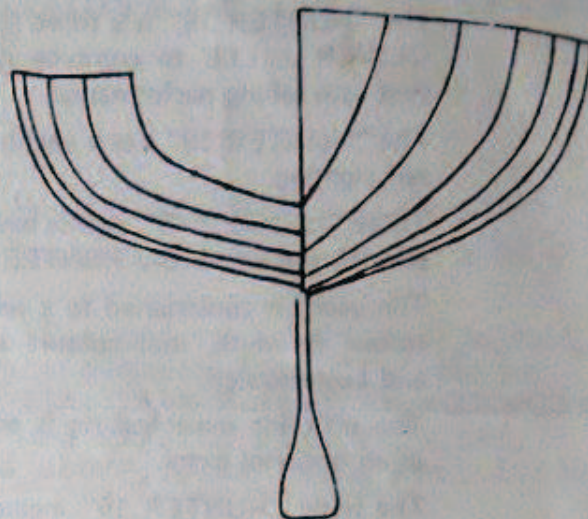


# HUNTER

## CRUISER - RACER



HULL SHAPE

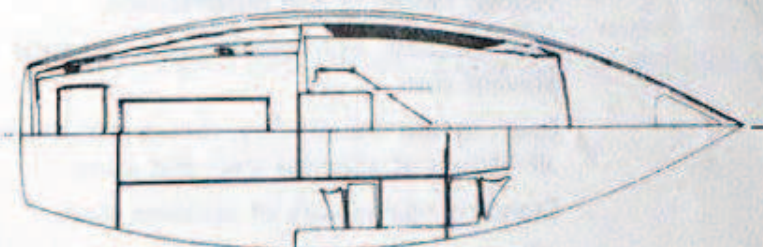


FIXED KEEL

### DIMENSIONS

Length O.A.	19' 0"	5.79m.
Length W.L.	17' 3"	5.26m.
Beam	6' 2"	1.87m.
Draft	3' 3"	.91m.
Displacement	1500 lb.	681kg.
Ballast ratio	50%	
Mainsail area	84 sq. ft.	7.8 sq. m.
Staysail area	68 sq. ft.	6.3 sq. m.

SWING KEELER



Contact

**BILL NORMAN**  
**HUNTER YACHTS PTY. LTD.**  
 BOX 200, AVALON (02) 918 6545

**MIKE WELLS**  
 78 ARTHURS CIRCLE, FORREST A.C.T.  
 (062) 95 2414

Sourced, stored & provided, courtesy of John Crawford Marine. "QLD's Used Boat Specialists Since 1964"



The "HUNTER 19" is a three/quarter berth fast cruiser which has been specially designed by OLIVER J. LEE to combine cabin accommodation, attractive appearance and a really first rate sailing performance.

The "HUNTER 19" has a yacht type hull and a ballast ratio of 50%, this means it is fully self righting.

