



H U N T E R<sup>®</sup>

MARINE CORPORATION

AN EMPLOYEE OWNERSHIP COMPANY

We Go The Distance

*Chapter 5*

***Sails  
and  
Rigging  
H18***

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## Sails & Rigging

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Most sailors believe that sailing is hard work: all those lines to tend, halyards to yank and sails to lug. Hunter Marine has dispelled that myth once and for all! Innovations by the crew at Hunter Marine have made sailing easier, safer and more comfortable. The result - much more sailing fun!

Whether you are ready to set sail for the day or just around the buoys, your Hunter can really make a difference. Starting with the tall, fractional rig, which is a direct descendent of the B&R rig, Hunter has engineered the mast to carry less weight aloft with a smaller sections. This is accomplished by utilizing swept-back spreaders and reverse diagonals. This combination provides superior strength without a backstay and increases the stability at the same time. By using a large roach main as the power sail, Hunter has eased the effort in sail handling and allowed for real versatility for all wind and sea conditions.

Your benefit: better performance with less effort. The deck layout reflects the innovation that accompanies the rig.



**Refer to Boating Safety, and the Getting Underway chapters for safe boat handling information.**

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If this is your first boat of this type or you are changing to a new boat you are not familiar with, please ensure that you obtain handling and operating experience before assuming command of the boat. This document is not a course on boating safety or seamanship. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

Never underestimate the potentially dangerous power of wind, tide and the sea. Always ensure there is sufficient trained and proficient crew on board to handle the boat and its operating systems even in adverse conditions.

*NOTE: Standing rigging will stretch slightly when initially loaded. Therefore, the rigging may have to be further tensioned slightly after a few sails in a strong breeze to compensate for this initial stretch. Once the mast is tuned and initial stretch is taken out, the rig should need retuning only at the beginning of each season.*

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## 5.1 Main Rig Components

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- Anodized B&R Rig Mast
- Boom
- Single Line Reefing System
- Furling Jib
- Internal Halyards led to Cockpit
- Large Roach Mainsail w/Flaking System
- Mainsheet and vang

Over the course of the next few pages we will outline some of the components featured here, along with some of the optional components of your sails and rigging aboard your Hunter sailboat.

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## 5.2 The Mast

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Your main and most vital rig component is the mast. It carries the sails and is supported by the standing rigging as shown on page 12.11.

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## 5.3 The Boom

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The boom carries the lower sheeting point of your main sail and is controlled by the main sheet and the vang. Page 4.12 contains illustrations demonstrating the boom with reefing layout and the Mainsheet Purchase layout.

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## 5.4 The Sails

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As standard your Hunter is equipped with a furling jib sail and a drop down main sail. The mainsail is the sail attached to the aft track of the mast and hoisted with the main halyard from the cockpit. The jib sail is attached to the forestay and like the mainsail hoisted with the jib halyard from the cockpit.

Most Hunter sailboats feature the control of the most important sail controls from the cockpit. The jib is controlled with the jib sheet control lines lead back to the cockpit coming either side. In addition the jib furling line located to the starboard side of the cockpit allows the safe and easy unfurling and furling in of the jib sail.

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## 5.5 Reefing Instructions

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1. Run reefing line as illustrated in the boom & reef layout.

2. Ease the mainsheet and vang.
3. Raise the main sail.
3. Check the topping lift for adequate boom support and lower the main sail to approximately the first reef position.
5. Take up the slack in the reef line until the tack and the clew are down to about 2" above the boom.
6. Adjust the main halyard so that the tack reef point 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.
7. Confirm that the tack reef point 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.

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### 5.5 Shaking Out a Reef

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1. Head up into the wind.
2. Ease the mainsheet and vang. Release the tension on the topping. Lift (if needed).
3. Release the line stopper.
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).

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### 5.6 Spinnaker (Optional)

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To set the optional spinnaker using the dedicated halyard, first attach the halyard to the head ring on the sail. Next, tie the tack downhaul line to the tack ring, lead it through the sprit to the jamming cleat in the cockpit near the mast. Set up the tack downhaul so the tack of the sail is about five inches above the deck when the sail is hoisted. Attach the spinnaker sheet to the clew ring of the spinnaker and make sure the line is led aft outside the

lifelines to a turning block on the gunwhale located just forward of the stern cleat. The sheet that is not being used — the lazy sheet — should also be attached to the clew of the spinnaker, led forward *in front of the headstay*, and then back on the other side of the boat — outside the shrouds — to the turning block positioned just forward of the stern cleat. Then take that sheet and tie a knot in the end, with the slack in the sheet. Now you are ready to hoist the spinnaker. Start by heading off to a square run. Leave the mainsail fully out during the hoisting procedure as it will blanket the spinnaker and keep it from filling until you are ready for it to be set. A good place to raise the sail is from the leeward side, just ahead of the boom. Once it is fully hoisted, slowly head up to your desired course and pull in the sheet until the sail sets. Now you are off and sailing with your cruising spinnaker.

### H18 B&R Rig Description

The B&R rig, utilized on the Hunter 18, 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 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 18 also eliminates the need for large overlapping headsails (genoas), as the driving power comes from the much improved shape and size of the mainsail. This offers an easier tacking small jib, creating good performance and more comfortable sailing as it is less work for the crew.

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

## 5.7 Protecting Your Rigging

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Without careful inspection and proper maintenance, the rigging is subject to fatigue, wear, discoloration, and therefore, product failure. Remember: regular inspection and cleaning will increase the life of your investment and secure your rigging. We suggest the following:

- Always rinse your rigging with fresh water after sailing, especially salt-water sailing. Salt can create corrosion pits, causing cracks and deterioration.
- Clean with a water-soluble chlorine-free detergent. Nonabrasive cleansers are best for hard white vinyl coated cables.
- Inspect rigging for stains. Rust stains may indicate stress cracks or corrosion. Remove stains with synthetic or brass pads. Never use steel wool pads.
- Look for broken wires- a sign of fatigue in rigging. Replace standing rigging if wires are broken.
- Never mix stainless steel and galvanized metals on cable, fittings, pins, cotter keys, etc. If mixing dissimilar metals, electric currents may conduct between metal causing rapid deterioration
- Store rigging in a dry place. Never store in a plastic bag, which can cause corrosion.

with fine-grained emery paper if necessary. Also, replace any missing or damaged cotter pins in turnbuckles and shackles, and either tape them or use them or use protective covers manufactured for that purpose.

