  
**OPERATING/PROGRAMMING INSTRUCTIONS**

<small>PROPERTY TITLE</small> <b>INVERTER SYSTEM INSTRUCTIONS</b>		<small>This document describes information for which HUNTER MARINE CORP. has proprietary rights.</small>	
<small>ISSUANCE NO.</small> 44cc8063E-1	<small>REVISION NO.</small> None		
<small>ISSUANCE DT.</small> ENG	<small>DATE</small> 06/10/05		

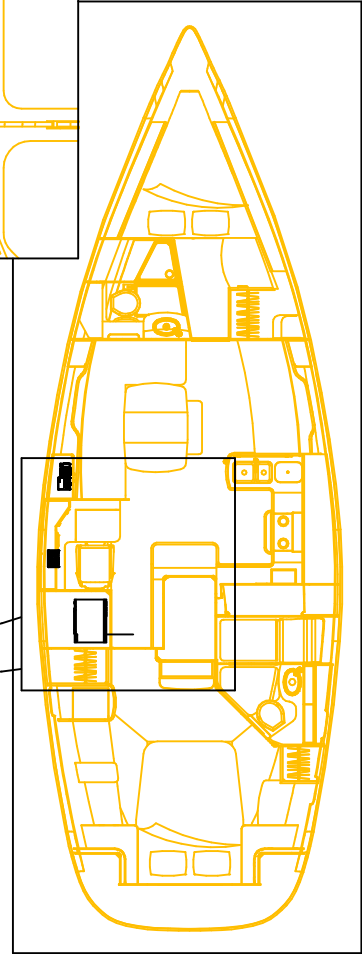
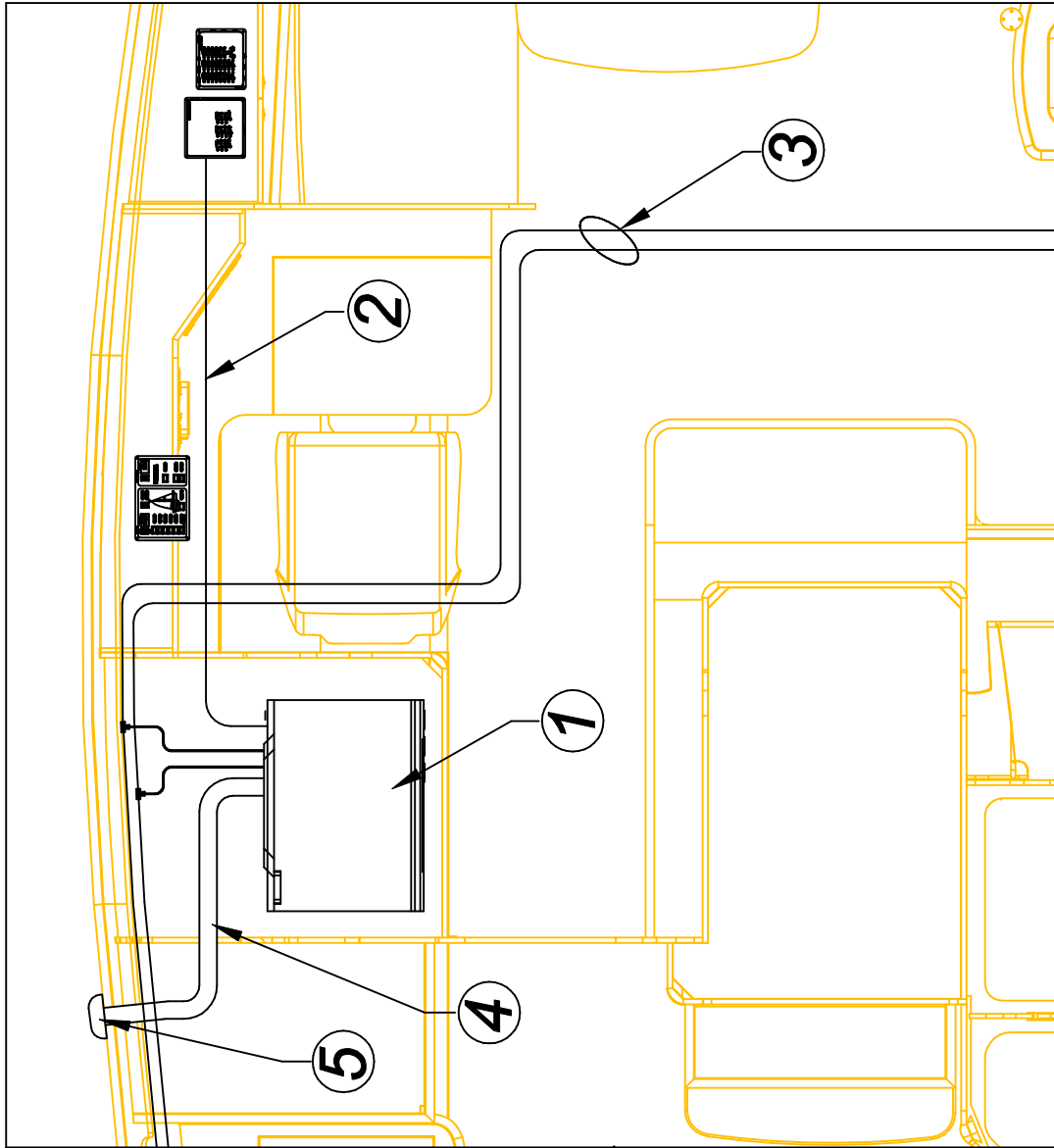


- |                           |                        |
|---------------------------|------------------------|
| 1. INVERTER               | 5. 300 AMP FUSE        |
| 2. HOUSE BATTERY (PORT)   | 6. AC DISTRIBUTION BOX |
| 3. HOUSE BATTERY (STBD)   | 7. NEGATIVE BUS BAR    |
| 4. BATTERY SELECTOR PANEL |                        |

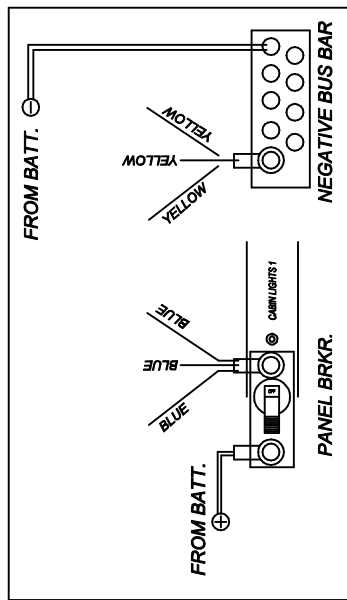


**NOTES: WHEN A WASHER AND DRYER IS OPTIONED, A 15 amp BREAKER IS INSTALLED @ THE MAIN BREAKER PANEL, LOCATED @ NAV STATION.**

1. WASHER/DRYER UNIT LOCATED IN LOCKER BEHIND NAV STATION.
2. DESIGNATED WASHER/DRYER POWER LEADS RUN DOWN THROUGH THE PAN AND AFT TO THE AC DISTRIBUTION BOX.
3. HOT/COLD WATER SUPPLY LINES (15mm) FROM WATER MANIFOLD
4. (3/4"/38.1mm) WASHER DRAIN DISCHARGE HOSE
5. (3/4"/38.1mm) WASHER DRAIN DISCHARGE SEACOCK



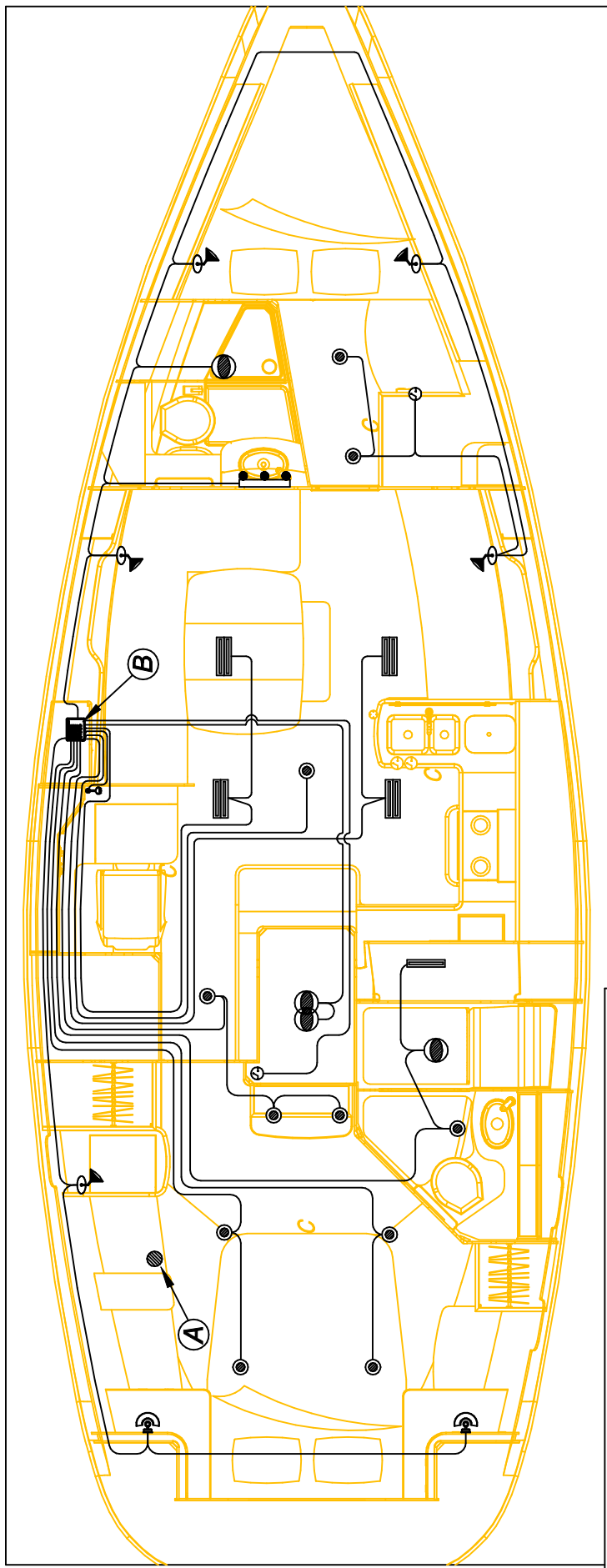
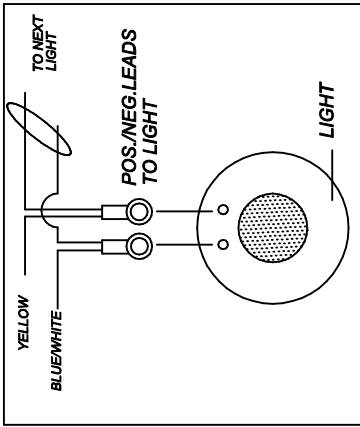
EXAMPLE SWITCH PANEL WIRING (PARALLEL CIRCUITS)



EACH CIRCUIT IN PARALLEL, BLUE (LOAD TO BREAKER) AND YELLOW NEGATIVE TO NEGATIVE BUS BAR (SEE EX.)

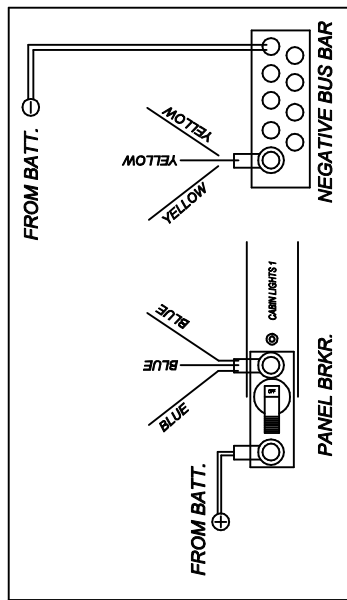
- SWIVEL LIGHTS
- DOME LIGHTS
- RECESSED LIGHTS
- MAP LIGHT
- FLUORESCENTS
- COURTESY LIGHTS
- WALL LAMP
- LIGHT SWITCH

EXAMPLE LIGHT WIRING (PARALLEL CIRCUIT)



A TO ARCH LIGHT (PROVIDED WITH COCKPIT STEREO OPTION)  
 B DISTRIBUTION BOX

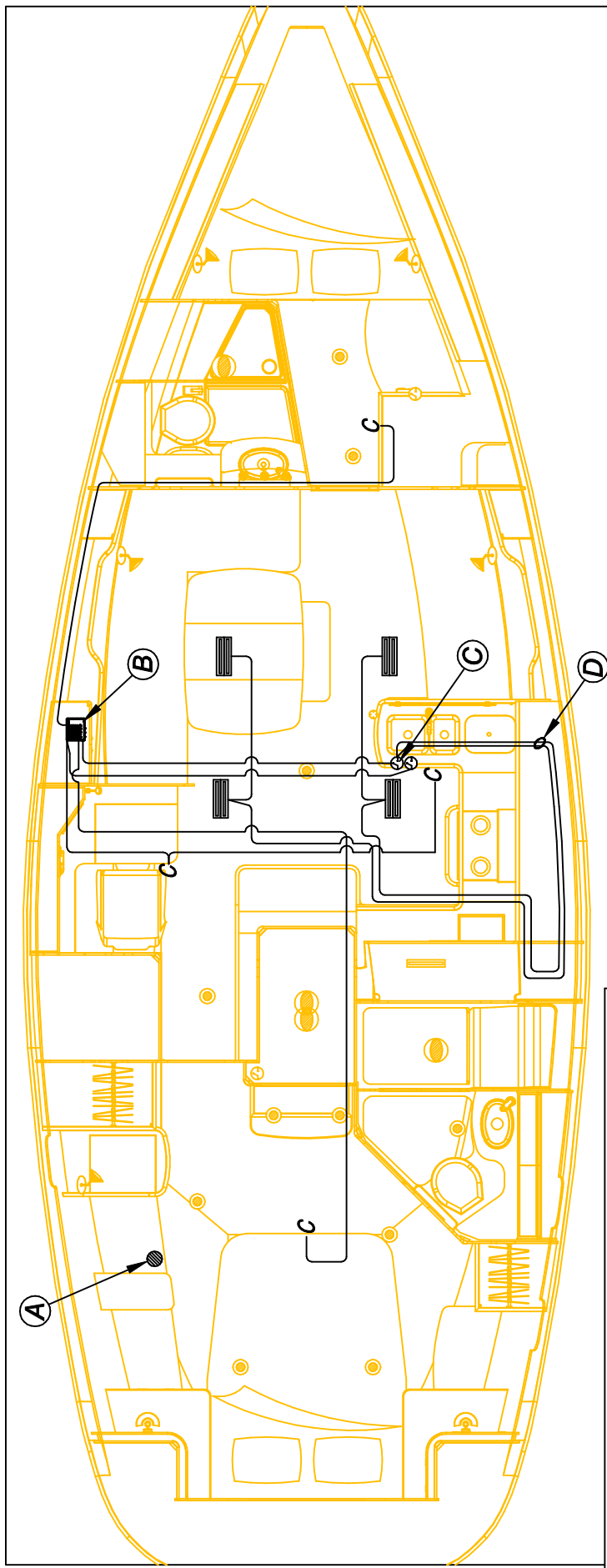
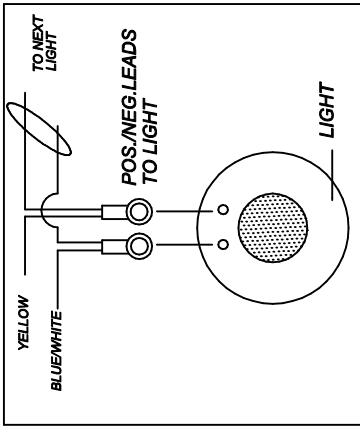
EXAMPLE SWITCH PANEL WIRING (PARALLEL CIRCUITS)



EACH CIRCUIT IN PARALLEL, BLUE (LOAD TO BREAKER) AND  
 \_YELLOW NEGATIVE TO NEGATIVE BUS BAR (SEE EX.)

- SWIVEL LIGHTS
- DOME LIGHTS
- RECESSED LIGHTS
- MAP LIGHT
- FLUORESCENTS
- COURTESY LIGHTS
- WALL LAMP
- LIGHT SWITCH

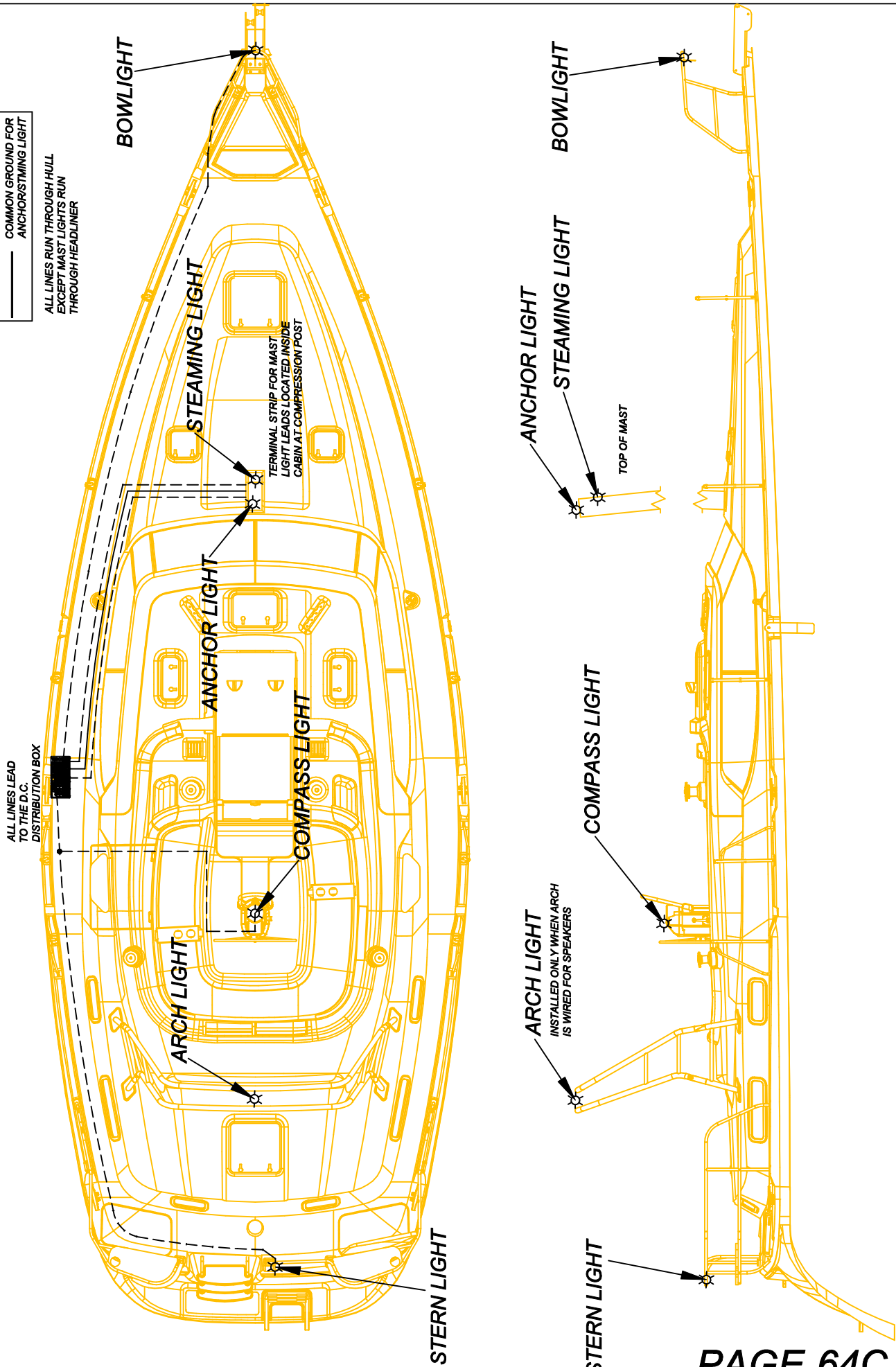
EXAMPLE LIGHT WIRING (PARALLEL CIRCUIT)