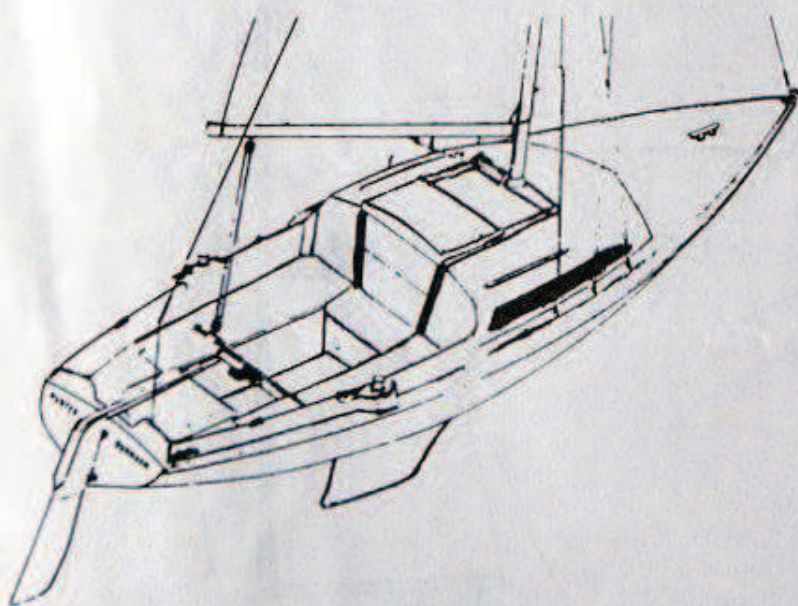
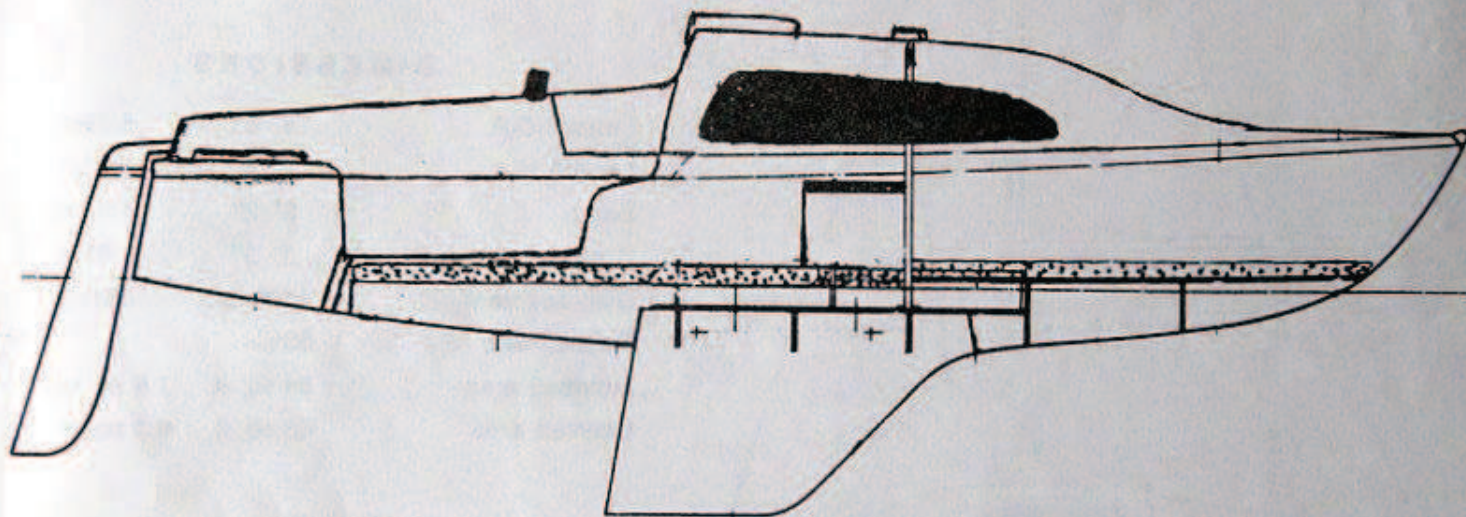
Three "HUNTER 19" yachts have been sailed across the ATLANTIC OCEAN single handed proving the seaworthy HUNTER hull.

The yacht is constructed to a very high standard of workmanship and finish. Standard deck colour is white, hull colours available: white, light blue, dark blue, yellow, tangerine and butterscotch.

The efficient masthead rig is easily handled and a genoa of 120 square feet is available as an optional extra.

The basic "HUNTER 19" includes mainsail, jib, sheet winches, all running and standing rigging and is in fact ready to sail away.

The trailing weight of the "HUNTER 19" is 1500 lbs. and a special trailer is available.



#### SPECIFICATION

Hull and deck of G.R.P. Hull in choice of six colours: white, light blue, dark blue, yellow, tangerine and butterscotch.

Keel of cast iron coated with Neoseal to prevent rust.