### 5.7.1 Sail Care

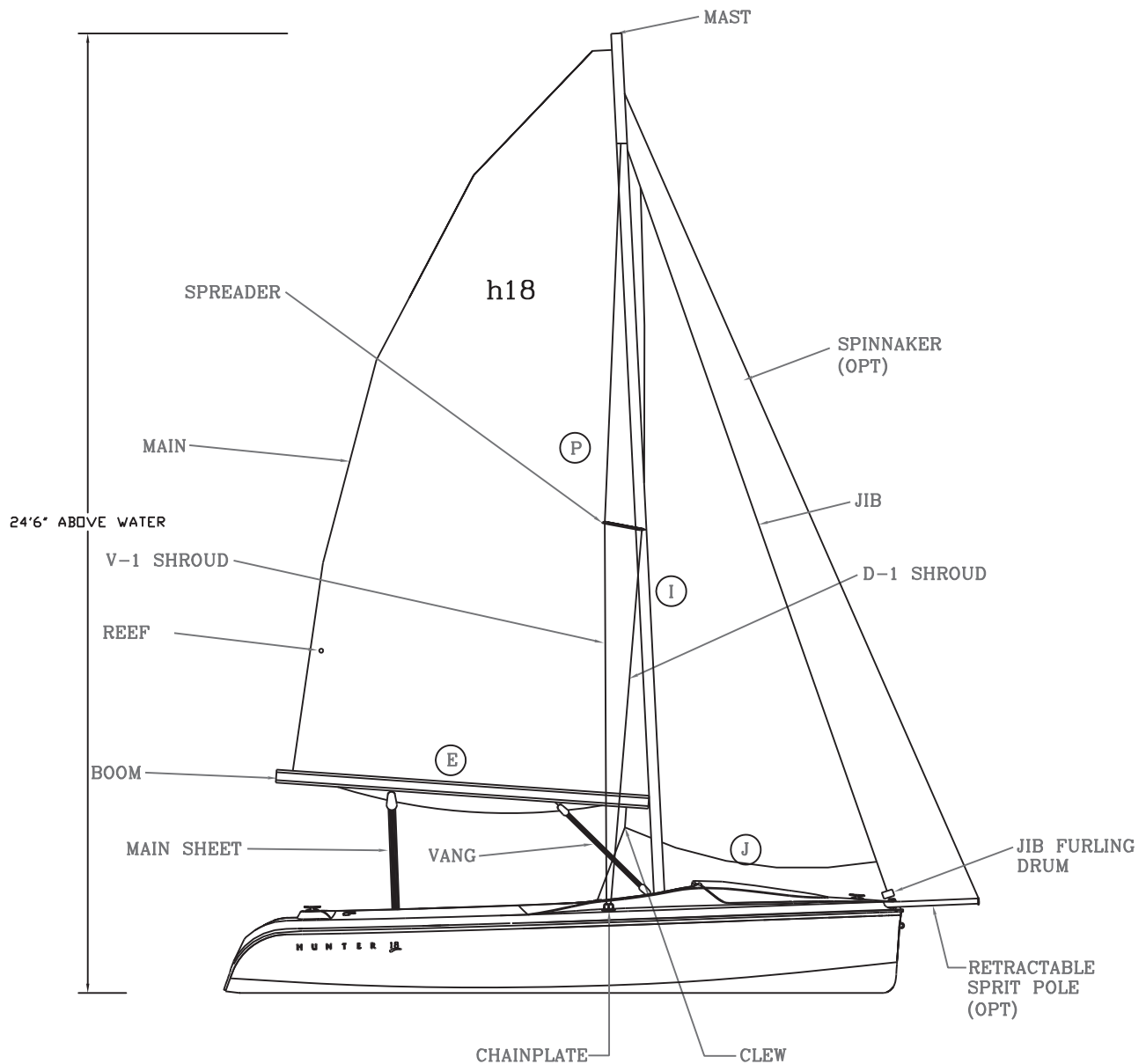
Sunlight is a sail's worst enemy, so **cover the mainsail when not in use**. An ultraviolet guard, fitted down the leech of a roller headsail will protect the exposed part from the weathering effect of the sun and from dirt and grit. Mildew, can be prevented by storing sails dry and by hand washing twice a season. Check all sails regularly for chafe, particularly where they chafe on deck fittings or rigging, at reef points, batten sleeves and the foot of the headsail. Sail batten pockets should be inspected on a regular basis.

To stow the mainsail, start at the leech and flake it onto the boom, left and right, in about 18-in. (46 cm) folds, while pulling the leech aft. Secure with a sail tie and continue to the luff. Lash to the boom with sail ties or shock cord.