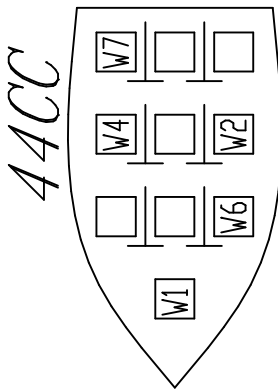
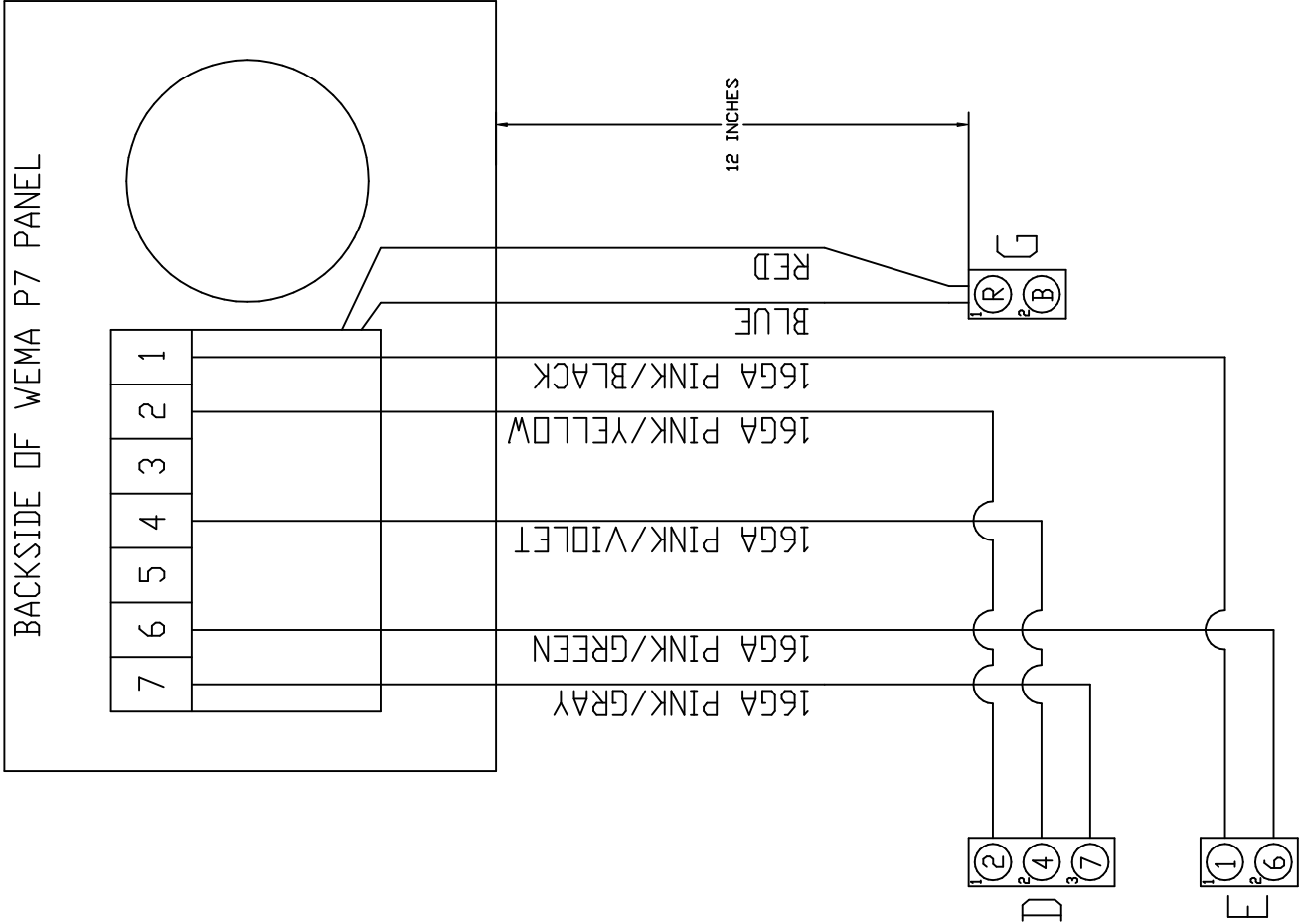


- A TO ARCH LIGHT (PROVIDED WITH COCKPIT STEREO OPTION)
- B JUNCTION BOX
- C DIMMER CONTROL
- D DIMMER CONTROL WIRES

- - - POSITIVE  
 POWER FEEDS  
 ——— COMMON GROUND FOR  
 ANCHOR/STEERING LIGHT

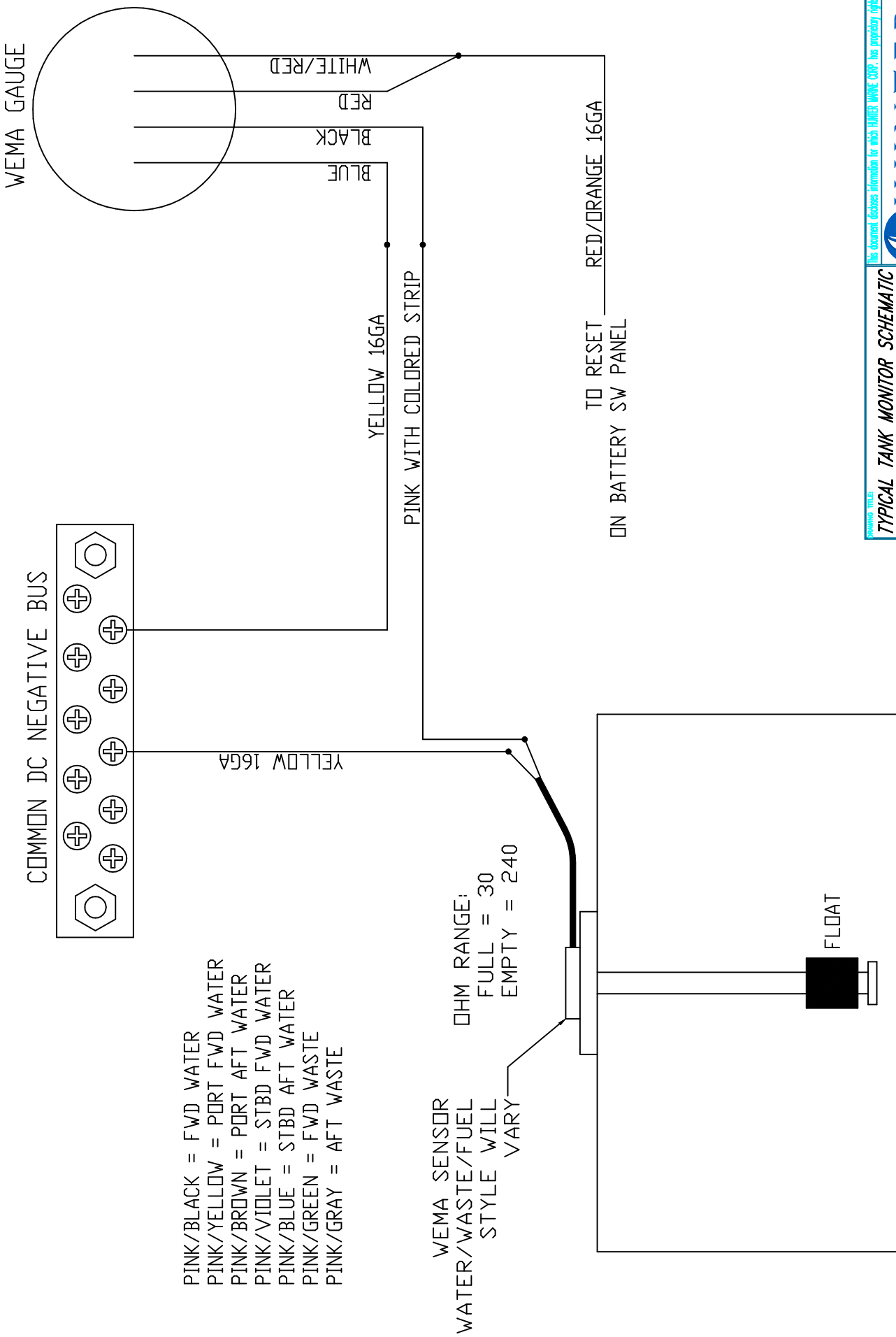
ALL LINES RUN THROUGH HULL  
 EXCEPT MAST LIGHTS RUN  
 THROUGH HEADLINER



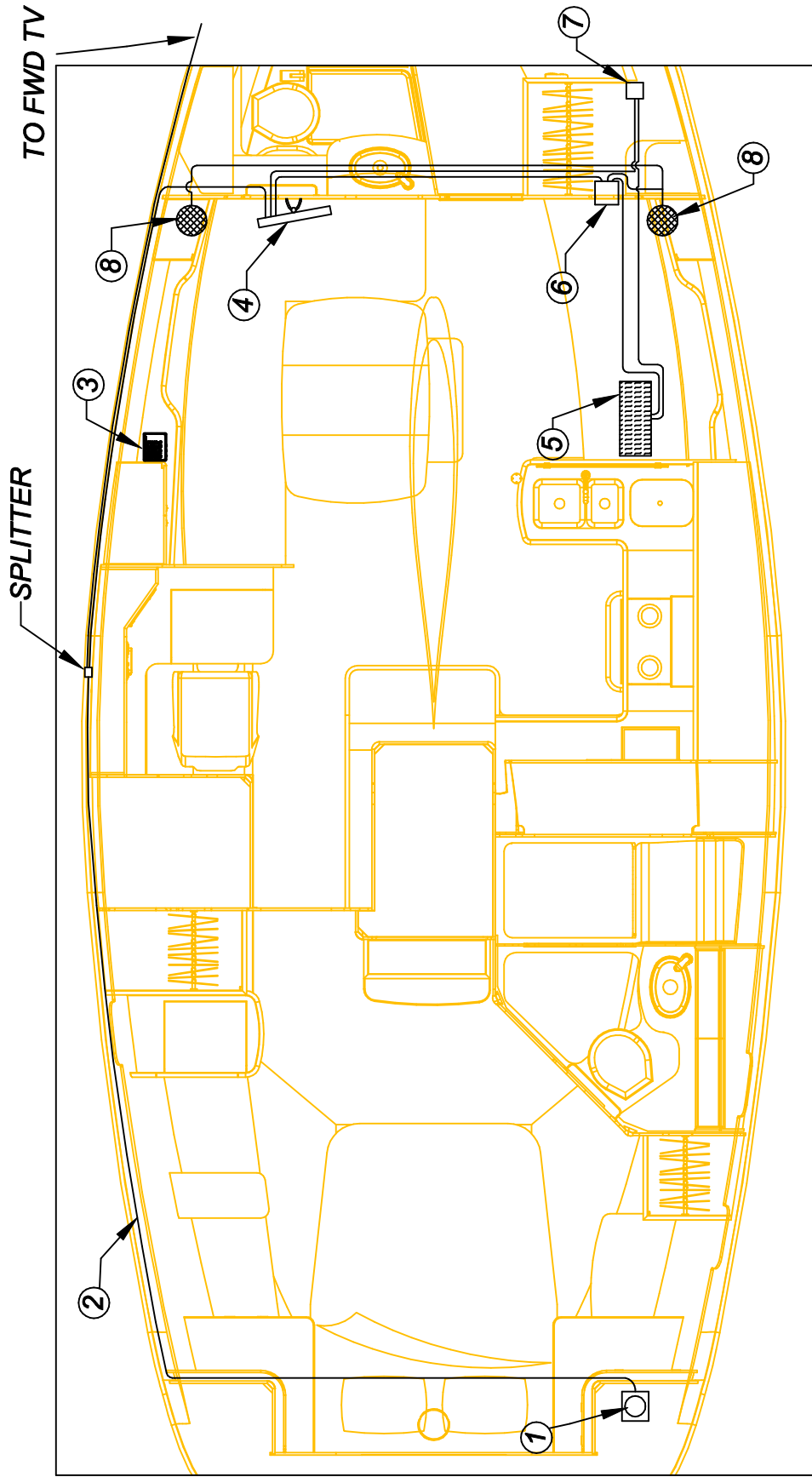


W1-W5=WATER TANKS  
W6&W7=WASTE TANKS

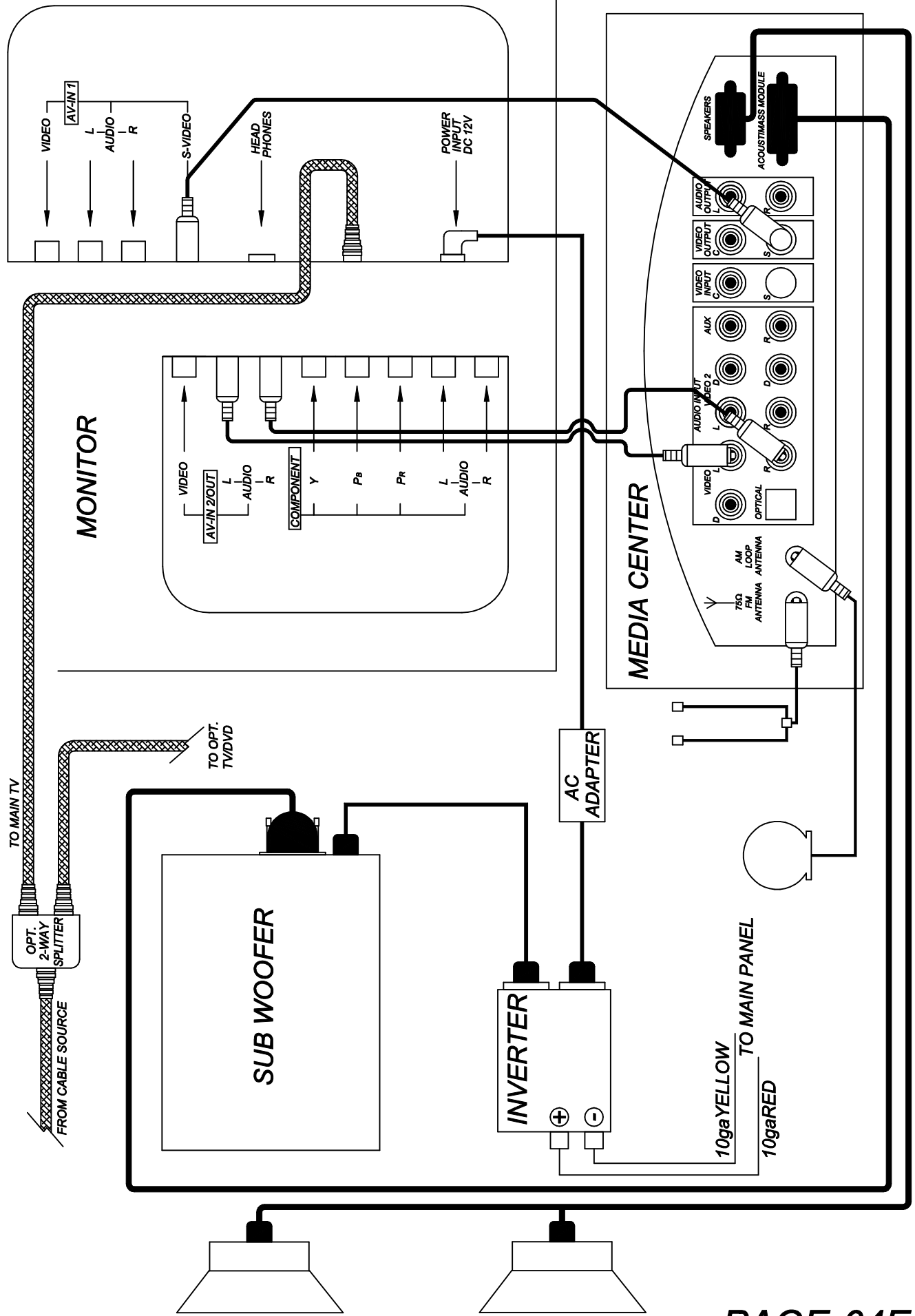
- D = Deutsch DT 3-pin female housing w/male pins
- E = Deutsch DT 2-pin female housing w/male pins
- G = Deutsch DT 2-pin female housing w/male pins

