

Engineering the Hunter 40.

The new Hunter 40 excels in offering an unparalleled list of amenities for the ultimate in comfort, luxury and craftsmanship.

Warren Luhrs and the Hunter Design Group have incorporated the engineering ideas used on the Hunter 31 and 34 along with advanced technology and applied them to this latest in the Hunter line.

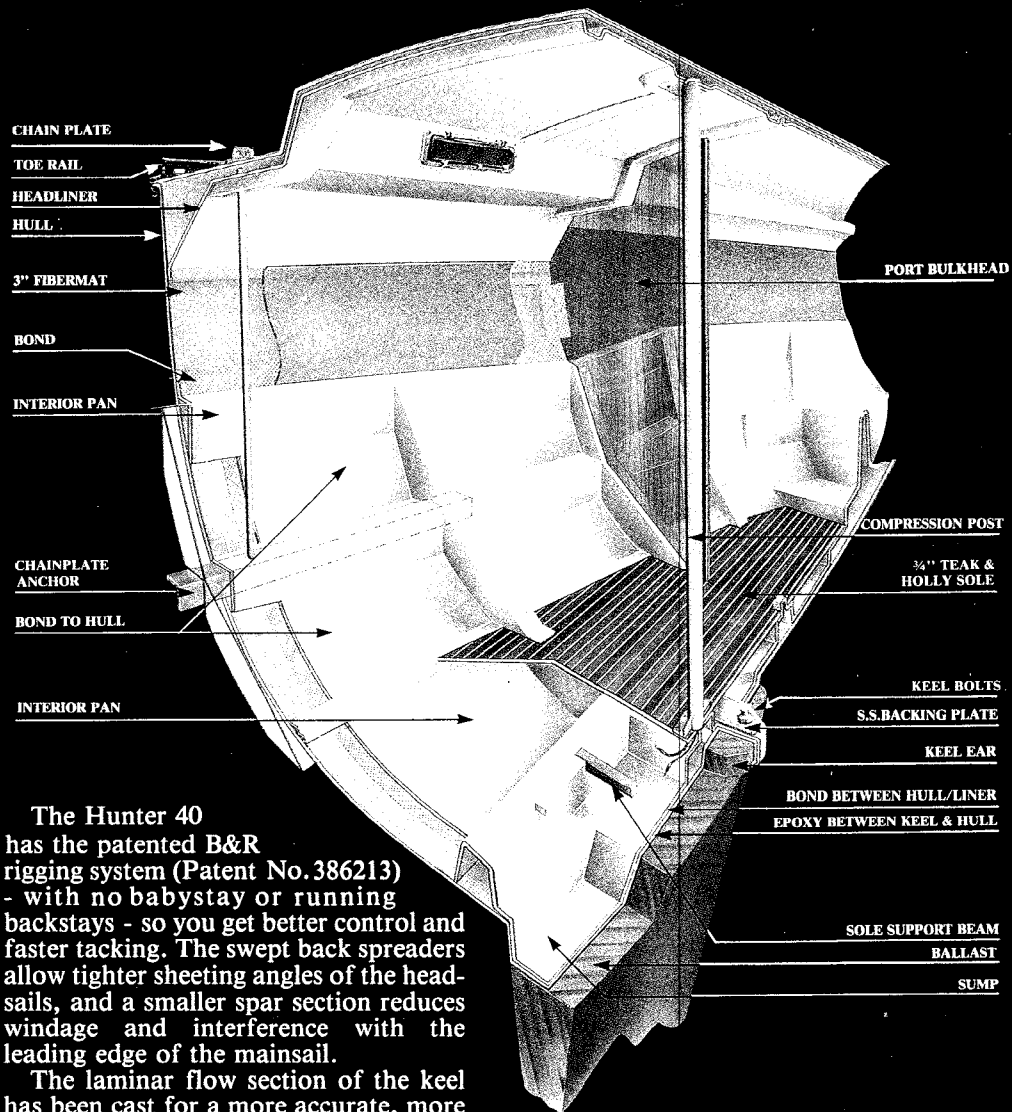
The Hunter 40 has every inch of space utilized for the maximum in comfort and reliability as well as enhanced performance for long voyages and speed.

The Hunter 40 has a bonded full length internal frame and stringer system of unidirectional fiberglass that's attached directly to the hull to increase its stiffness without adding weight. The chainplate anchor has been increased in size for additional strength and sturdiness and it passes through the deck in one clean penetration, creating more interior space and minimizing deck clutter. The load of the chainplate, and other loads normally borne by the hull, are carried by the internal frame and stringer system.

This unique structural system allows the Hunter Design Group to create an interior that you won't find on any other boat this size. The pictorial display on the following pages speak for themselves.

There's an aluminum compression post, that is secured to the frame and stringer system below and the overhead above, adding additional strength and support.

The new Hunter 40 has incorporated into her design, the newly designed exterior hull-to-deck joint that minimizes leaks and acts as a spray rail. A custom pre-bent toe rail extrusion, with stanchion bases set outboard, prevents stubbed toes. The headliner is turned down at the sheer, then bonded to the hull to form a sheerline beam that stiffens the boat and also acts a wire chase.



The Hunter 40 has the patented B&R rigging system (Patent No. 386213) - with no babystay or running backstays - so you get better control and faster tacking. The swept back spreaders allow tighter sheeting angles of the headsails, and a smaller spar section reduces windage and interference with the leading edge of the mainsail.

The laminar flow section of the keel has been cast for a more accurate, more efficient shape. And an aircraft-type fairing provides a sleeker interface between the hull and the keel. Both the shoal and deep draft keels have sumps and recessed ears that distributes the load between the hull and internal frame.

At Hunter, our commitment to better engineering is paying off. Because every year, more and more discerning sailors are making a commitment to us.