### 5.7.2 General Hardware Maintenance

Check all fittings regularly to be sure screws are tight. Occasionally lubricate (use silicone lubricants) all moving parts on such fittings as blocks, turnbuckles and cam cleats, as well as the locking pins of snatch blocks, track slides, spinnaker poles, etc. Inspect cleat and fairleads for roughness and smooth

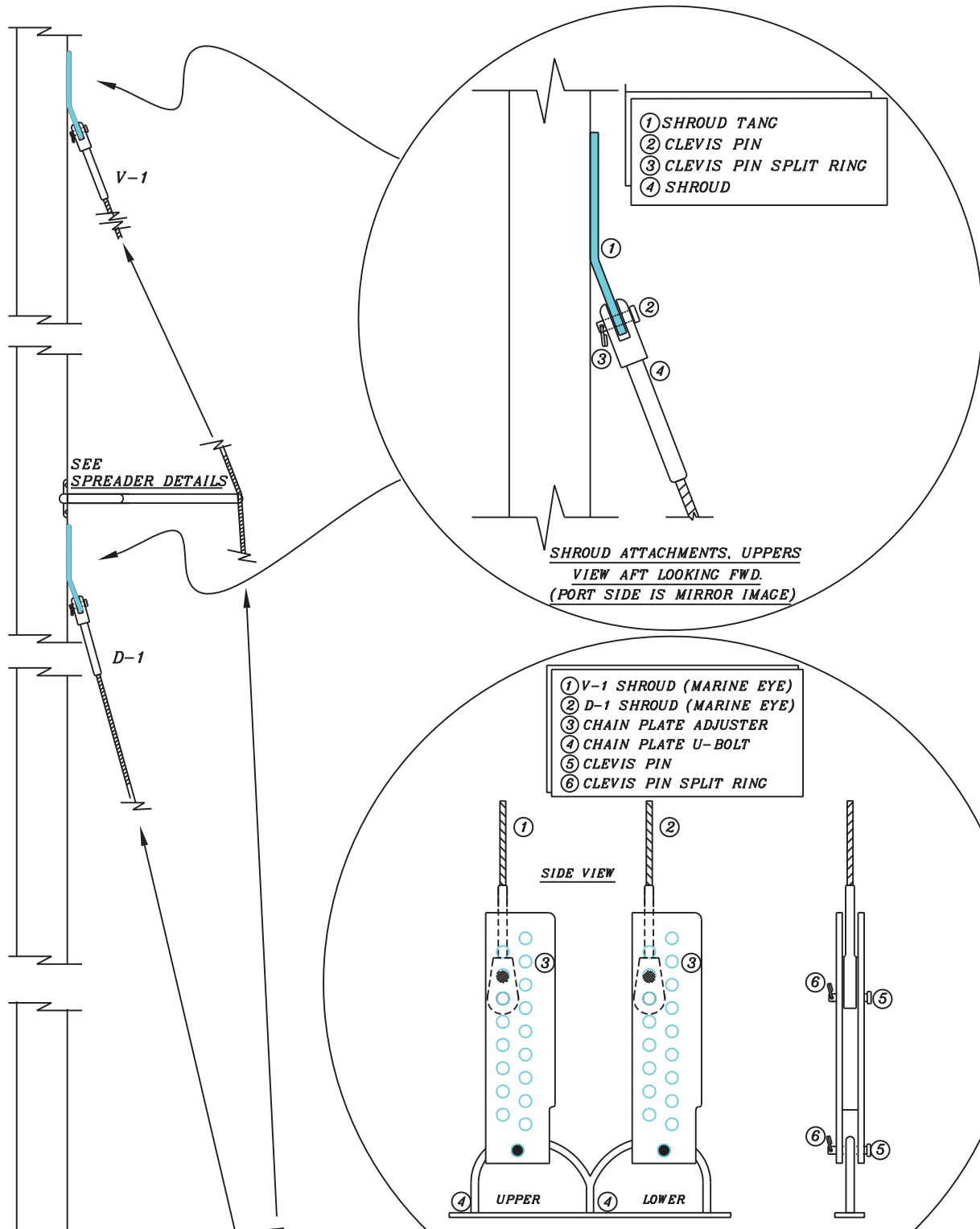
## Hunter 18 • Sails and Rigging



I = 234.4" (5.95 M)  
 J = 68.59" (1.74 M)  
 P = 230" (5.84 M)  
 E = 110" (2.79 M)

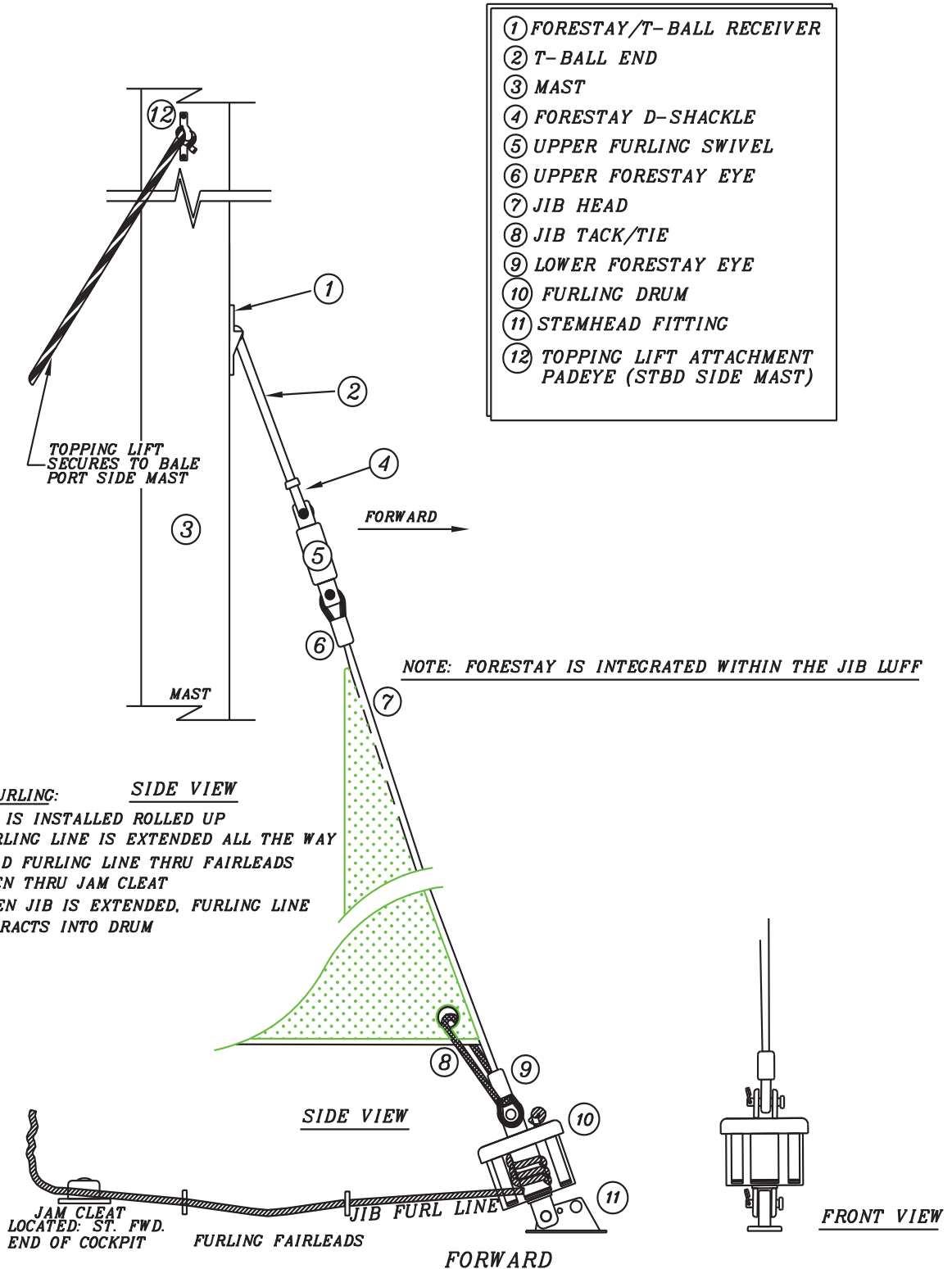
SAIL AREAS  
 MAIN = 115.5 SQ FT (10.73 SQ M)  
 JIB = 54.4 SQ FT (5.05 SQ M)  
 SPINNAKER (OPT) = 211.4 SQ FT (19.64 SQ M)  
 MAIN AND JIB = 170 SQ FT (15.78 SQ M)