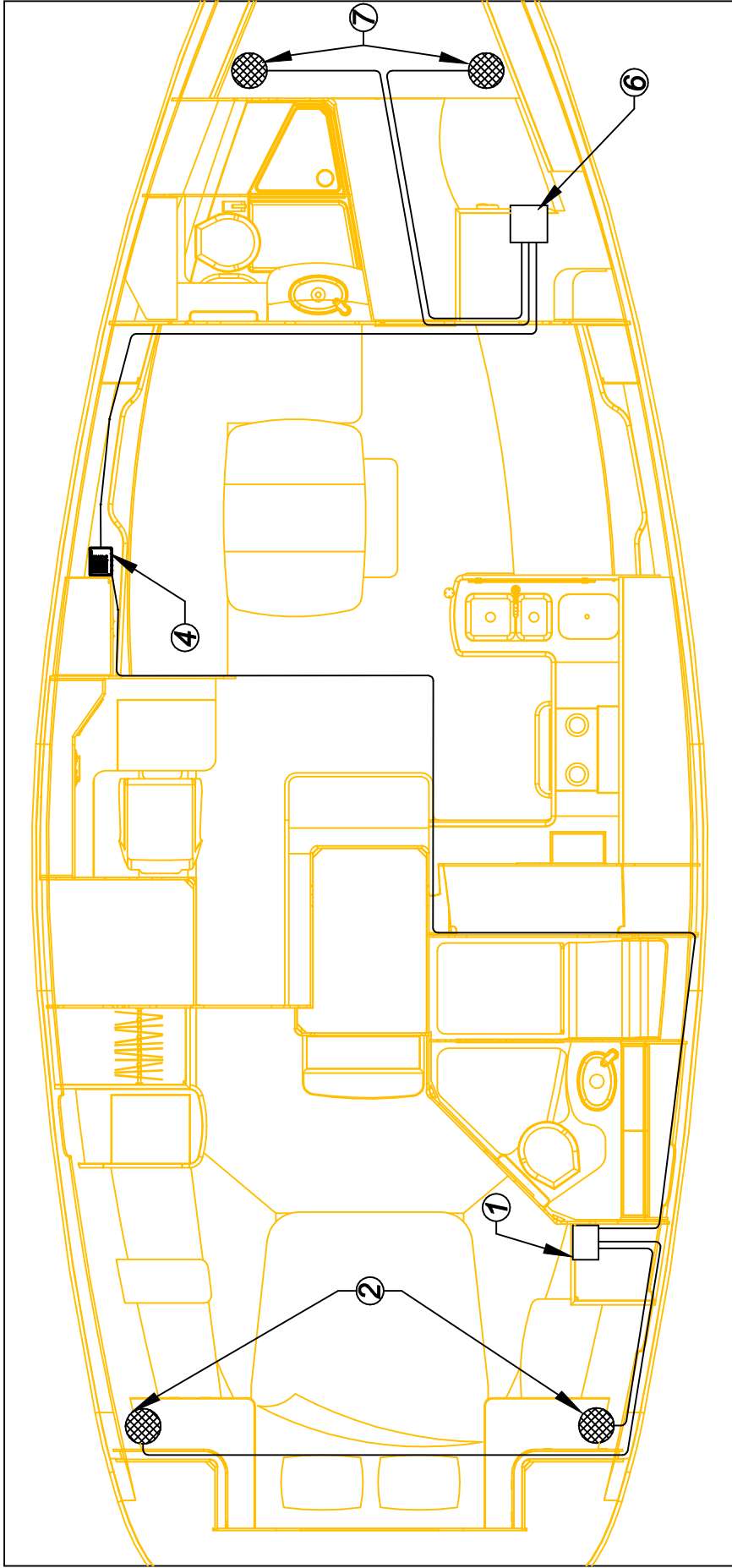




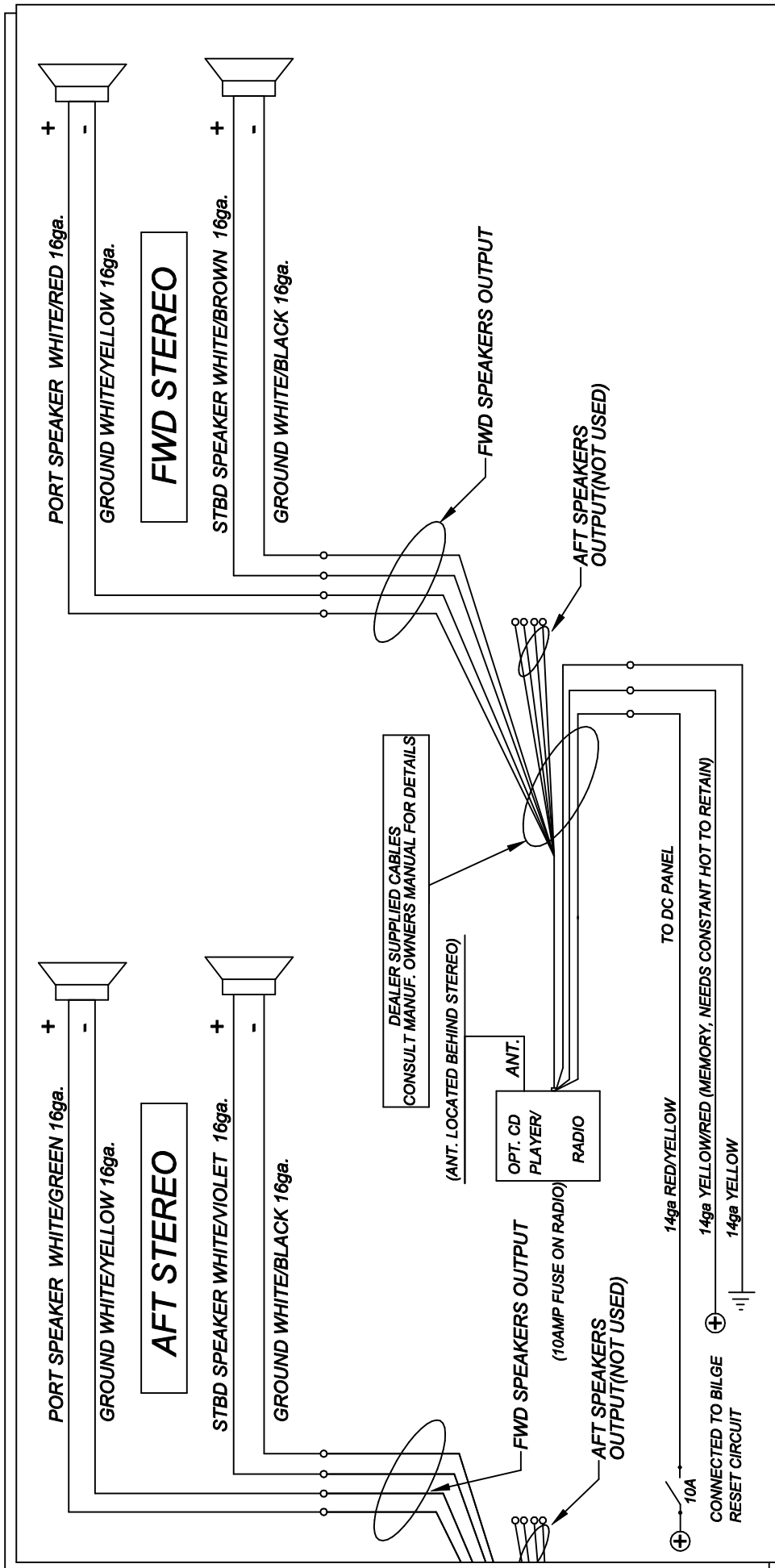


- ① CABLE/PHONE INLET
- ② COAX CABLE
- ③ DC DISTRIBUTION BOX
- ④ 23" FLAT SCREEN MONITOR
- ⑤ SUB-WOOFER
- ⑥ BOSE 3-2-1
- ⑦ 600 WATT INVERTER
- ⑧ STEREO SPEAKERS

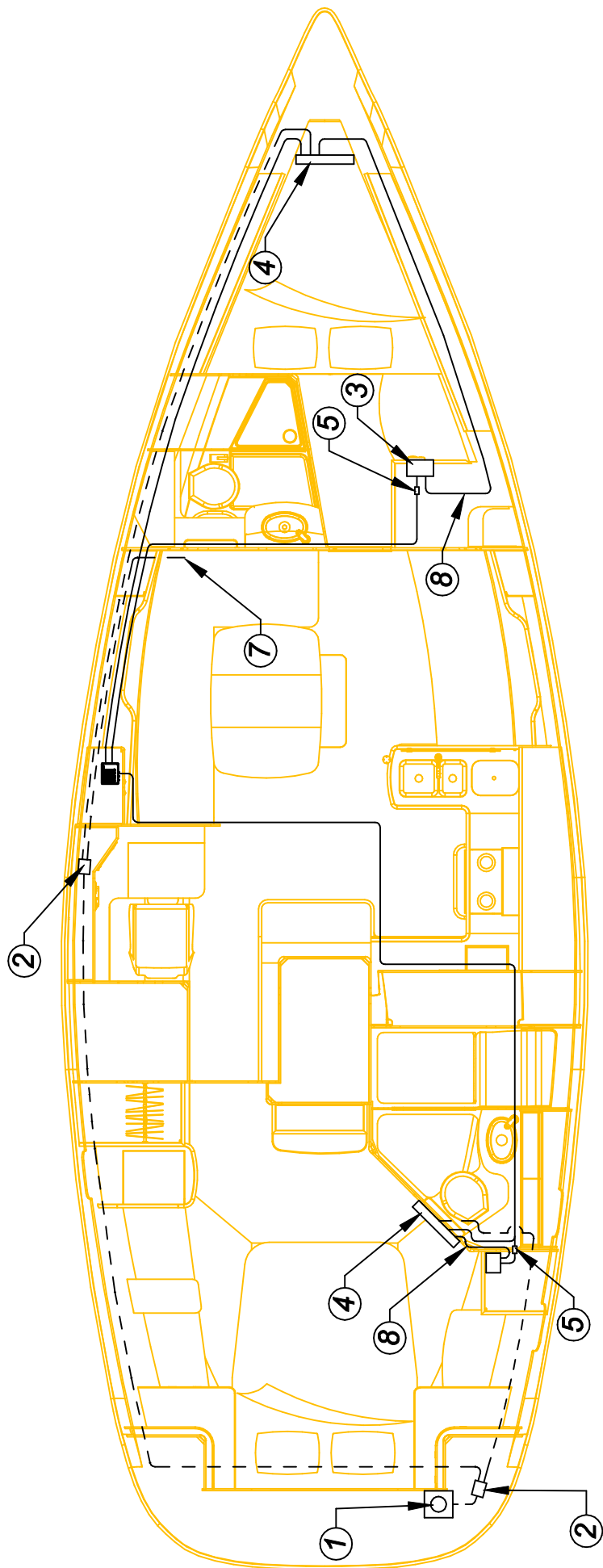




- ① AFT STEREO CD PLAYER
- ② AFT STEREO SPEAKERS  
(MOUNTED IN NIGHT STANDS)
- ③ AFT STEREO POWER LEAD
- ④ DC DISTRIBUTION BOX
- ⑤ FWD STEREO POWER LEAD
- ⑥ FWD STEREO CD PLAYER
- ⑦ FWD STEREO SPEAKERS  
(MOUNTED IN HEADLINER)



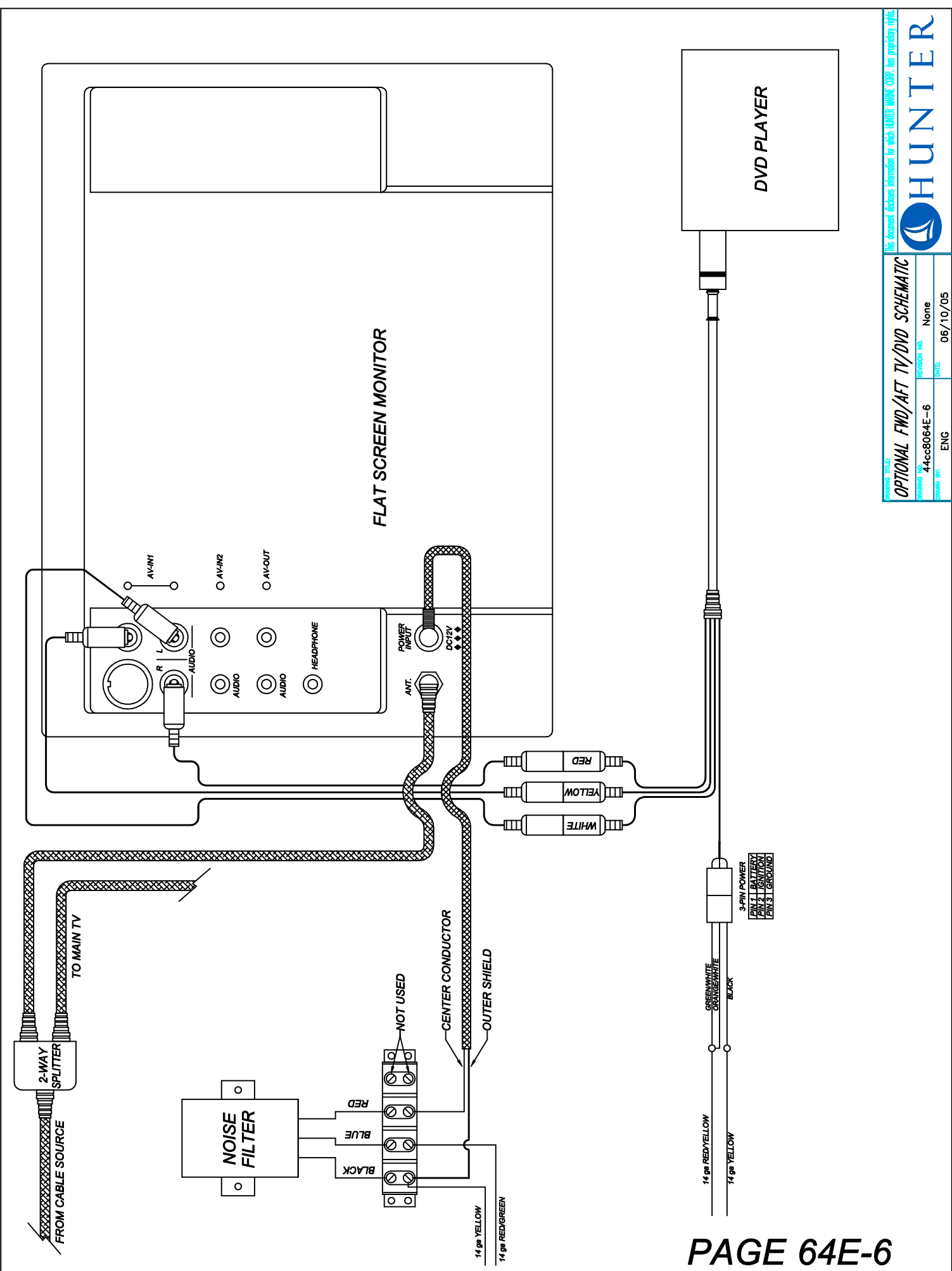
**NOTE:**  
 THE FWD AND THE AFT STEREO ARE WIRED THE SAME. THE ONLY DIFFERENCE IS THE COLOR OF THE POSITIVE SPEAKER LEAD.



- ① CABLE/PHONE INLET
- ② CABLE SPLITTER
- ③ DVD PLAYER
- ④ FLAT SCREEN MONITOR

- ⑤ NOISE REDUCTION FILTER
- ⑥ AC/DC MAIN PANEL
- ⑦ TO MAIN TV
- ⑧ PATCH CORD

--- COAX CABLE  
 — POWER LEADS



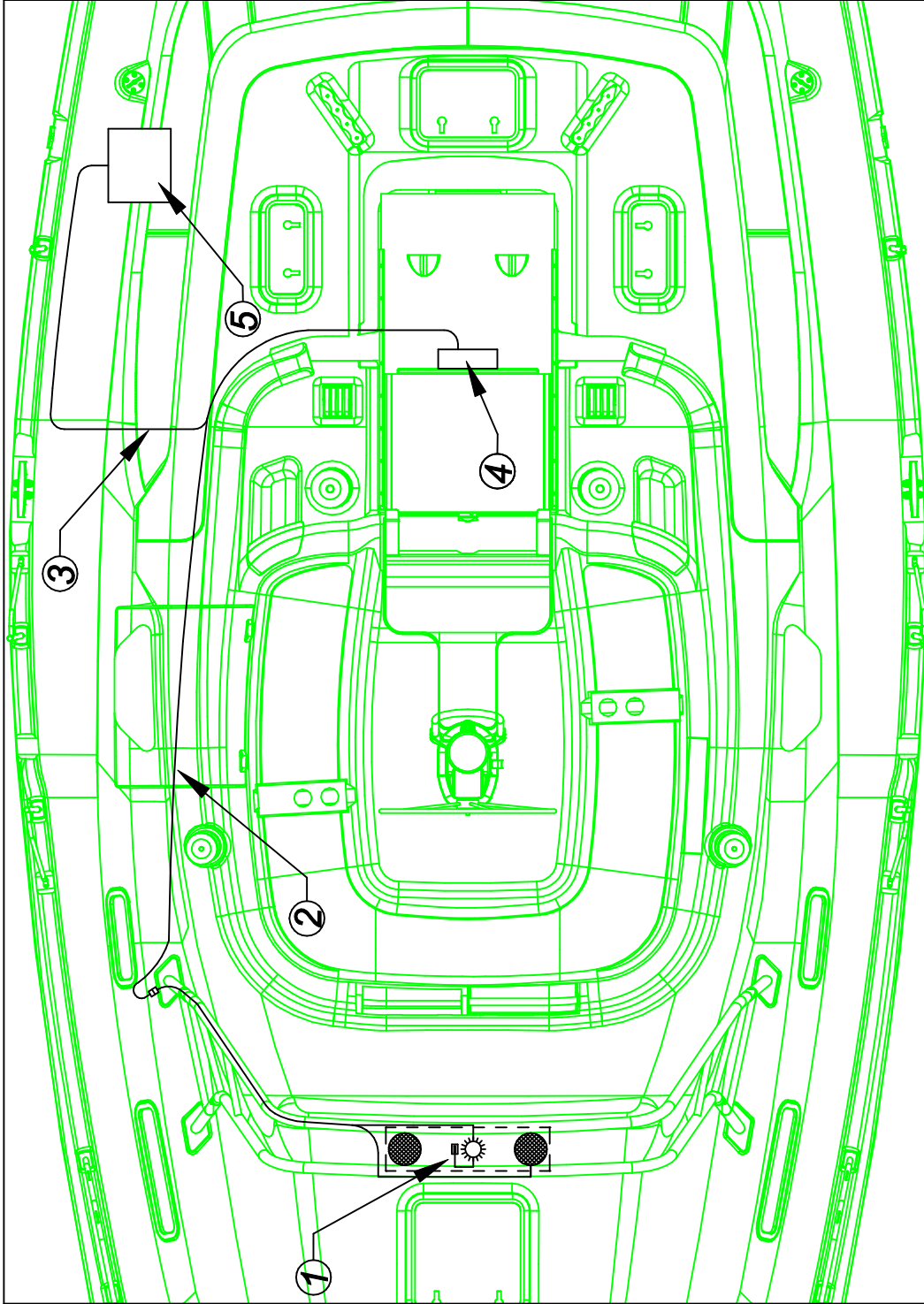
FLAT SCREEN MONITOR

DVD PLAYER

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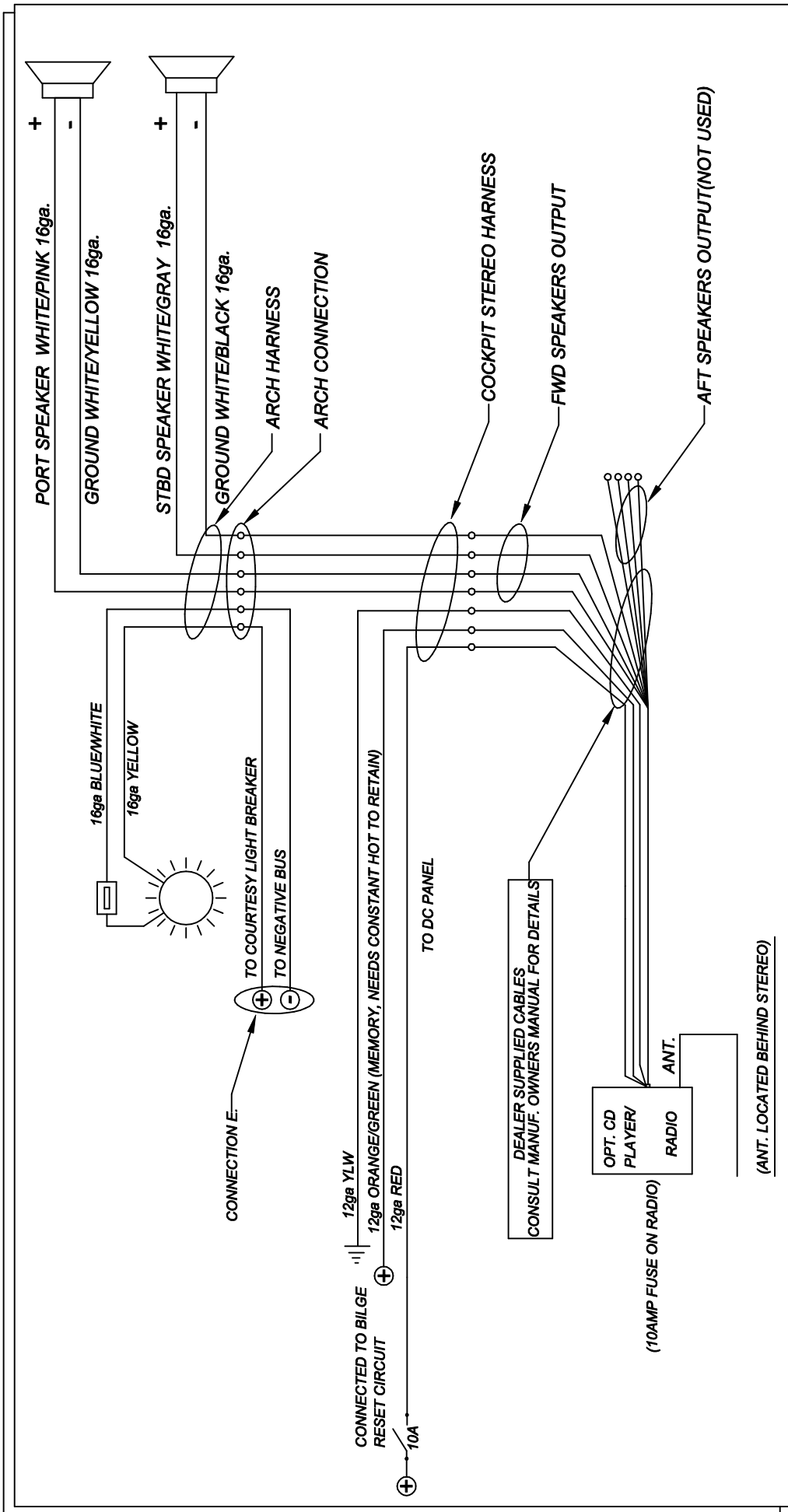
<b>OPTIONAL FWD/AFT TV/DVD SCHEMATIC</b>			
REVISED BY:	44cc8064E-6	REVISION NO.:	None
DESIGNED BY:		DATE:	06/10/05
ENGINEER:	ENG		