Spars of aluminium alloy, timber trim of teak, all fittings of stainless steel and alloy.

Standing rigging wire of stainless steel.

All ropes of synthetic fibre.

*Distributed by*

**HUNTER YACHTS PTY. LTD.**

78 ARTHURS CIRCLE, FORREST A.C.T. (062) 95 2414

BOX 300, AVALON N.S.W.

(02) 918 6545

KIT BOATS AND  
TERMS AVAILABLE



# HUNTER YACHTS PTY. LTD.

BOX 200, AVALON N.S.W.

(02) 918 6545

## KIT HUNTERS:

Fixed Keel Kit Australis Model.....\$ 4550  
Swing Keel Kit Australis Model.....\$ 4850

The Fixed Keel Kit Hunter includes, hull and deck mouldings joined, internal bunk mouldings fitted, chainplate knees fitted, interior flowcoated, hatches supplied ready to fit, keel fitted, bow fairlead mast step and heel, mast head casting and rigging plan supplied. The Swing Keel Kit Hunter includes, as above, plus swing keel fitted, special winching system fitted,

EXTRAS,.....Main Bulkhead

\$ 135

Rear Bulkhead

\$ 110

Handrails on the cabin top.....  
Floor boards.....

Outboard bracket.....

\$ 85

Pulpit.....

Pushpit.....

Lifelines and staunchions.....

Anti-fouling.....

Spinnaker & Gear.....

Genoa.....

Bunk cushions.....

Anchor well.....

\$ 120

Foreward hatch.....

\$ 195

Galley unit.....

Timber trims.....

Trailer not registered.....NO BRAKES

\$ 1200

Prices and specifications subject to alteration without notice.



# THIS HUNTER'S NO HOUND

English-designed Hunter 19 sloop is a rarity on Oz's stock yacht scene, being aimed at neither the racing nor the accommodation ends of the design spectrum. Story by James Hill, pics by Bill Forsyth, Nigel Snowdon.

ONE OF THE best-selling yachts around the six-metre mark on the Australian east coast is a pretty 5.8-metre English-designed keel sloop that goes something against the trend of current thinking in the Australian stock yacht industry.

Built by the Melba Vale firm of Yachting World, the Hunter has been around now for some six years, but at present is selling better than ever. There are at least three good selling points in her favor.

For starters, the Hunter, which English designer Oliver Lee developed from his super-popular open dayboat, the Squib, is a slim, low-slung looking craft that sails like a witch. She's cheap enough to get many people out sailing who would not otherwise be able to afford their own yacht.

While she is only 5.8 metres (19 ft) overall and 5.2 metres (17 ft 3 in.) on the waterline, the Hunter is a superbly able boat that has been used by at least two sailors to sail single-handed across the Atlantic.

While the numerous ocean going achievements of the Hunter have no doubt helped Yachting World sell a good 24 or so boats a year, her low sail-away price of \$5300 in the keel version and \$5600 in a swing-keel model is no doubt instrumental in her success.

Interestingly, as I said above, the Hunter goes very much against the grain of current trailer sailer and small-yacht thinking in this country. She has slim, almost classical racing boat lines compared with the beamy and voluminous shapes of many trailer sailers and small yachts. For this reason she has nowhere near the interior room of other boats of her size, but then with clever planning of space below she can be used for holiday cruising almost anywhere.

SEACRAFT tested the Hunter 19 about five years back, and the then editor of the magazine, Paul Hopkins,

was impressed by the boat's sailing performance, responsiveness and seaworthiness. He thought she would make an excellent, low-cost Junior Offshore Group racing yacht and he summed her up as an ocean-going mini-yacht.

Five years on the Hunter is selling better than ever after proving herself to be indeed a successful dayboat yacht for some of her owners, while the rest have found her an inexpensive way to get weekend sailing. You will find most Hunters used as club racing and weekend cruising yachts, with most owners choosing to fit out the interiors themselves.