# Standing Rigging Details

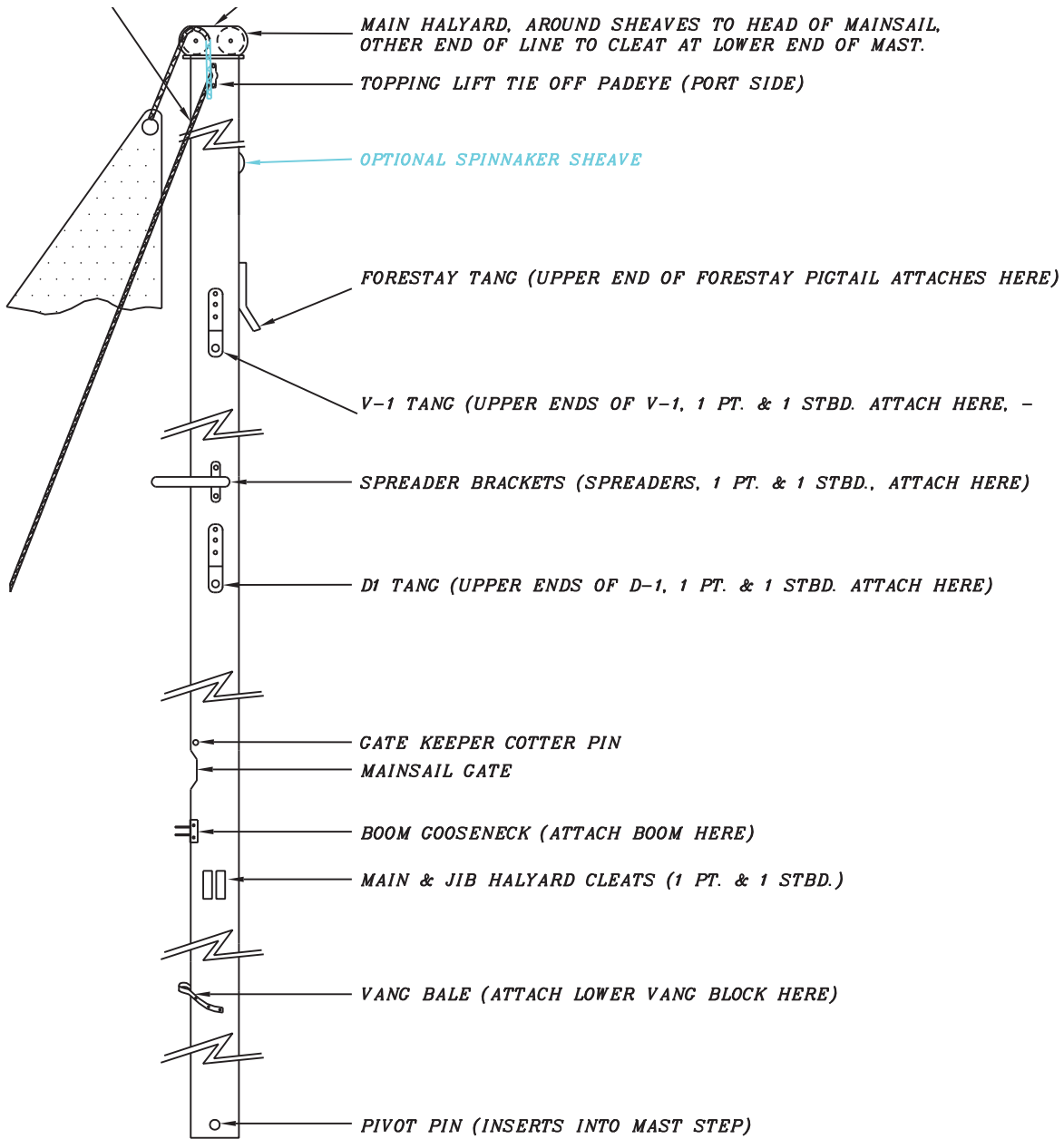


## Standing Rigging Details(Furling)

### UPPER FORESTAY/SHROUD/TOPPING LIFT ATTACHMENT



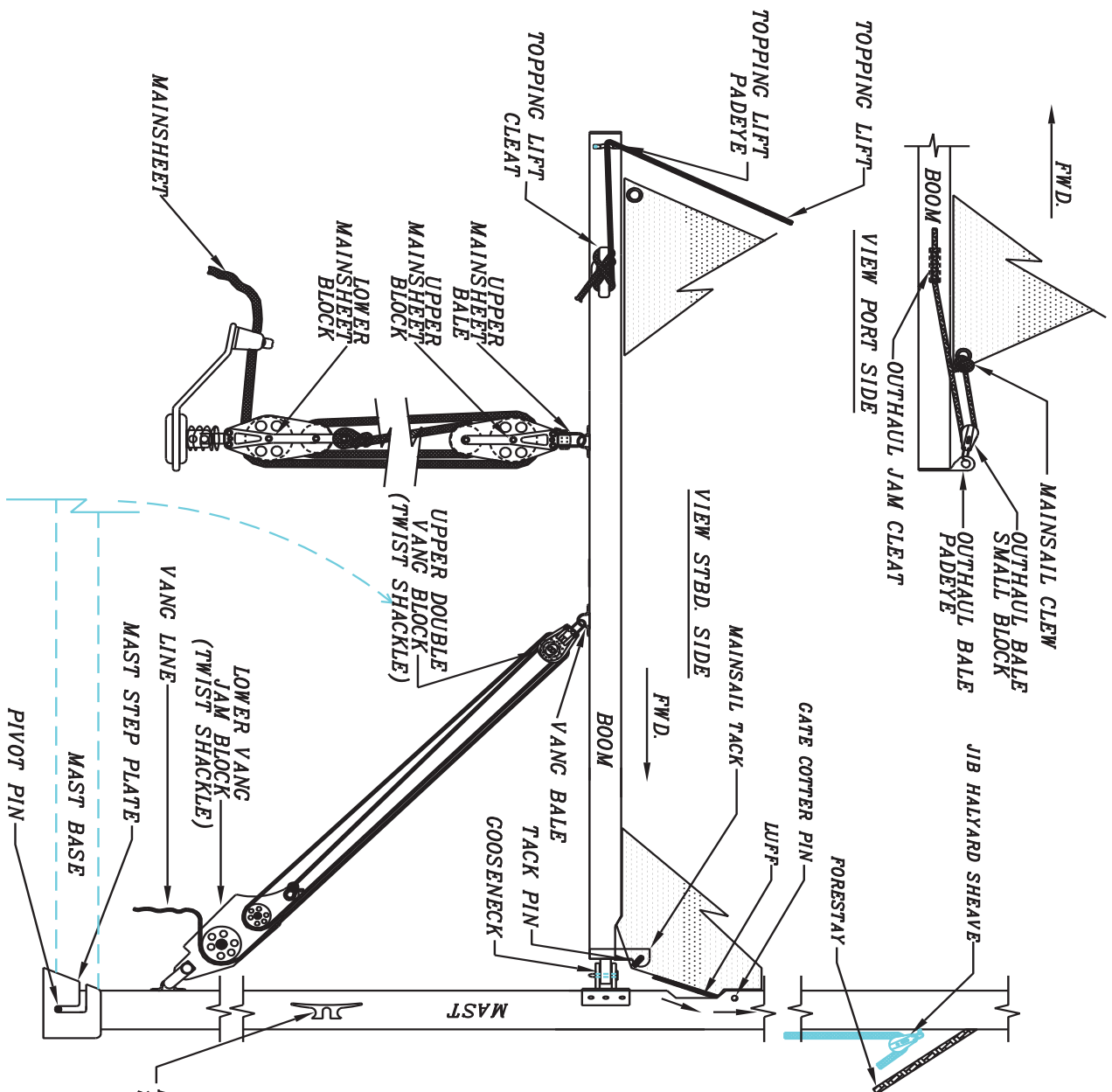
## Mast Details



MAST BASE

FWD. →



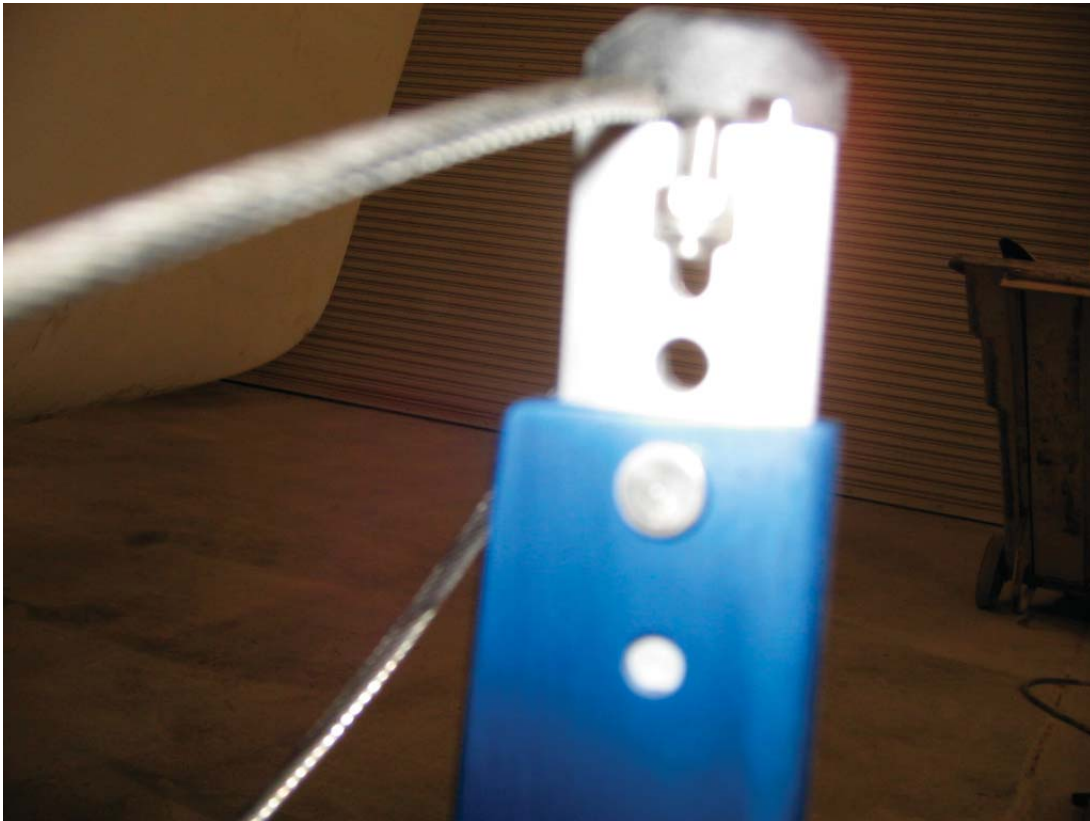
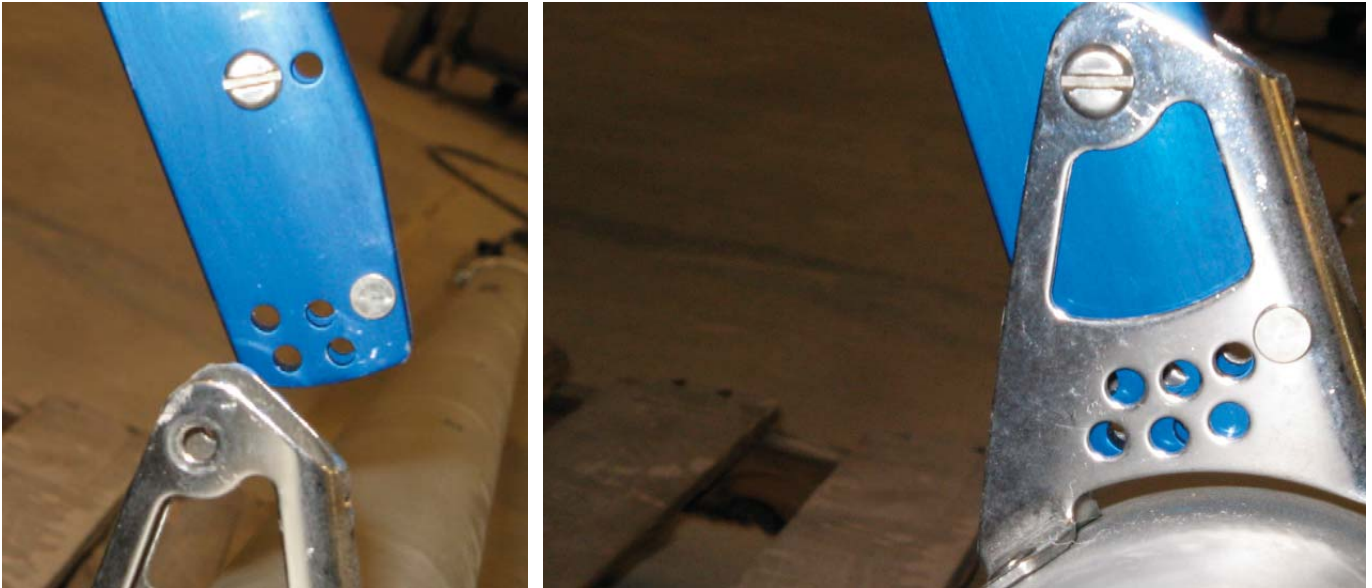


**ASSEMBLY ORDER**

1. AFTER ATTACHING SHROUDS & FORESTAY (SEE PAGE 34C-1) & BOOM TOPPING