- ① SPEAKER POD W/LIGHT (MOUNTED ON ARCH)
- ② SPEAKER AND LIGHT WIRE RUN
- ③ POWER LEADS
- ④ STEREO CD PLAYER
- ⑤ D.C. DISTRIBUTION BOX



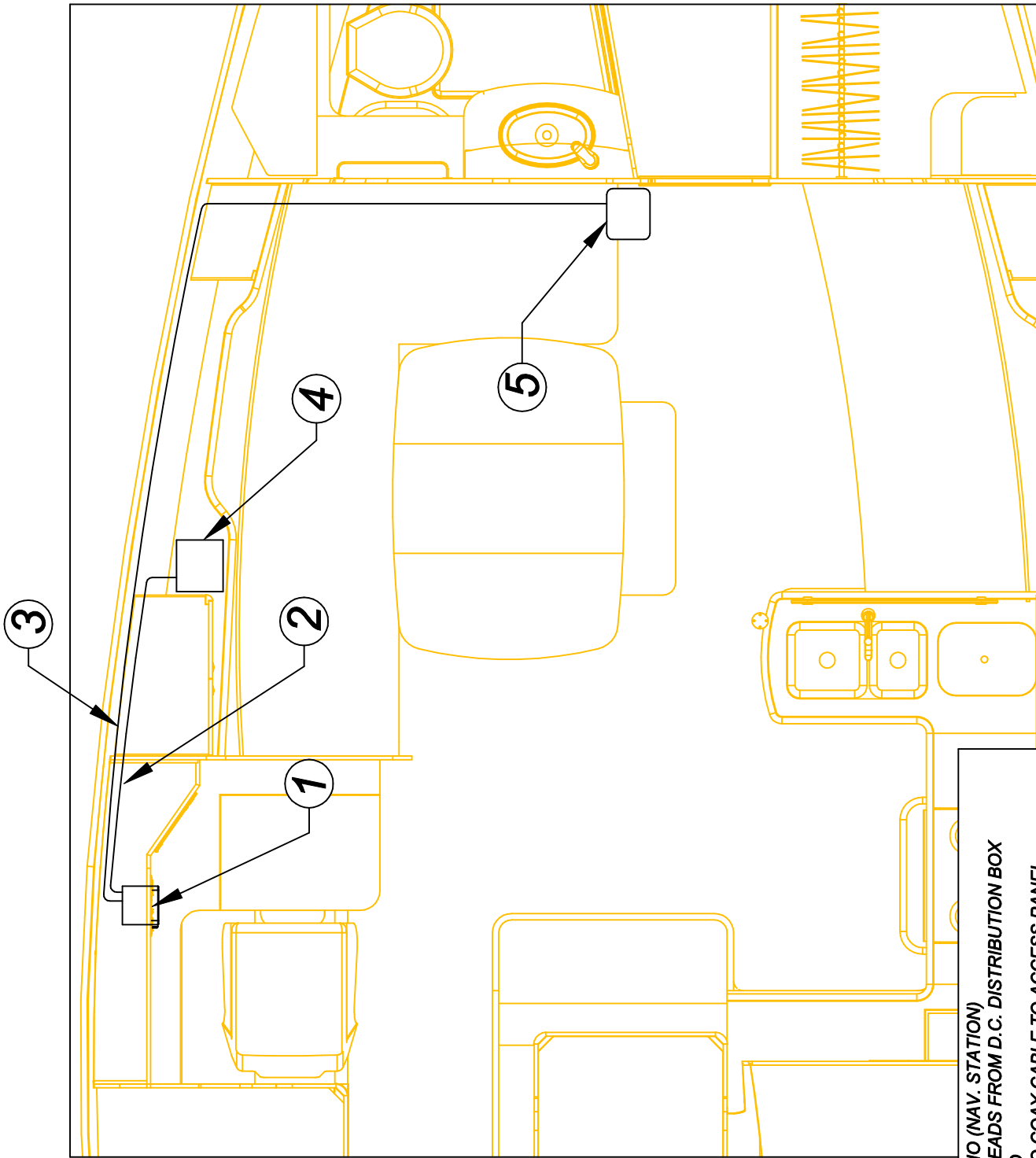


POWER TIPS:  
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**OPTIONAL COCKPIT STEREO WIRING SCHEMATIC**

<small>REVISED BY:</small> 44cc8064E-8	<small>REVISION NO.:</small> None
<small>DESIGNED BY:</small> ENG	<small>DATE:</small> 06/10/05





1. V.H.F. RADIO (NAV. STATION)
  2. POWER LEADS FROM D.C. DISTRIBUTION BOX TO RADIO
  3. VHF RADIO COAX CABLE TO ACCESS PANEL
  4. LOCATION OF D.C. DISTRIBUTION BOX
  5. COAX CABLE @ MAST STEP HEADLINER ACCESS PLATE
- COAX CABLE RUNS THROUGH THE HEADLINER

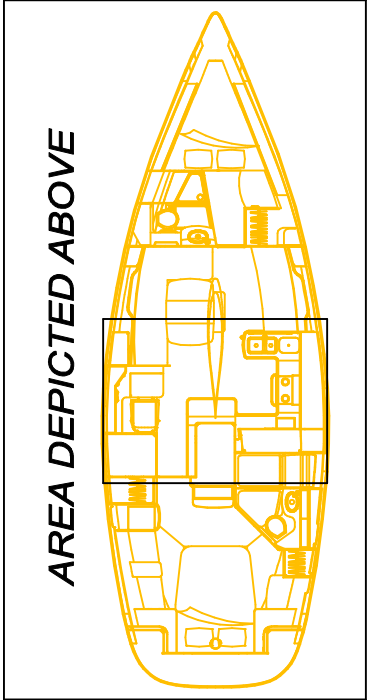
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<b>VHF RADIO WIRE RUNS LAYOUT</b>	
FORMING NO.	4-cc8064F
REVISION NO.	None
DATE	06/10/05
DESIGNED BY	ENG

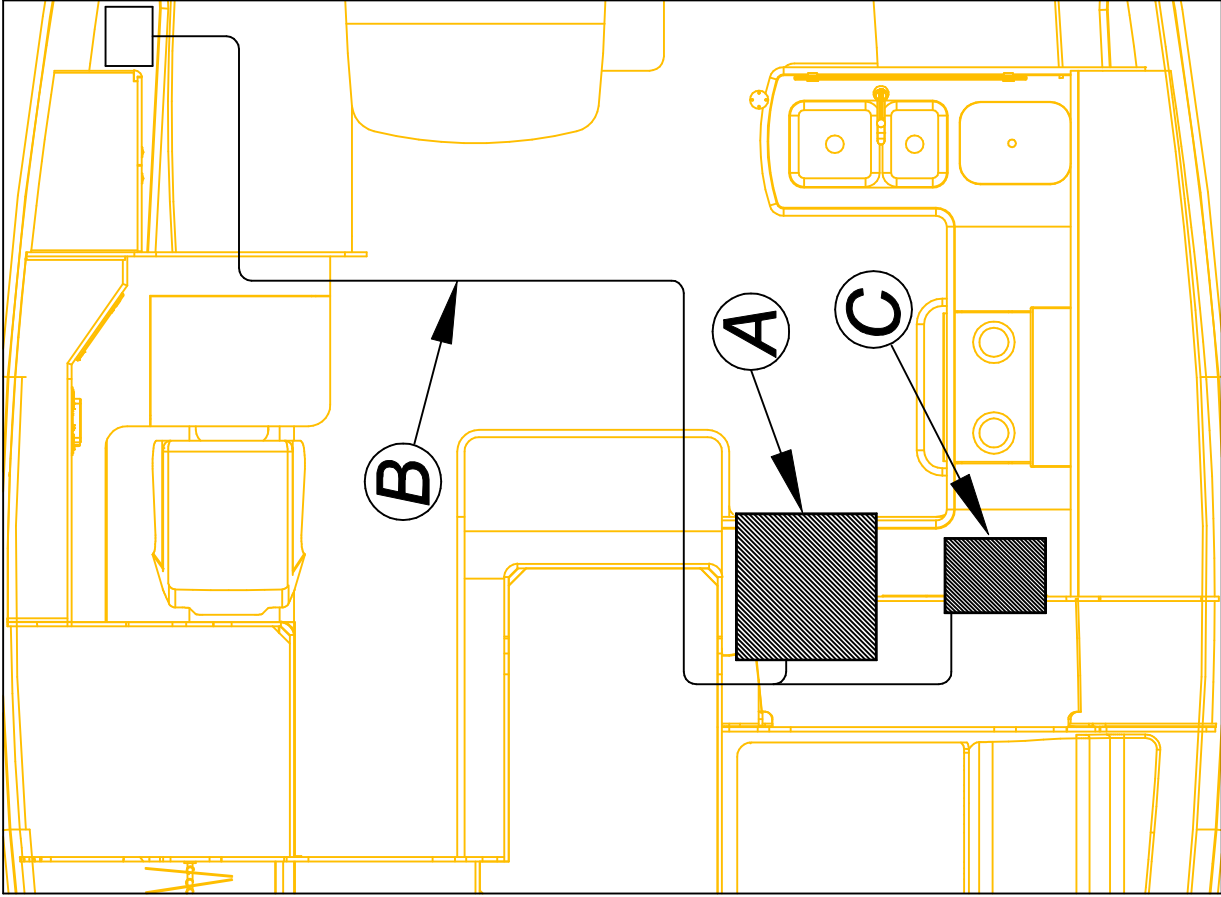


- A REFRIGERATOR/FREEZER  
W/BUILT IN COMPRESSOR**
- B POWER RUN TO D.C.  
DISTRIBUTION BOX**
- C OPTIONAL TOP LOAD FREEZER**

**NOTE: CONSULT PRODUCT MANUAL  
FOR OPERATING THE  
REFRIGERATOR AND FREEZER  
UNITS.**



**AREA DEPICTED ABOVE**



## SECTION 64H...OPTIONAL WINDLASS SYSTEM

### BASIC OPERATING INSTRUCTIONS:

#### LOWERING ANCHOR....

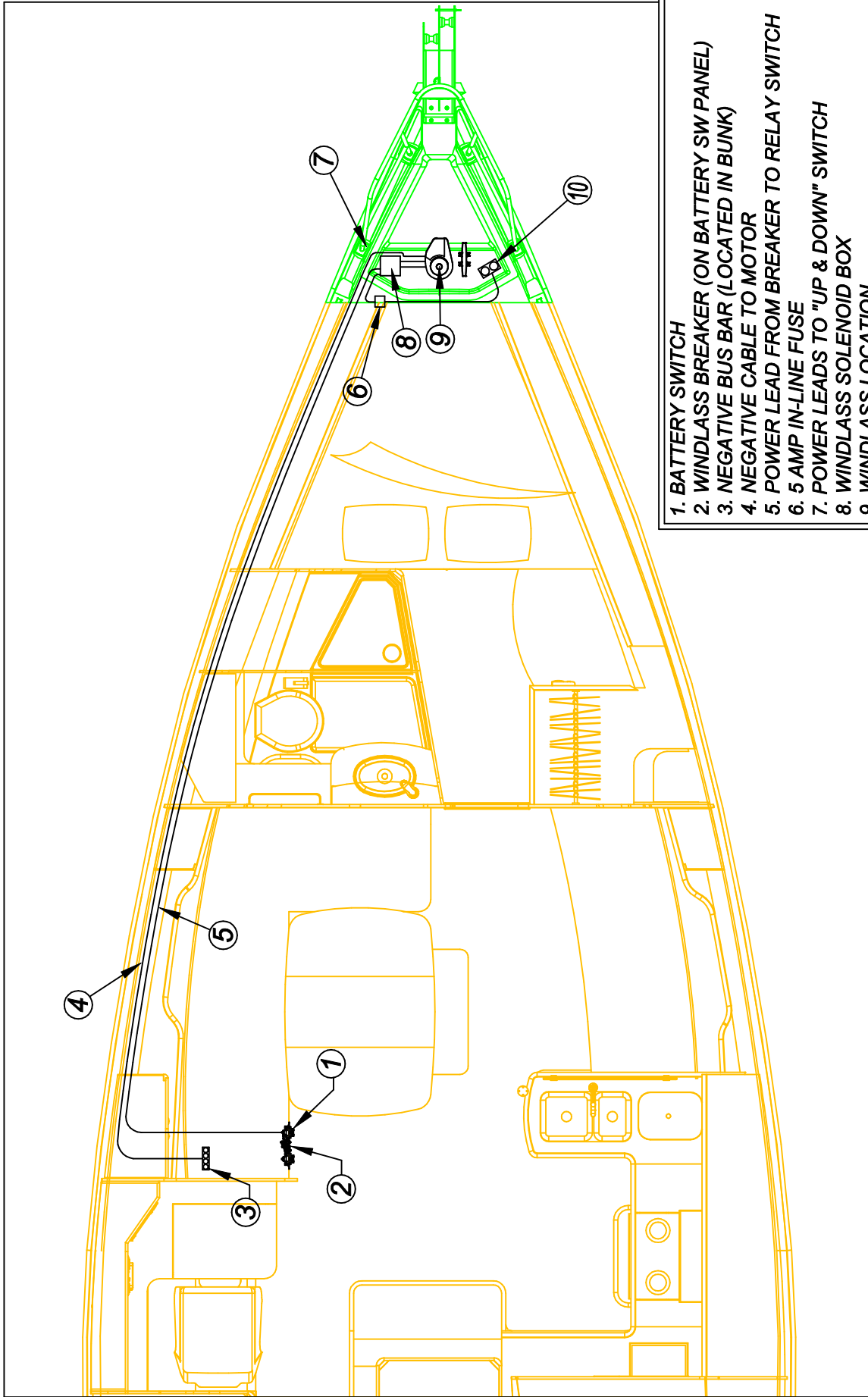
- ① TURN ON HOUSE BATTERY SWITCH AT NAV. STATION.
- ③ ENSURE THE RESET BREAKER @ NAVIGATION STATION IS "SET"
- ④ PUSH WINDLASS "DOWN" BUTTON AT ANCHOR WELL LOCKER.

NOTE: "BUMP" SWITCH UNTIL ANCHOR CLEARS ANCHOR ROLLER AND HULL BEFORE LETTING ANCHOR DOWN FREELY.

#### RAISING ANCHOR....

- ① START BOAT ENGINE, THIS WILL ALLOW CONTROL OF BOAT WHEN ANCHOR BECOMES FREE, AS WELL AS REDUCING LOAD ON BATTERY
- ② SAME AS STEP #1 OF LOWERING ANCHOR
- ③ SAME AS STEP #2 OF LOWERING ANCHOR
- ④ PUSH WINDLASS "UP" BUTTON (LOCATED-NEXT TO "DOWN BUTTON" BEING CAREFUL AS THE ANCHOR APPROACHES THE HULL AND ANCHOR ROLLER) UNTIL THE ANCHOR RESTS IN THE STEMHEAD PROPERLY.

NOTE: IF IT APPEARS THERE IS NO POWER TO THE WINDLASS, CHECK RESET BRKR. AT THE NAV. STATION.  
IF WINDLASS BECOMES INOPERABLE ELECTRICALLY, A MANUAL WINCH HANDLE IS SUPPLIED, SEE THE "WINDLASS MANUAL" SUPPLIED IN YOUR OWNERS MANUAL PACKAGE FOR INSTRUCTIONS.

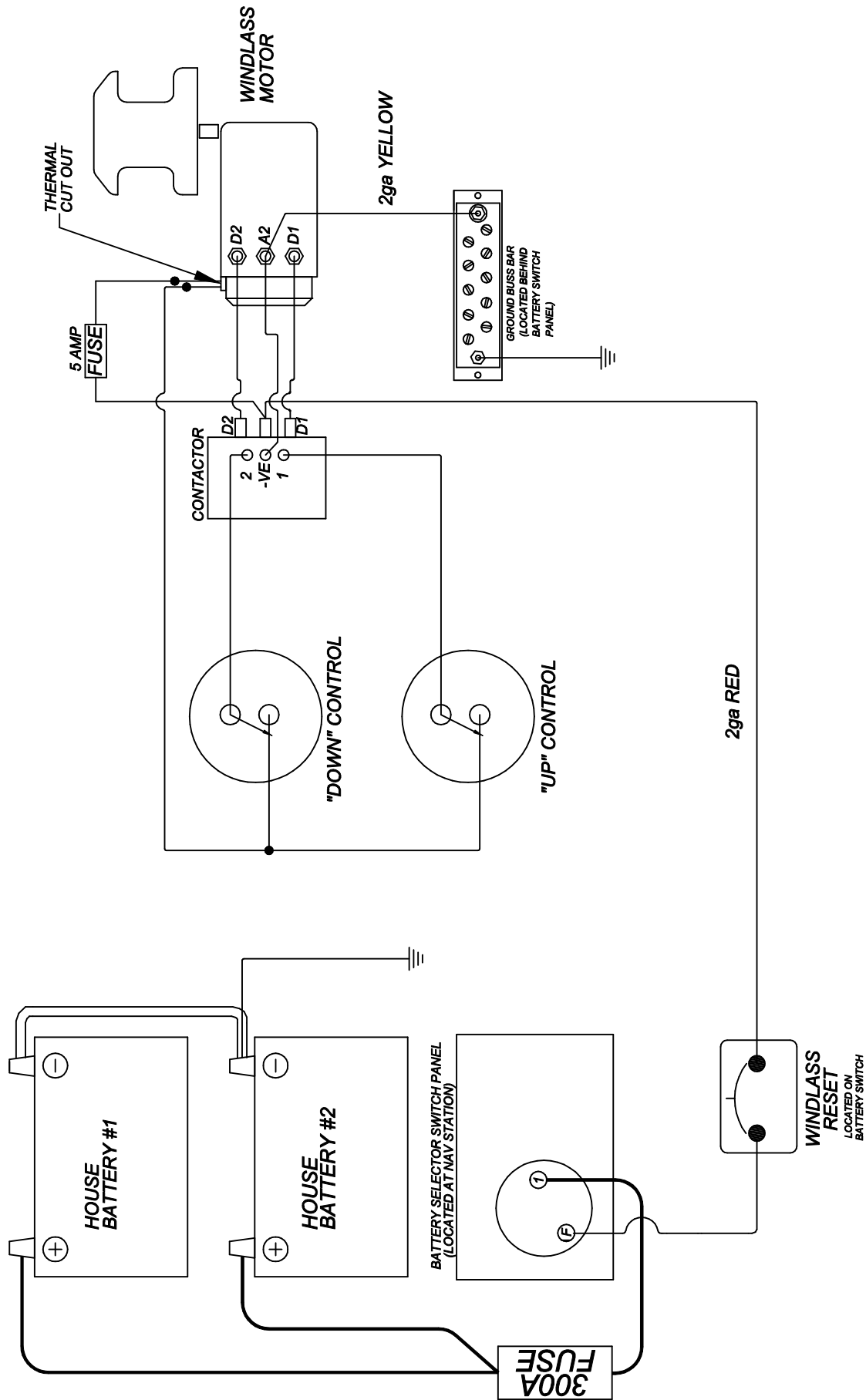


1. BATTERY SWITCH
2. WINDLASS BREAKER (ON BATTERY SW PANEL)
3. NEGATIVE BUS BAR (LOCATED IN BUNK)
4. NEGATIVE CABLE TO MOTOR
5. POWER LEAD FROM BREAKER TO RELAY SWITCH
6. 5 AMP IN-LINE FUSE
7. POWER LEADS TO "UP & DOWN" SWITCH
8. WINDLASS SOLENOID BOX
9. WINDLASS LOCATION
10. WINDLASS "UP & DOWN" CONTROLS

NOTE: SEE FOLLOWING PAGE FOR SCHEMATIC AND WIRE SPECS



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## SECTION 64I... OPTIONAL ELEC. HALYARD SYSTEM

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### BASIC OPERATING INSTRUCTIONS:

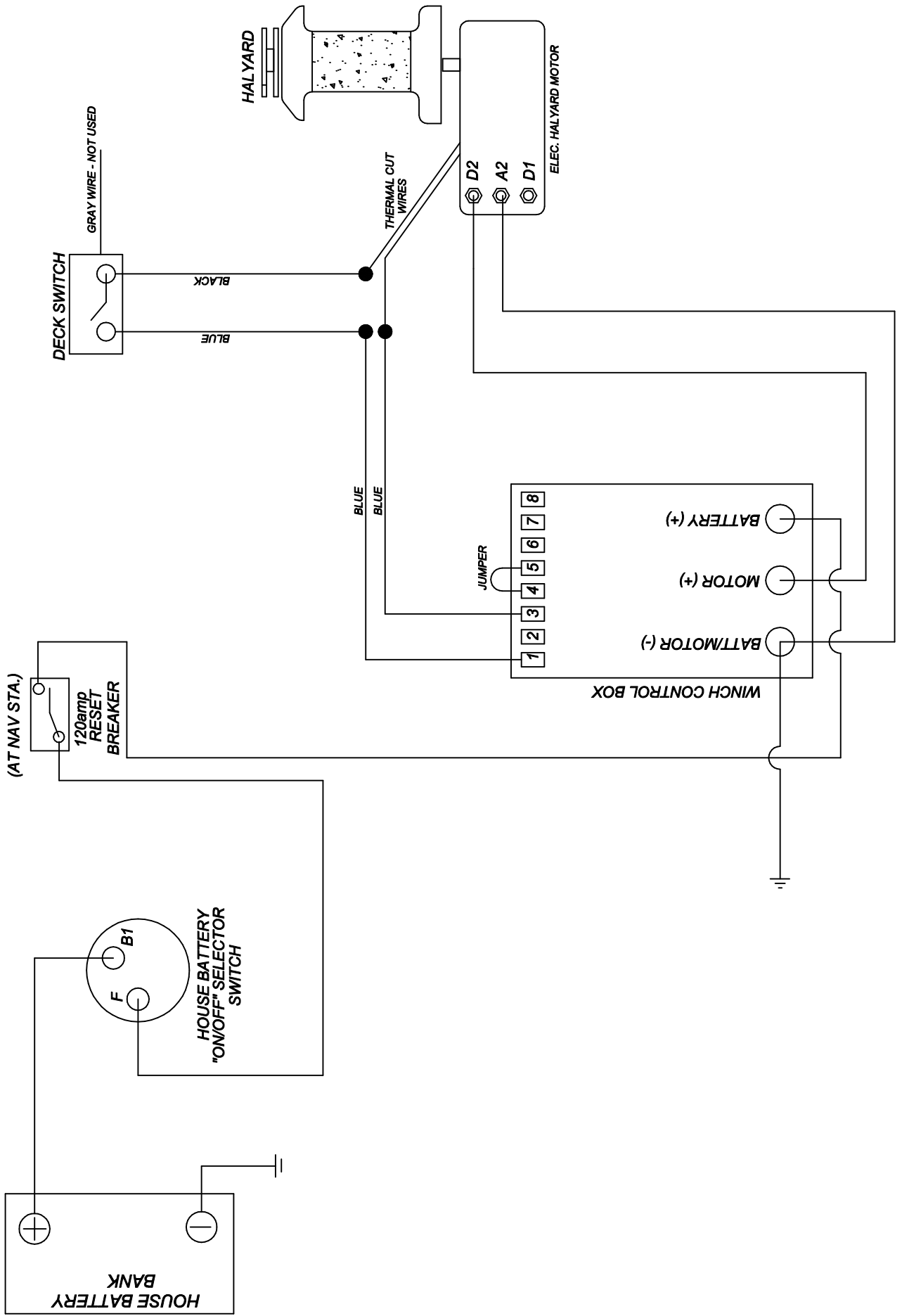
- ① TURN THE HOUSE BATTERY SELECTOR SWITCH TO THE "ON" POSITION.
- ② HALYARD SWITCH ON DECK SHOULD NOW OPERATE WINCH

NOTE: IF IT APPEARS THERE IS NO POWER TO THE WINCH, CHECK RESET BRKR. AT THE NAV. STATION. IF WINCH BECOMES INOPERABLE ELECTRICALLY, A MANUAL WINCH HANDLE IS SUPPLIED. SEE THE "WINCH MANUAL" SUPPLIED IN YOUR OWNERS MANUAL PACKAGE FOR INSTRUCTIONS.

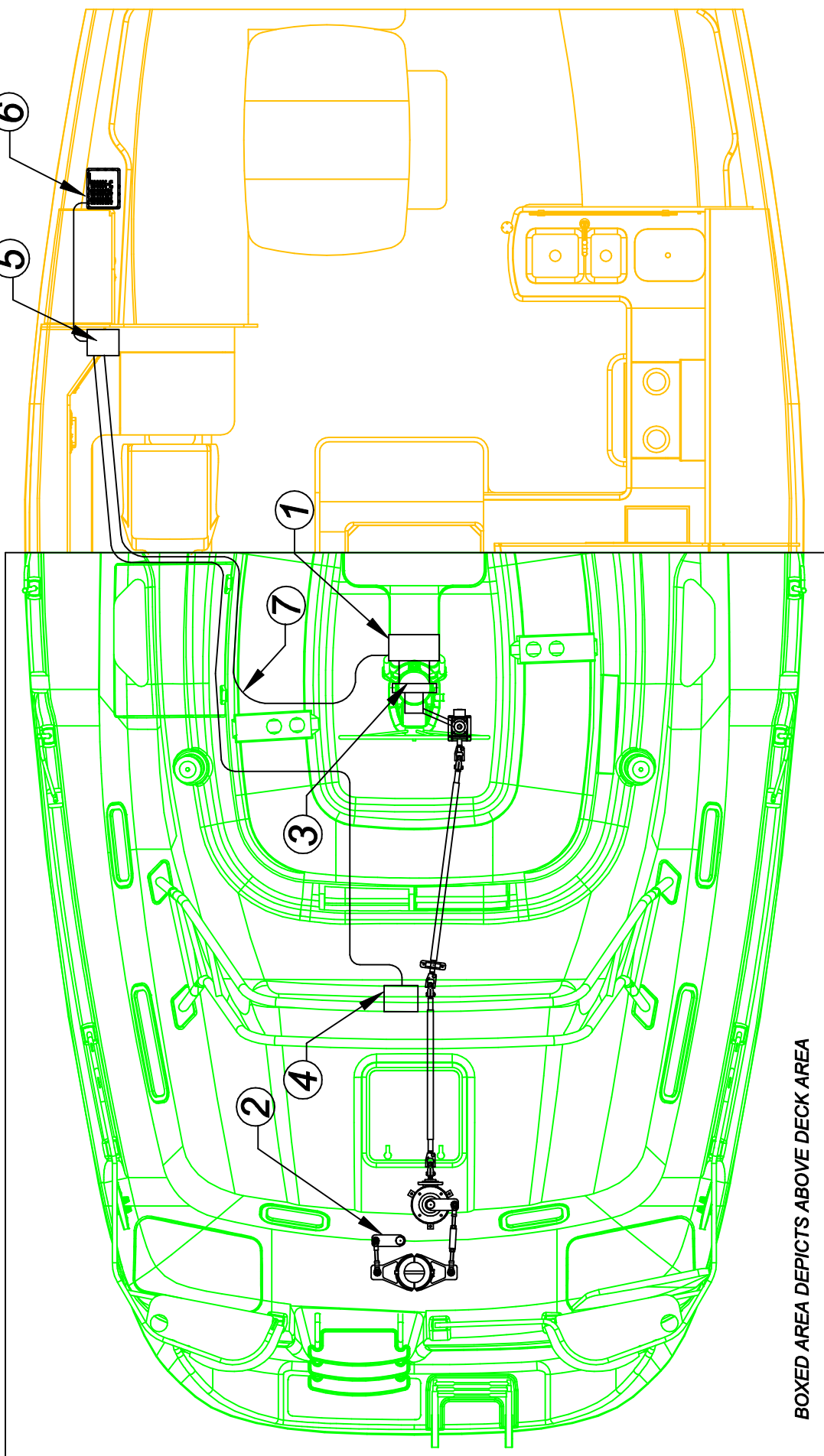
<small>ISSUING TITLE</small> OPTIONAL ELECTRIC HALYARD OPERATING INSTRUCTIONS		
<small>ISSUING NO.</small> 44cc8064I-1	<small>REVISION NO.</small> None	<small>DATE</small> 06/10/05
<small>ISSUING BY</small> ENG		

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BOXED AREA DEPICTS ABOVE DECK AREA

1. LEWMAR DRIVE UNIT
2. RUDDER REFERENCE
3. AUTOPILOT DISPLAY (IN STEERING PEDESTAL)
4. FLUX GATE COMPASS (UNDER AFT BUNK)
5. AUTOPILOT COURSE COMPUTER
6. DC DISTRIBUTION BOX
7. MOTOR CONTROL LEAD

SEE AUTOPILOT MANUAL FOR FURTHER DETAILS

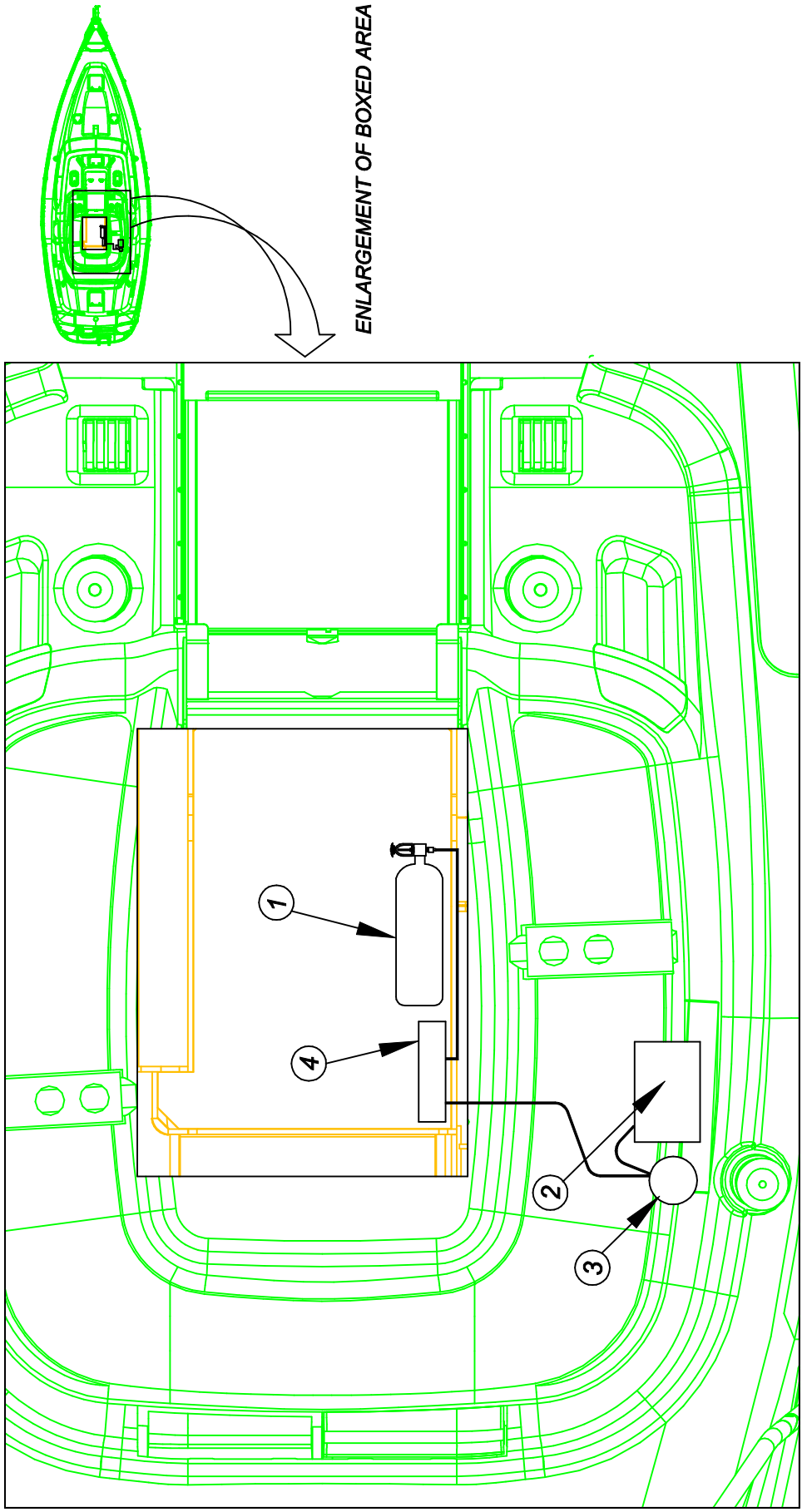
**OPTIONAL AUTOPILOT LAYOUT**

DESIGNER NO.	44cc8064J	REVISION NO.	None
DESIGNER	ENG	DATE	06/10/05

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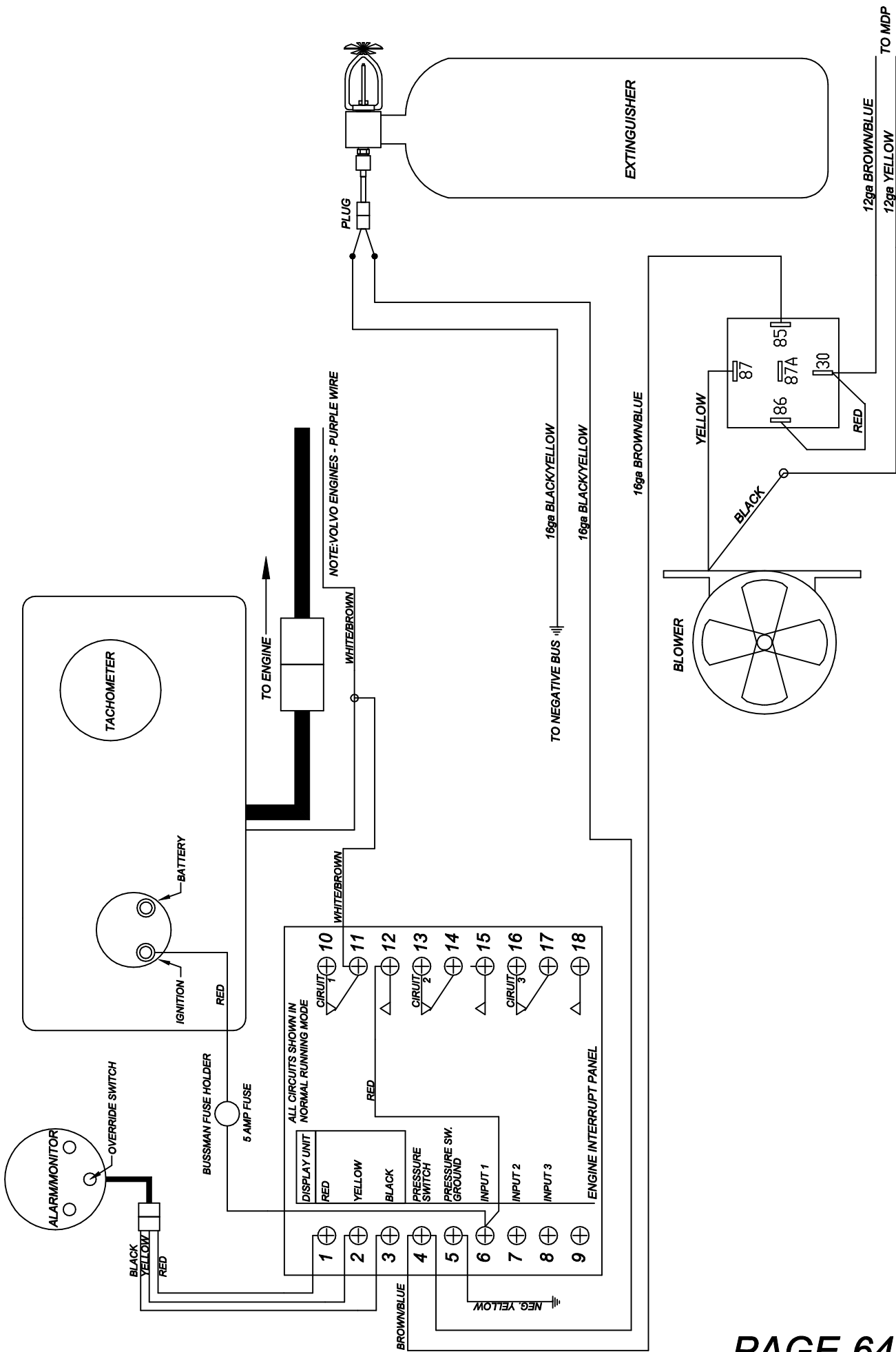