LIFT TO TOP OF MAST. (SEE PG. 34C-3) INSTALL MAST BASE INTO MAST STEP. (SEE PAGE 34B-9) RAISE MAST & ATTACH FORESTAY AND SHROUDS TO DECK FITTINGS, AS SHOWN ON PAGE 34C-1.
2. ATTACH BOOM TO GOOSENECK
3. ATTACH TOPPING LIFT TO BOOM.
4. ATTACH MAINSHEET PURCHASE
5. ATTACH VANG
6. SLIDE MAINSAIL CLEW INTO THE GROOVE ON THE BOOM. ATTACH THE MAINSAIL OUTHAUL LINE AND BEGIN EXTENDING THE SAIL AFT BY PULLING THE OUTHAUL LINE AS YOU GUIDE THE SAIL INTO THE GROOVE.
7. REMOVE GATE COTTER PIN
8. SLIDE MAINSAIL LUFF INTO THE LUFF GROOVE ON MAST. RAISE MAINSAIL WHILE "FEEDING" LUFF INTO THE LUFF GATE TO AVOID "BINDING" THE SAIL
9. ATTACH MAINSAIL TACK TO GOOSENECK TACK PIN
10. RAISE MAINSAIL BY PULLING ON HALYARD AS YOU GUIDE SAIL LUFF INTO LUFF GROOVE ON MAST
11. INSTALL GATE COTTER PIN (SEE PAGE 31 FOR REEF LINE INSTALLATION)