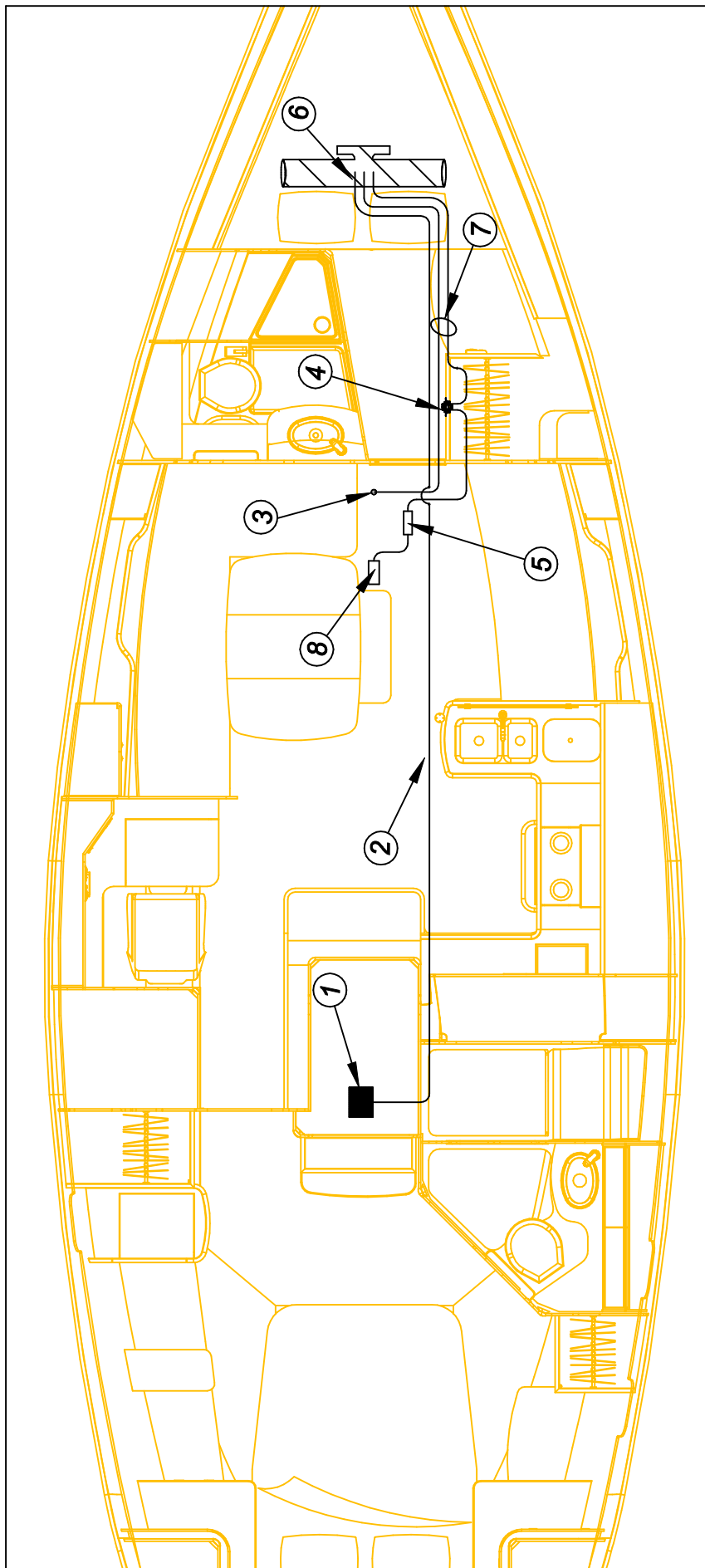


ENLARGEMENT OF BOXED AREA

- ① AUTOMATIC FIRE EXTINGUISHER  
(LOCATED IN ENGINE BOX)
- ② ENGINE PANAL
- ③ DISPLAY
- ④ ENGINE INTERRUPT CONTROL BOX



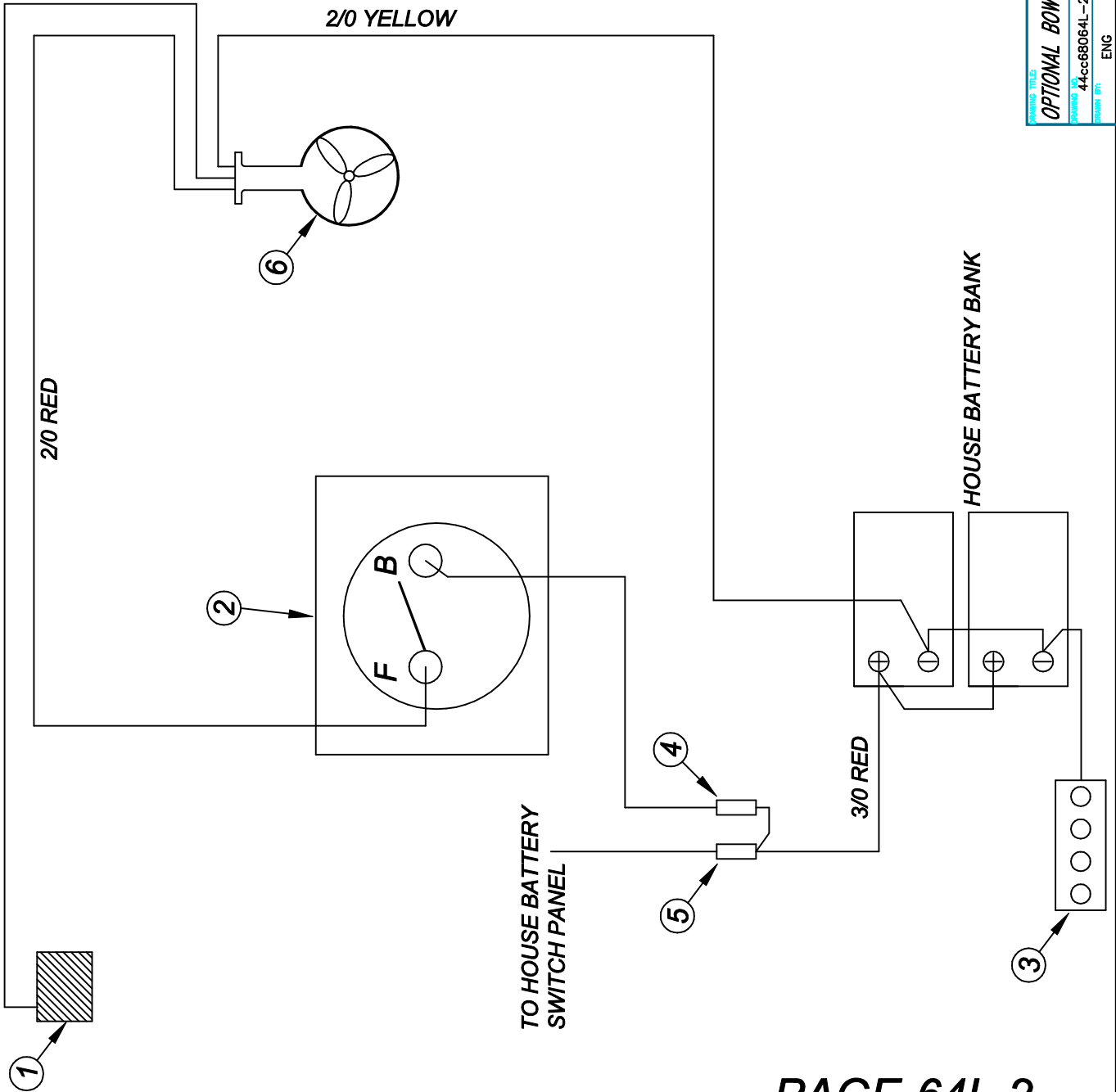




- BOW THRUSTER REMOTE CONTROL LOCATION (ON COCKPIT CONSOLE)**
1. BOW THRUSTER REMOTE CONTROL LOCATION (ON COCKPIT CONSOLE)
  2. REMOTE WIRE RUNS (4 WIRES)
  3. NEGATIVE ON HOUSE BATTERY
  4. BOW THRUSTER SWITCH PANEL
  5. 250 AMP FUSE
  6. BOW THRUSTER
  7. BOW THRUSTER MOTOR CABLES
  8. TO INPUT SIDE OF HOUSE BATTERY FUSE

- IMPORTANT NOTES:**
1. SEE PAGE 63L-2 FOR MORE DETAILS AND A SCHEMATIC FOR THE OPTIONAL BOW THRUSTER AND ITS COMPONENTS.
  2. SEE BOW THRUSTER OWNERS MAUNAL FOR GUIDELINES, INSTRUCTIONS AND MAINTENANCE. (EX: OIL FILL RESERVOIR AND BATTERY STATUS WHEN NOT IN USE.)

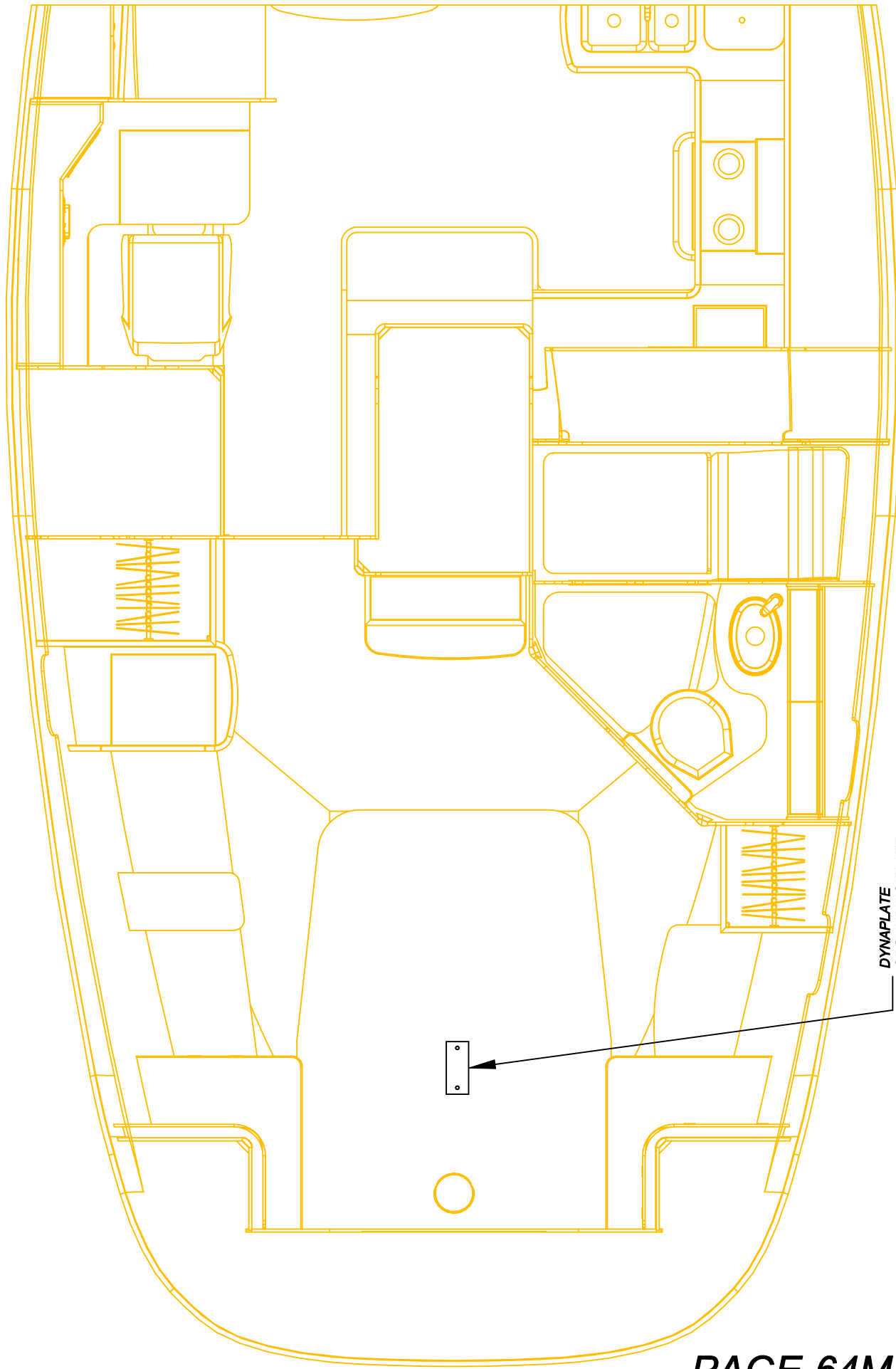
16 ga (BLUE, RED, GRAY, BLACK) 4 SEPERATE WIRES



1. BOW THRUSTER REMOTE CONTROL BOX (LOCATED @ COCKPIT CONSOLE)
2. BOW THRUSTER SWITCH PANEL
3. NEGATIVE BUS BAR
4. 250 amp IN-LINE FUSE
5. 300 amp IN-LINE FUSE
6. OPTIONAL 12 VOLT BOW THRUSTER

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<b>OPTIONAL BOW THRUSTER SCHEMATIC</b>	
REVISED BY 44cc68064L-2	REVISION NO. None
DESIGNED BY ENG	DATE 06/10/05



DYNAPLATE  
GROUNDING PLATE  
INSTALLED  
BETWEEN STRUT  
AND RUDDER

PROVIDED TITLE: **OPTIONAL DYNAPLATE GROUND LAYOUT**

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DESIGN NO.	44cc8064M	REVISION NO.	None
DESIGN BY	ENG	DATE	06/10/05



## MASTER ELECTRICAL AMPERAGE DATA

<b>12V.D.C. SYSTEM</b>	
<b>CIRCUIT/BREAKER</b>	<b>AMPERAGE</b>
D.C. MAIN	75amp
PANEL LIGHTS	5amp
CABIN LIGHTS	30amp
COURTESY LIGHTS	10amp
TANK INDICATOR	5amp
WATER PRESSURE	15amp
SHOWER SUMP	15amp
MACERATOR	20amp
FREEZER	15amp
ENTERTAINMENT	40amp
REFRIGERATION	15amp
L.P. GAS	5amp
WINDLASS (SWITCH)	5amp
INSTRUMENTS	5amp
G.P.S.	5amp
V.H.F.	10amp
AUTO-PILOT	25 amp
ANCHOR LIGHT	5amp
STEAMING LIGHT	5amp
DECK LIGHT	10amp
RUNNING LIGHTS	10amp
COMPASS (TIES TO RUN. LIGHTS)	
HOUSE BATTERY CABLES	300amp
ENGINE STARTER CABLE	NONE
WINDLASS (MOTOR) CABLE	90 amp

<b>120V.A.C. SYSTEM</b>	
SHORE POWER A.C. MAIN/S	30 amp
OUTLETS	15amp
MICROWAVE OVEN	15amp
WATER HEATER	15amp
BATTERY CHARGER	15amp
INVERTER	INTERNAL
AIR CONDITIONING, FWD	25amp
AIR CONDITIONING. AFT	20amp
AIR COND. RELAY PUMP	5amp

<b>230V.A.C. SYSTEM (ON SELECT OVERSEAS MODELS ONLY)</b>	
SHORE POWER A.C. MAIN/S	15 amp
OUTLETS	10amp
MICROWAVE OVEN	10amp
WATER HEATER	10amp
BATTERY CHARGER	10amp
INVERTER	N/A
AIR CONDITIONING	15amp
AIR CONDITIONING	10amp
AIR COND. RELAY PUMP	5amp

**MASTER ELECTRICAL WIRING/CABLE DATA**

DESCRIPTION	WIRE SIZE	WIRE COLOR
LPG SWITCH/POWER	16 gauge	ORANGE/RED
TANK DISPLAY	16 gauge	RED/ORANGE
FUEL SENDER	16 gauge	PINK,ORANGE/WHITE
NEGATIVE	16 gauge	YELLOW
FWD WATER SENDER	16 gauge	ORANGE/BLUE, PINK/BLACK
NEGATIVE	16 gauge	YELLOW
WATER PUMP	12 gauge	BROWN
NEGATIVE	12 gauge	YELLOW
VACCU FLUSH	10 gauge	BROWN/PINK
NEGATIVE	16 gauge	YELLOW
AFT WASTE SENDER	16 gauge	ORANGE/GREEN, PINK/GRAY
NEGATIVE	16 gauge	YELLOW
AFT SUMP PUMP	12 gauge	BROWN/BLACK
NEGATIVE	12 gauge	YELLOW
FWD MACERATOR	10 gauge	BROWN/WHITE
NEGATIVE	16 gauge	YELLOW
VHF	16 gauge	RED/WHITE
NEGATIVE	16 gauge	YELLOW
COURTESY LIGHTS	16 gauge	BLUE/WHITE
NEGATIVE	16 gauge	YELLOW
CABIN LIGHTS	10-14 gauge	BLUE
NEGATIVE	16 gauge	YELLOW
PORT FWD SPEAKERS	16 gauge	WHITE/RED
STBD FWD SPEAKERS	16 gauge	WHITE/BROWN
PORT AFT SPEAKER	16 gauge	WHITE/GREEN
STBD AFT SPEAKER	16 gauge	WHITE/VIOLET
PORT ARCH SPEAKER	16 gauge	WHITE/PINK
PORT NEGATIVE	16 gauge	WHITE/YELLOW
STBD ARCH SPEAKER	16 gauge	WHITE/GRAY
STBD NEGATIVE	16 gauge	WHITE/BLACK
COMPASS BOW LIGHT	16 gauge	GRAY/WHITE
STERN LIGHT	16 gauge	GRAY/YELLOW
NEGATIVE	16 gauge	YELLOW
MAST LIGHT	16 gauge	GRAY
STEAMING LIGHT	16 gauge	GRAY/GREEN
ANCHOR LIGHT	16 gauge	GRAY/RED
HOUSE BATTERY	2/O	RED
NEGATIVE	2/O	YELLOW
AC/DC PANEL	6 gauge	ORANGE/RED
NEGATIVE	6 gauge	YELLOW
ENGINE	2 gauge	RED
HALYARD	2 gauge	YELLOW
T.V.	10 gauge	RED
NEGATIVE	10 gauge	YELLOW
REFRIGERATION	10 gauge	RED/BLACK
FREEZER	10 gauge	RED/WHITE
NEGATIVE	10 gauge	YELLOW
STEREO/DVD	12 gauge	ORANGE/GREEN
STEREO POWER	12 gauge	RED
NEGATIVE	12 gauge	YELLOW
INVERTER GROUND	4 gauge	GREEN/YELLOW
WINDLASS SWITCH	16 gauge	TAN
MANUAL BILGE	12 gauge	BROWN/RED
AUTO BILGE	12 gauge	BROWN/ORANGE
NEGATIVE	12 gauge	YELLOW
AFT SUMP PUMP	12 gauge	BROWN/BLACK
FWD SUMP PUMP	12 gauge	BROWN/YELLOW
AUTO PILOT	8 gauge	RED
NEGATIVE	8 gauge	YELLOW
CHAINPLATE GROUND	4 gauge	GREEN/YELLOW
BATTERY CHARGER # 1	8 gauge	ORANGE/RED
BATTERY CHARGER # 2	8 gauge	ORANGE/GREEN