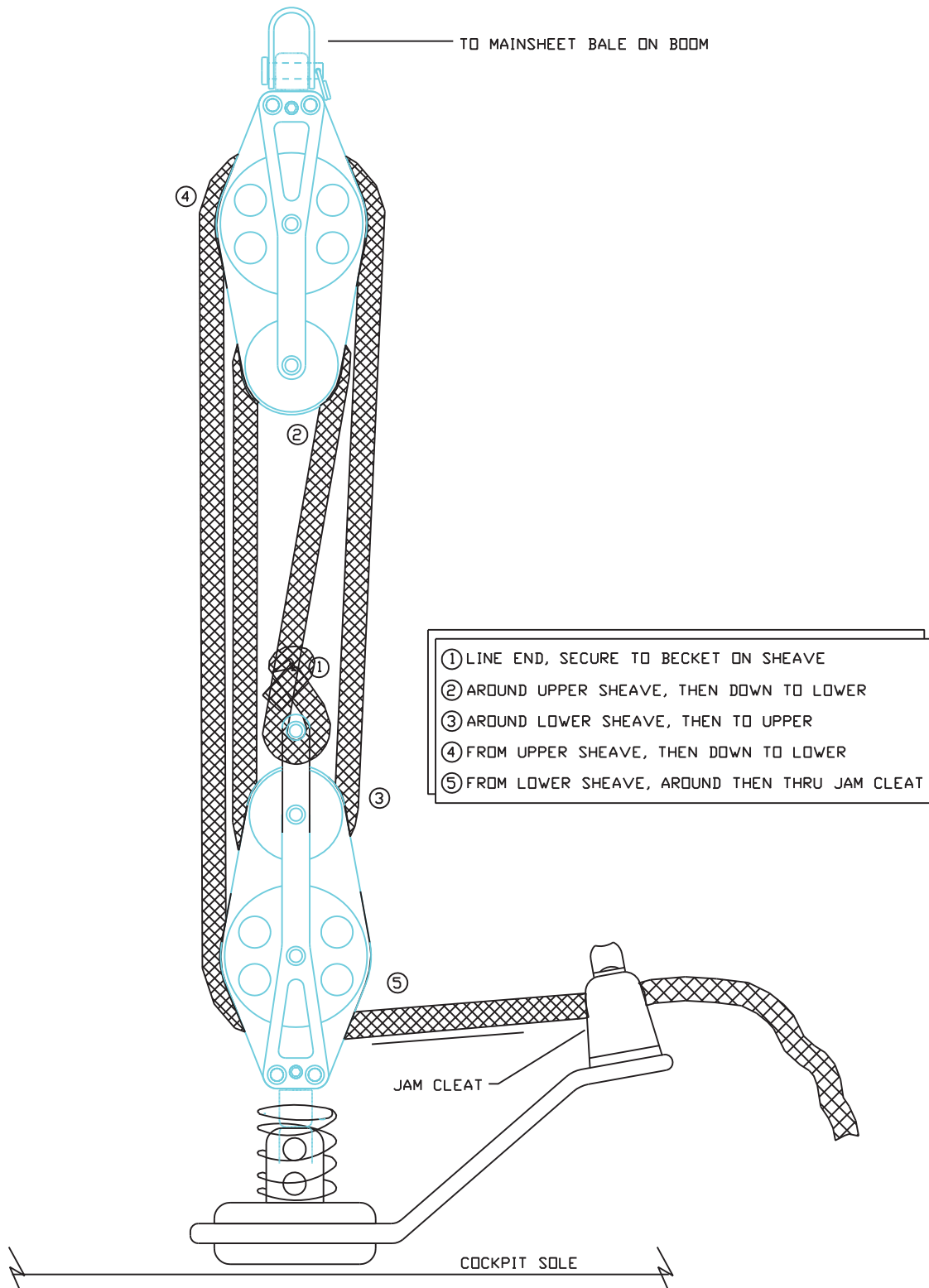
MAIN/JIB HALYARD CLEATS  
1 FOR EA. PT. & STBD.

## Mast Upper Spreader Details

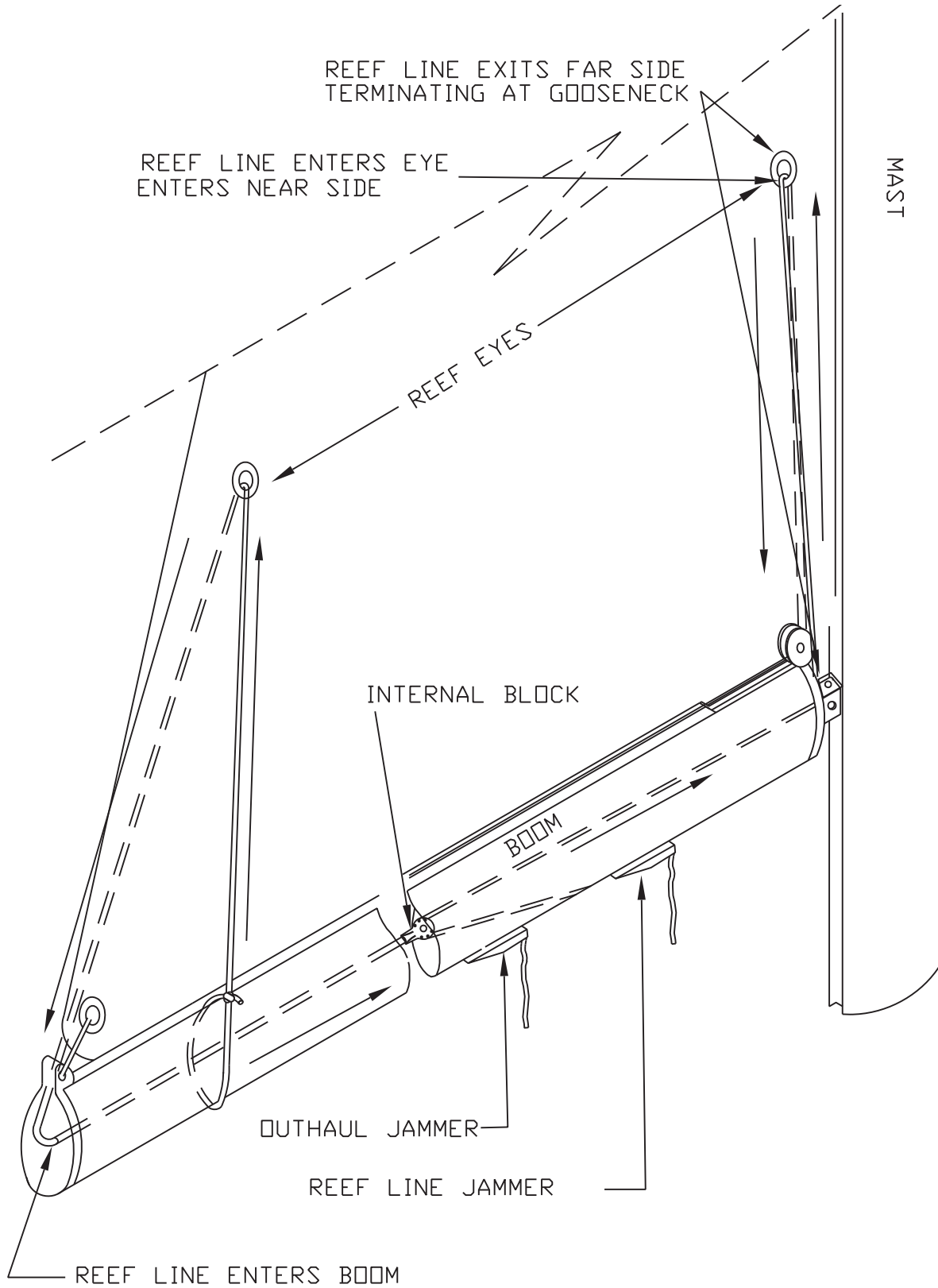


SPREADER TIPS SHOULD BE APPROX. 52" TIP TO TIP

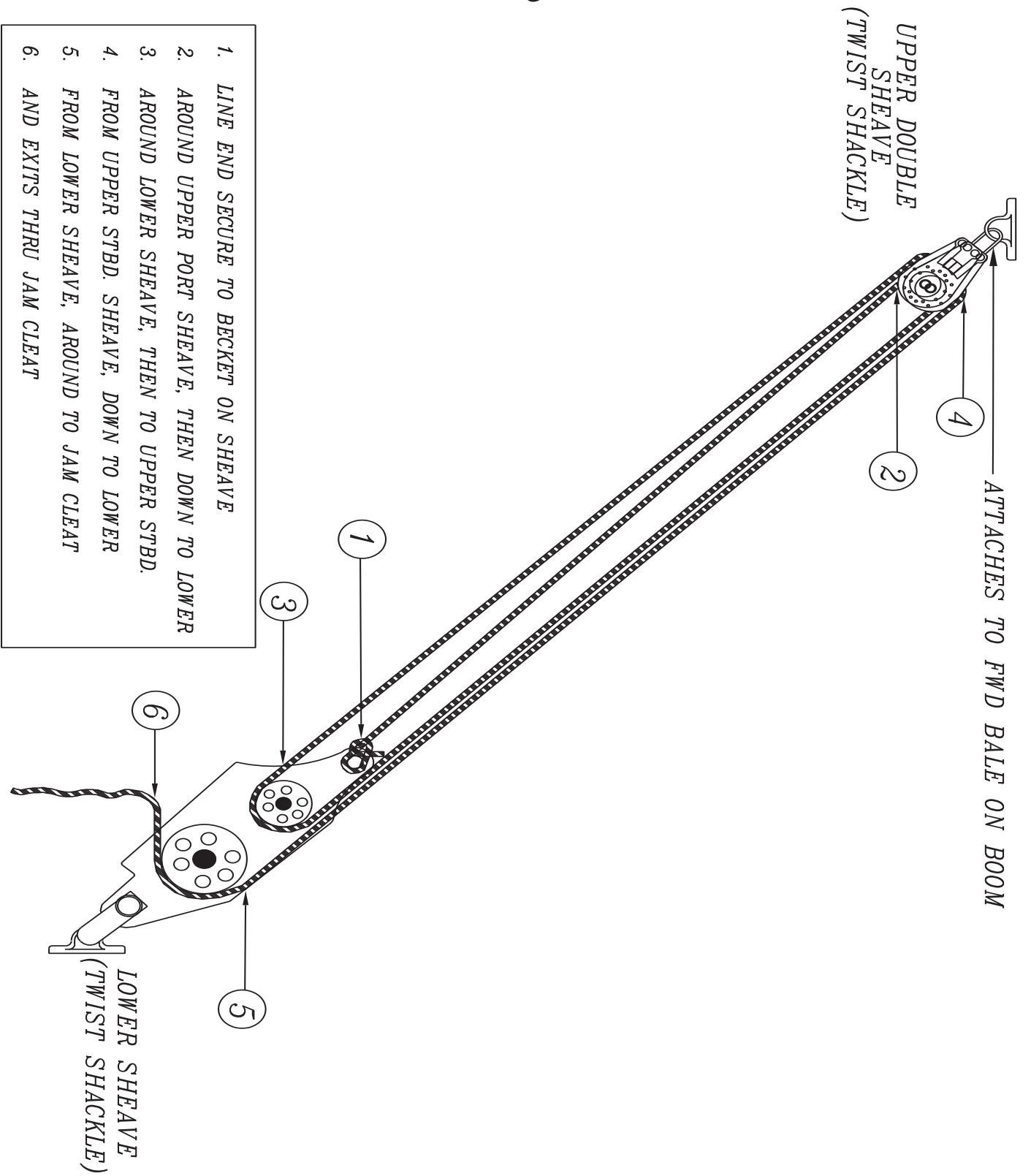
## Mainsheet Purchase Layout



## Typical Boom Reefing Layout



## Standard Vang Details



Optional Spinnaker Layout