**120V.A.C. (230V. OVERSEAS MODELS) SYSTEM TROUBLESHOOTING GUIDE**

<b>COMPONENT</b>	<b>SYMPTOM</b>	<b>POSSIBLE SOLUTION/S</b>
SHORE POWER "A"	NO POWER TO PANEL	SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 CHECK DOCKSIDE BREAKER AND/OR BREAKER #1 LOCATED IN AFT CABIN OR COCKPIT LOCKER. CHECK "RESETS" ON (OPT.) INVERTER (SEE "INVERTER MAN.")
OUTLETS #1 & 2	NO POWER	SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS OUTLET BREAKER/S ON? CHECK RESET ON G.F.I. OUTLETS AT GALLEY & AT NAV. STATION. CHECK RESETS ON (OPT.) INVERTER (SEE "INVERTER MAN.")
MICROWAVE	NO POWER	IS BREAKER ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS MICROWAVE ON? SEE "MICRO MANUAL"
WATER HEATER	NO POWER  WON'T HEAT WATER  WATER TOO COLD/HOT	IS BREAKER ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 CHECK "RESET" ON HEATER SEE "WATER HEATER MANUAL" FOR LOCATION. SEE "WATER HEATER MANUAL" FOR THERMOSTAT ADJUSTMENT AND/OR ELEMENT REPLACEMENT, SEEK QUALIFIED PERSONELL.
BATTERY CHARGER (STANDARD)	NOT CHARGING BATTERY/S	IS SHORE POWER "A" ON IS BATT. CHARGER BREAKER ON? IS RESET TRIPPED ON HOUSE BATTERY ON/OFF PANEL CHECK FUSES BEHIND HOUSE BATT. ON/OFF PANELS ARE BATTERY CONNECTIONS GOOD?
<b>INVERTER/BATT. CHARGER</b> (OPTIONAL) (IN INVERTER MODE)	INV. NOT SUPPLYING A.C.POWER  INV. ON BUT UNABLE TO OPERATE DESIRED APPLIANCE/S	IS INVERTER REMOTE SWITCH AT NAV STATION ON? IS DESIRED APPLIANCE BREAKER ON? IS BATTERY VOLTAGE LOW? SEE VOLTAGE DISPLAY ON INVERTER REMOTE PANEL, ARE YOU ASKING THE INVERTER TO POWER MORE THAN IT IS CAPABLE? SEE "INVERTER MANUAL" FOR INFORMATION REGARDING POWER OUTPUT CAPABILITIES. CHECK "RESETS ON (OPT.) INVERTER (SEE "INVERTER MAN.")
<b>INVERTER/BATT. CHARGER</b> (OPTIONAL) (IN CHARGING MODE)	NOT CHARGING BATTERY/S	IS SHORE POWER "A".ON? SEE "POWER SYSTEM OPERATIONS" PAGE 63A-2 IS BATTERY SELECTOR SWITCH IN "ON" POSITION? CHECK IN-LINE 300amp FUSE AT BATTERY ARE BATTERY CONNECTIONS GOOD? INVERTER REMOTE SWITCH SHOULD BE IN THE "OFF" POSITION. (THIS IS NECESSARY IN THE EVENT YOU "LOSE" SHORE POWER, THE INVERTER DOESN'T GO INTO INVERT MODE CAUSING BATT./S TO DRAIN IF YOU LEFT AN A.C. APPLIANCE ON..



**120V.A.C. (230V. OVERSEAS MODELS) SYSTEM TROUBLESHOOTING GUIDE**

**CONT:**

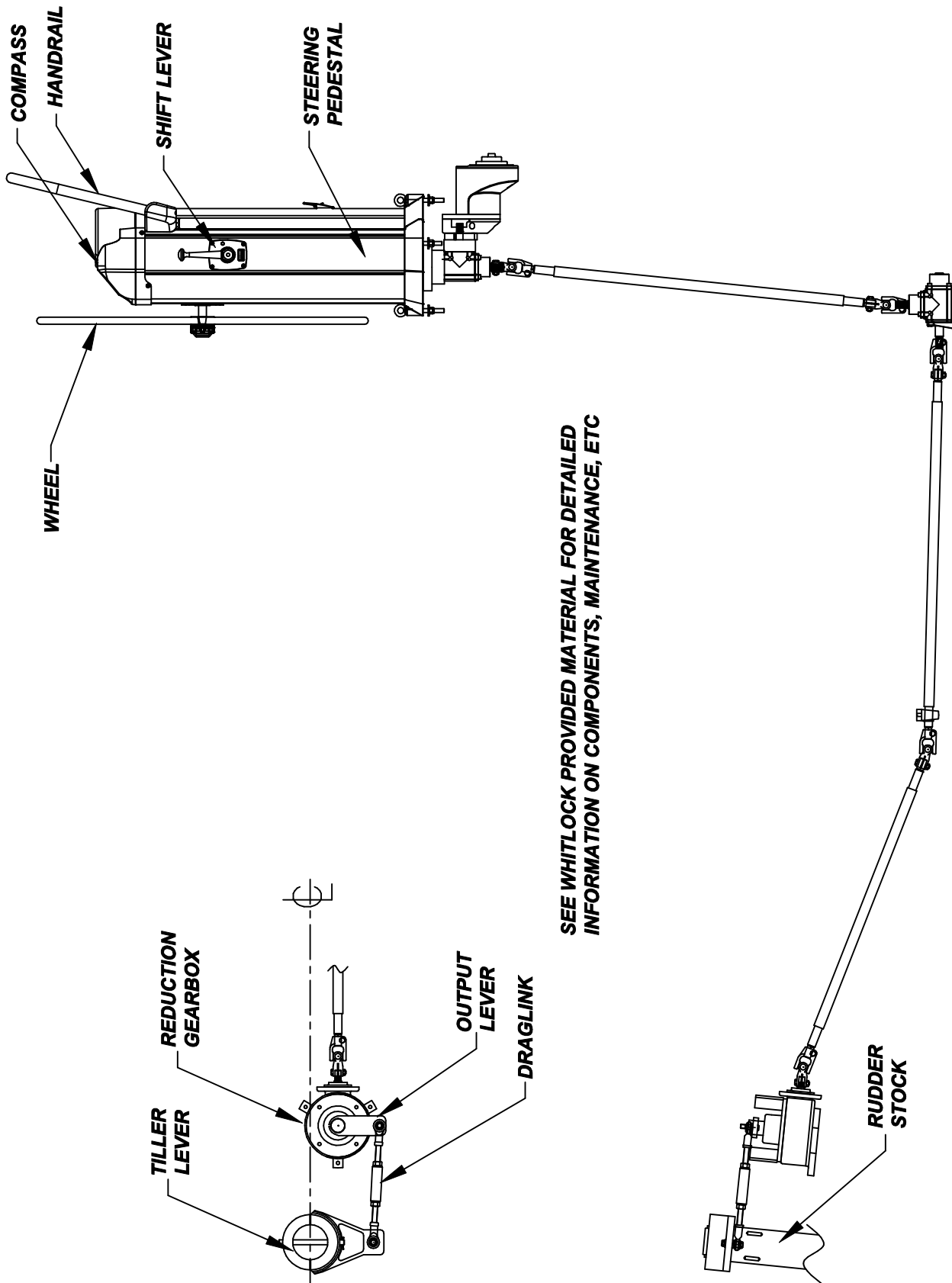
COMPONENT	SYMPTOM	POSSIBLE SOLUTIONS
SHORE POWER "B"	NO POWER TO PANEL	SEE "POWER SYSTEMS OPERATION PAGE 63A-2" CHECK DOCKSIDE BREAKER AND/OR BREAKER #2 IN AFT CABIN OR COCKPIT LOCKER
AIR COND.	WON'T TURN ON  TURNS ON THEN SHUTS DOWN  OTHER	IS BREAKER ON? SEE "POWER SYSTEMS OPERATION" PAGE 63A-2 SEE " AIR CONDITIONER" MANUAL IS AIR COND. RAW WATER <b>PICK UP</b> SEACOCK OPEN? IF SO, IS WATER CIRCULATING? SEE PAGE 60 FOR AIR COND. DISCHARGE THRUHULL LOCATION, IF NOT IS AIR COND. PICKUP BEING RESTRICTED BY DEBRIS? IS <b>DISCHARGE</b> SEACOCK OPEN? SEE "AIR CONDITIONER" MANUAL
<b>OPTIONAL GENERATOR (APPLIES TO BOTH "A" &amp; "B" SIDES OF A.C. PANEL)</b>		
GENERATOR	NO POWER TO STARTER RUNNING, BUT NO POWER AT PANEL.  WON'T START  GEN. STARTS THEN SHUTS DOWN	IS START BATT. SELECTOR SWITCH ON? IS "GENERATOR BREAKER" ON "A" SIDE OF PANEL ON? (MOVE SLIDE BAR UP TO TURN THIS BREAKER ON). IS "PARALLEL BREAKER" ON "B" SIDE OF PANEL ON? SEE GENERATOR MANUAL DID YOU FOLLOW PROPER STARTING PROCEDURE AS DESCRIBED IN THE "GENERATOR MANUAL"? DO YOU HAVE AN AMPLE AMOUNT OF DIESEL FUEL? REMEMBER THE GENERATOR FUEL PICKUP TUBE IS SHORTER THAN THE PICKUP TUBE FOR THE ENGINE, THIS PREVENTS GENERATOR FROM DRAINING TANK SINCE ENGINE POWER IS MORE IMPORTANT THAN GENERATOR POWER. REFER TO GENERATOR MANUAL FOR <u>POSSIBLE</u> FUSE OR RESET ON GENERATOR. IS RAW WATER PICKUP SEACOCK OPEN, OR OBSTRUCTED?

## 12V.D.C. SYSTEM TROUBLESHOOTING GUIDE

<b>TO POWER D.C. PANEL:</b> THIS IS TO POWER PANEL FOR CHARGING, SEE PAGE 63A-2	TURN ON "D.C. MAIN" BREAKER ON BATTERY SWITCH PANEL, IT IS NOT NECESSARY TO TURN ON THE HOUSE BATTERY SWITCH TO THE "ON" POSITION TO SUPPLY POWER TO D.C. PANEL  <b>IF NO POWER TO PANEL:</b> CHECK THE 300 amp IN LINE FUSES AT THE HOUSE BATTERIES OR BATTERY CONNECTIONS IF NECESSARY.	
COMPONENT	SYMPTOM	POSSIBLE SOLUTIONS
D.C. MAIN	NO POWER TO PANEL	SEE "TO POWER PANEL" ABOVE BATTERY/S CHARGED?
PANEL LIGHTS	PANEL WON'T ILLUMINATE	SEE "TO POWER TO PANEL" ABOVE BATTERY TERMINALS CLEAN? SEEK QUALIFIED PERSONNEL
CABIN LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE BULB/S NEED REPLACING?
COURTESY LIGHTS (AT CRTSY. LIGHTS MAIN SALON)	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE  BULBS/S NEED REPLACING?
COURTESY LIGHTS ENGINE BOX COMP. COCKPIT CONSOLE	WON'T ILLUMINATE	SEE "TO POWER PANEL" ABOVE PLUNGER SWITCH STUCK? IS SWITCH @ CONSOLE "ON"?
TANK INDICATOR	TANK LEVEL GAUGES DON'T ILLUMINATE TANK LEVEL DISPLAYED IS INCORRECT	SEE "TO POWER PANEL" ABOVE TANK SENDING UNIT NEEDS CLEANING
WATER PRESSURE	NO POWER CYCLES ON/OFF EXCESSIVELY	SEE "TO POWER PANEL" ABOVE FAUCETS OFF? LEAK IN SYSTEM SEE PAGE 57A, B, C FOR SYSTEM LAYOUT
SHOWER SUMP	WON'T PUMP WHEN SUMP BOX FILLED (PUMP WON'T QUIT RUNNING) PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T PUMP	SEE "TO POWER PANEL" ABOVE IS FLOAT SWITCH STUCK? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED? SEACOCK DISCHARGE VALVE CLOSED?
MACERATOR	RUNS BUT DOESN'T DISCHARGE  PUMP MAKES NOISE, DOESN'T PUMP	IS DISCHARGE SEACOCK OPEN? IS WASTE DECK FITTING SECURE, IS IT PULLING AIR THRU? IF SO REPLACE O- RING ON CAP. IS TANK VENT (HULL FITTING) CLOGGED? SEE PAGE 60A-1,A-2 FOR LOCATIONS LODGED DEBRIS, <b>TURN OFF POWER</b> TO PUMP, INSERT SCREWDRIVER INTO PUMP ARMATURE AT END OF PUMP AND TURN TO DISLodge DEBRIS
STEREO	WON'T TURN ON  STEREO TURNS ON, NO SOUND VCP WON'T PLAY	SEE "TO POWER PANEL" ABOVE IS STEREO UNIT ON? ARE VOLUME CONTROLS TURNED DOWN? SEE VIDEO PLAYER OWNERS MANUAL
ENTERTAINMENT SYSTEM	WON'T TURN ON  TV TURNS ON, NO SOUND	SEE "TO POWER PANEL" ABOVE ARE TV / DVD UNITS ON? ARE VOLUME CONTROLS TURNED DOWN TURNED DOWN?
REFRIGERATION	WON'T GET COLD  UNIT KEEPS TURNING OFF	SEE "TO POWER PANEL" ABOVE. IS THERMOSTATS TURNED ON? IS RAW WATER <b>INTAKE</b> VALVE CLOSED? IS SEACOCK <b>DISCHARGE</b> VALVE CLOSED? IS FILTER CLEAN? IS THRU HULL CLOGGED? SEEK QUALIFIED PERSONNEL
BILGE PUMP	WON'T OPERATE AUTO OR MANUAL  PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? SEE VOLT METER CHECK BILGE RESET ON BATTERY SWITCH PANEL. BATTERY CONNECTIONS GOOD? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED?
NOTE: COMPONENT/S FAILURE COULD ALSO BE THE RESULT OF A POOR "GROUND" CONNECTION. SEE PAGE 64A FOR BUS BAR LOCATION. DUE TO VIBRATION, WEATHER CONDITIONS, ECT. OCCASIONAL INSPECTION, CLEANING AND TIGHTENING OF THESE TERMINALS (BY QUALIFIED PERSONNEL) MAY BE NECESSARY.		

**SYSTEM TROUBLESHOOTING GUIDE CONT:**

COMPONENT	SYMPTOM	POSSIBLE SOLUTION/S
WINDLASS	UP/DOWN CONTROLS DON'T OPERATE WINDLASS	SEE "TO POWER PANEL" PREV. PAGE WINDLASS SWITCH AT WINDLASS RESET PANEL ON? IS RESET TRIPPED?
INSTRUMENTS	REPEATERS DON'T OPERATE	SEE "TO POWER PANEL" PREV. PAGE DO TRANSDUCERS NEED CLEANING? SEE INSTRUMENTS MANUAL
VHF RADIO	WON'T OPERATE  TURNS ON, WON'T TRANSMIT/RECEIVE	SEE "TO POWER PANEL" PREV. PAGE RADIO TURNED ON? ANTENNA CONNECTED PROPERLY?
OPTIONAL AUTO PILOT	WON'T OPERATE WON'T HOLD STEADY COURSE  CONSTANTLY ADJUSTING HELM	SEE "TO POWER PANEL" PREV. PAGE IS THERE ANY METAL OBJECTS NEAR THE FLUX GATE COMPASS LOCATED IN THE STBD. AFT MAIN BUNK COMP? SENSITIVITY SETTING SET TO HIGH, SEE "AUTO PILOT MANUAL" FOR SENSE. ADJ.
OPTIONAL GENERATOR BLOWER	WON'T OPERATE	SEE "TO POWER PANEL" PREV. PAGE IS UNIT "ON"?
BILGE PUMP	WON'T OPERATE AUTO OR MANUAL  PUMP MAKES NOISE, DOESN'T PUMP PUMP RUNS BUT DOESN'T DISCHARGE	BATTERY LEVEL O.K.? SEE VOLT METER CHECK BILGE RESET ON BATTERY SWITCH PANEL UNDER CHART TABLE. BATTERY CONNECTIONS GOOD? DEBRIS IN PUMP IMPELLER? DISCHARGE HOSE CLOGGED? SEACOCK DISCHARGE VALVE CLOSED?
ANCHOR, STEAMING, DECK, & RUNNING LIGHTS	WON'T ILLUMINATE	SEE "TO POWER PANEL" PREV. PAGE CHECK CONNECTIONS IN ACCESS PANEL TOP OF COMPRESSION POST. BULBS NEED REPLACING?
12 V.D.C.AUX. PLUG	NO POWER PRESENT	CHECK IN-LINE FUSE BACK OF PANEL
VOLT METER	NO VOLTAGE DISPLAYED	SEE "TO POWER PANEL" PREV. PAGE CK. FUSES ON HSE. BATT. ON/OFF PANEL ARE BATTERY CONNECTIONS GOOD? HAVE BATTERIES CHECKED HAVE METER CHECKED BY QUALIFIED PERSONNEL.

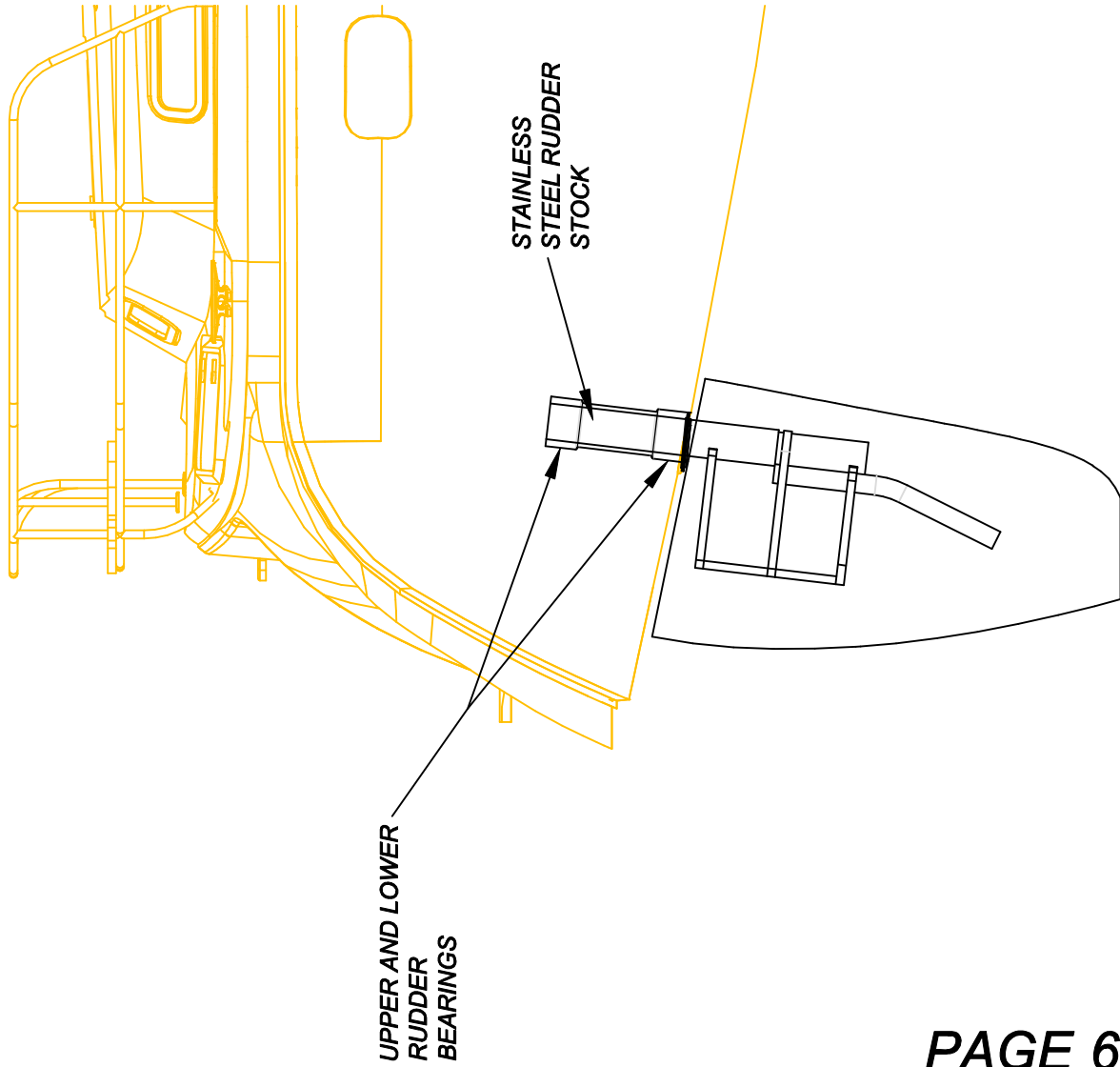


SEE WHITLOCK PROVIDED MATERIAL FOR DETAILED INFORMATION ON COMPONENTS, MAINTENANCE, ETC

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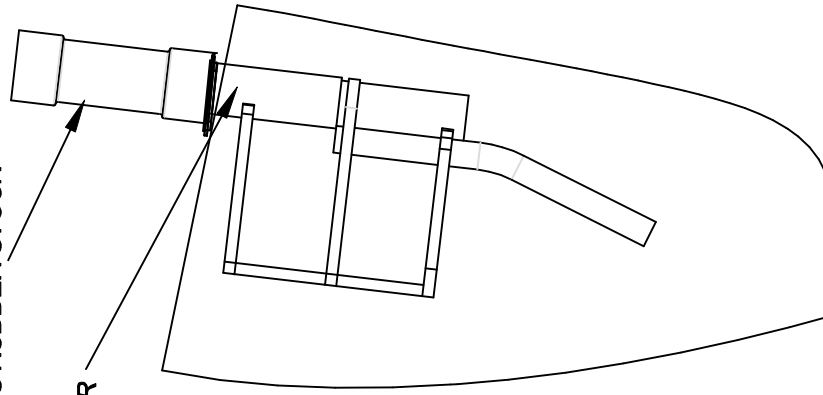
<b>STEERING PEDESTAL</b>		REVISION NO.	None
44cc8066	ENG	DATE	06/10/05

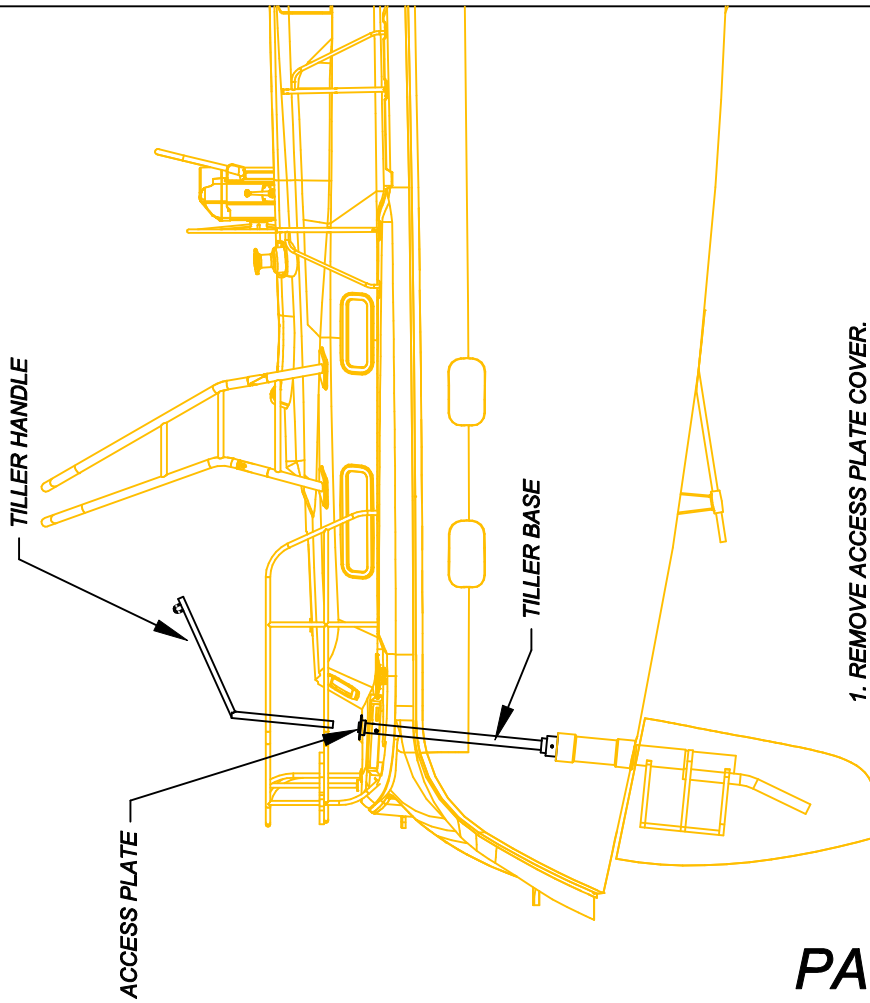




FIBERGLASS RUDDER TUBE:  
TUBULAR ENCLOSES RUDDER STOCK

AQUAMET ROUND BAR

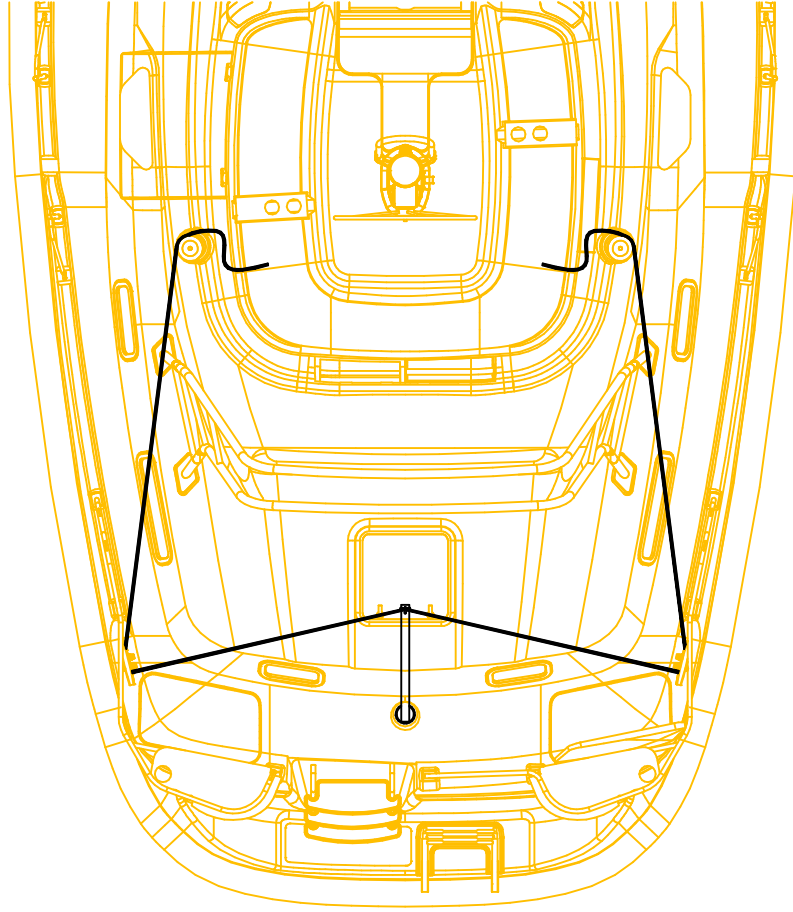




1. REMOVE ACCESS PLATE COVER.
2. INSERT TILLER BASE THROUGH ACCESS (TO BE DONE FROM INSIDE).
3. INSTALL TILLER HANDLE INTO TILLER BASE AND INSERT PIN.
4. INSERT SLOT IN TILLER BASE OVER PIN IN TOP OF RUDDER POST

**NOTE: IF SECURING TILLER BECOMES NECESSARY, OR IF YOU DESIRE TO STEER FROM COCKPIT**

**SECURE LINE AROUND TILLER HANDLE THROUGH EYE ON TILLER HANDLE LEAD AROUND MOORING CLEATS AS SHOWN THEN ON TO WINCHES.**



DRAWING TITLE: **EMERGENCY TILLER ARM**  
 DRAWING NO.: 44cc8068  
 DRAWN BY: ENG

REVISION NO.: None  
 DATE: 08/10/05

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# Use Of 45CC Emergency Tiller System



**Safety First :**  
Please read owners manual before  
proceeding with emergency tiller system



## Things To Check Before Using Emergency Tiller System:

1. If your boat is equipped with autopilot, disengage the system.
2. Open aft cabin quarter berth bunk lid to ensure safety pin on rudder quadrant is secured.
3. Check rudder quadrant ensure the quadrant will rotate freely until it hits the rudder stops
4. If steering gear jams, you will not be able to turn rudder from its quadrant, you need to remove the tie rod that has been secured on starboard side of rudder quadrant. Loosen lock nuts on the both ends of tie rod, then the rudder quadrant should be able to turn freely.
5. If the boat is equipped with autopilot, you will need to disconnect rudder angle sensor from rudder quadrant, then the rudder quadrant should turn freely.

## Emergency Tiller System :

1. Use designated wrench to open stainless emergency tiller cover plate. (Fig 1 & 2)
2. Use screws driver to pry.
3. open aft cabin headliner emergency tiller stainless cover from inside (Fig 3.)
4. Remove aft cabin rudder quadrant bunk lid. (Fig 4.)
5. Insert Tiller Base through access from outside through deck to rudder quadrant. (Fig 5. & 6)
6. Install tiller handle into handle base and insert quick pin. (Fig 7 & 8 )
7. Insert slot in tiller base over pin in top of rudder post (Fig 6.)
8. Secure line around tiller handle through hook eye on tiller handle. ( Fig 9.)
9. Lead lines port & starboard through mooring cleats then on both aft winches. ( Fig 10, Fig A & B).

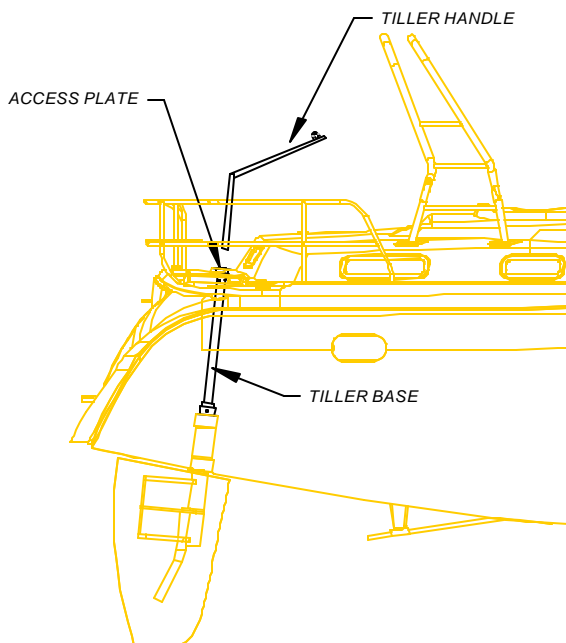


Fig A.

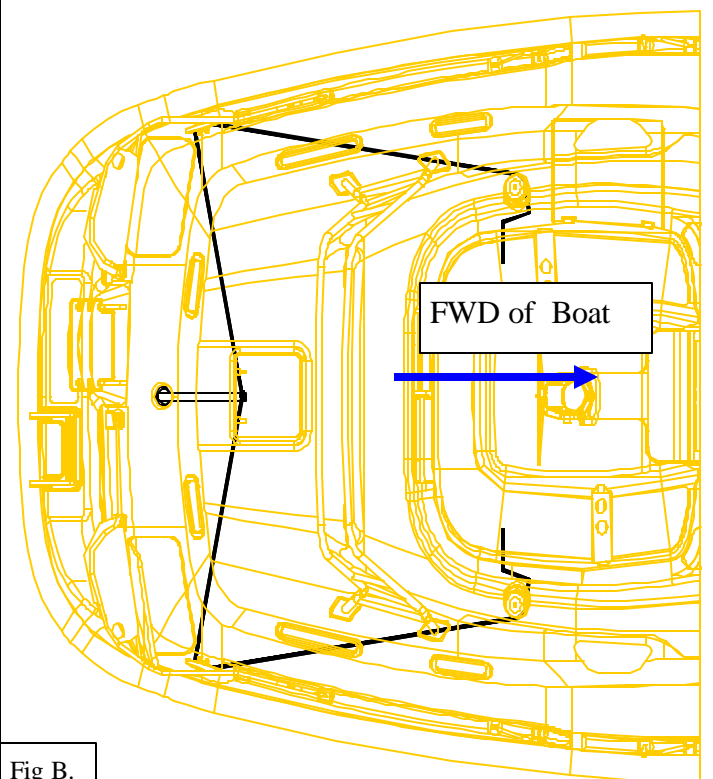


Fig B.

# Use Of 45CC Emergency Tiller System



Fig 1.



Fig 2.

Use this wrench to remove this deck rudder post stainless rudder post cover from outside



Fig 3.



Fig 4.

Use screws driver to remove cover plate from QB headliner.

Open aft Cabin bunk lid, the one is close to headboard, rudder quadrant will be seen in this location.



Fig 5.



Fig 6.

Insert tiller base from outside through deck in aft cabin over pin in top of rudder post then tiller base is interlock with rudder post.



## Use Of 45CC Emergency Tiller System



Fig 7.



Fig 8.

Install tiller handle to handle base, then insert quick pin to lock handle to tiller base.



Fig 9.

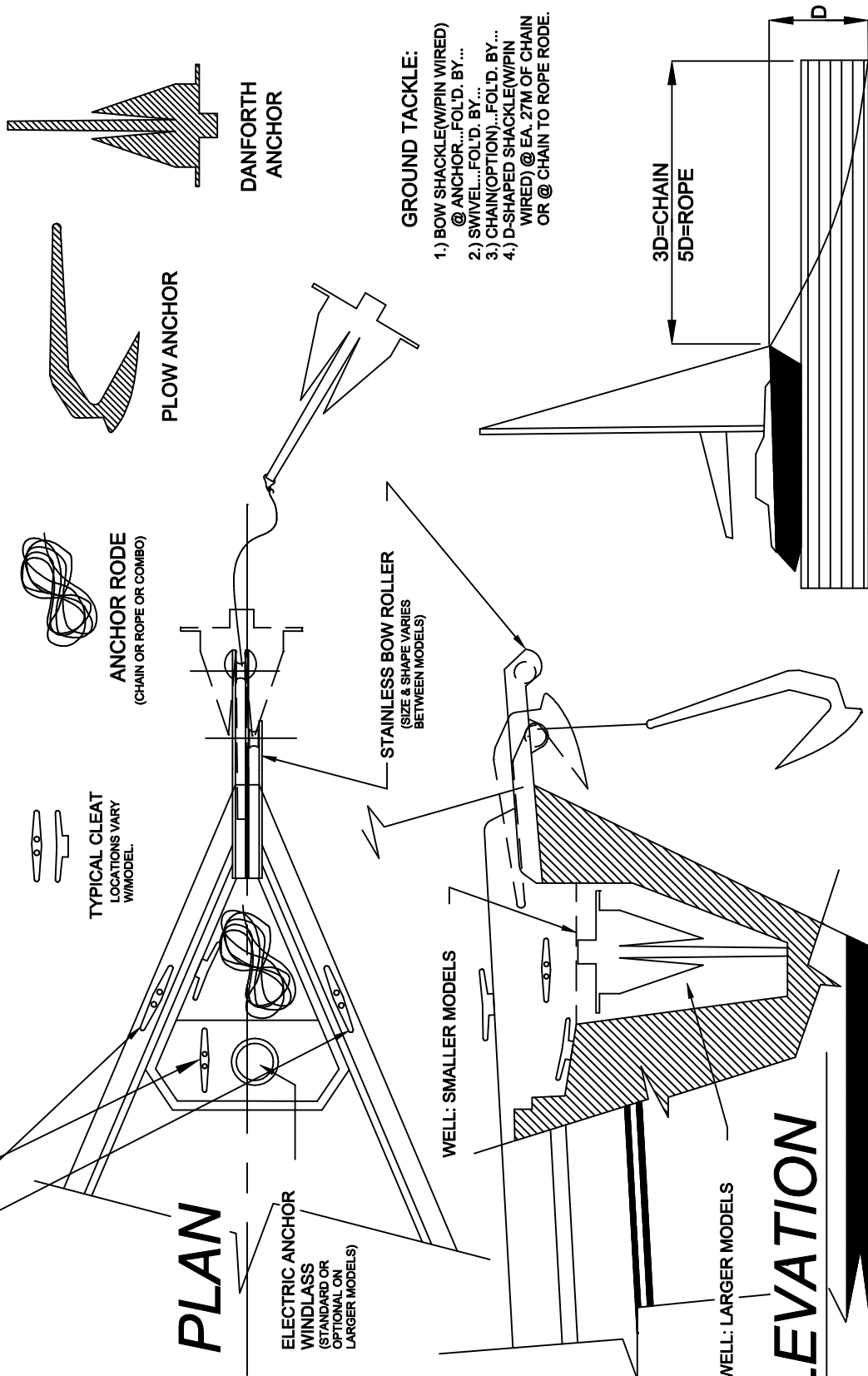


Fig 10.

Secure lines around tiller handle hook eye then lead the line to port & starboard side cleats then on aft winches

NOTE: THE FORWARD SIDE CLEATS ON THE DECK ARE CONSIDERED THE STRONG POINT. THAT SHOULD BE THE ANCHOR POINT IF THE BOAT IS TO BE LEFT UNATTENDED.

NOTE: ALWAYS SECURE ANCHOR ROPE TO THE CLEAT OR LASH ANCHOR SECURE TO BOW ROLLER IN ADDITION TO THE QUICK PIN!



**GROUND TACKLE:**

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

DRAWING TITLE: **BASIC ANCHORING DIAGRAM**  
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DESIGN NO.	44cc8089A	DATE	08/1/05
DESIGN BY	ENG	DATE	08/1/05

HUNTER