To help keep costs down (and probably because at this size interior fitting out can be a very personalised business) Bill Sturman, proprietor of Yachting World, is keen to push the yacht in a kit-fit-out form.

Recently I took the better half of a day out to join Bill and a few other people in test sailing three different Hunters and soaking up a bit of sun.

It is getting harder and harder lately to define the differences between so many of the small stock yachts and trailer sailers as they move closer and closer to goal of producing the first true, split-level sailing caravan on the market.

Meanwhile there are a few small yachts on the market which confirm that the boating public are not all burnt out and, in fact, go for those old sailing virtues of nice lines, lively performance and seaworthiness. The Hunter is such a boat and from her pretty curved sheer to her almost







# THIS HUNTER'S NO HOUND

Soling-like hull sections, she's an appealing boat to those who love to go sailing instead of just floating about.

In our test of the Hunter we were shown too the flexible marketing of the boat that enables owners to come up with not only a very inexpensive yacht but one that has been individualised to the owner's requirements.

One of our test boats was a brand-new demo boat that had the interior factory-finished, while the other two were an owner-finished swing keeler and a owner-finished fixed keeler.

In all three boats the differences gave them an individualism that was appealing to an eye accustomed to boring, look-alike boats. Norman offers an extensive range of optional extras (such as different window designs) that enable an owner to achieve a certain amount of customising.

In the interior fit-out, Norman believes that, within the cabin limits of

1.4 metres (4 ft 6 in.) headroom and beam of 1.9 metres (6 ft 2 in.) it is better to put too little rather than too much in the way of fixed furniture. Apart from the real danger of overloading, Norman feels that Hunter owners are better off using the basic four-bunk layout and keeping everything else flexible. As Norman and other Hunter owners claim, it is better to carry camping gear in yachts of this size and be able to stow such things as LP gas cookers out of the way when you don't need them. The key to cruising they claim is to make maximum utilisation of the space available, and take a boom tent. The cockpit in the Hunter can, at a squeeze, sleep two adults with the old trick of filling the pit with sail bags.

The demo boat had timber bulkheads fitted to give some privacy between the vee bunks for'ard and the quarter berths aft. These bulkheads are optional and in





no way necessary to the boat's structural strength; I preferred the open-plan style of the swing keeler.

This pretty little sloop, which her ship engineer owner had fitted out completely himself, was beautifully and functionally planned to do no less than cruise the coastal waters of NSW.

The swing keeler, which boasts true-self righting ability in the same way as the keeler, has a hefty 50 percent ballast ratio achieved by the swinging iron keel and heavy centreboard case construction. Interestingly, the handling of the swing keeler was virtually the same as the keeler except that the drag from her open centreboard case slowed her slightly in light airs. The swing keeler has a simple, clean interior that her owner had painted white to give a feeling of light and airiness. The centreboard trunk, by the way, really does not interfere with the space below.

I asked the owner of the swing keeler, who had done a lot of cruising with his family, whether he would prefer a pop-top in his boat. His answer was that he did not want leaks at sea, and anyway his wife always cooked in the cockpit when they went cruising.

Simplicity, I guess, is a word you can use to describe the appeal of the Hunter as a cruising yacht. As a trailer-sailer, in the swing keel version, she fits into the role well with an all-up displacement of only 1500 lb (680 kg).

In swing keel form there's little difference to the fixed keeler, except for a few items such as a special dagger rudder that slides vertically up into the rudder box.

In both boats the interior layout is the same, with two for'ard vee berths, a galley unit and two quarter berths all provided in one interior furniture mould. Timber floorboards are used in lieu of a fibreglass floor and this allows for easier construction for the home, kit-builders.

Even in kit form the boat is flowcoated throughout the interior and all the mouldings are joined, including the most important ones — the hull and deck.

With all the necessary bits and pieces, supplied such as deckfittings, mast step and hatches, it's easy to see why so many Hunter owners go for the kit boat. The fixed keeler kit costs only \$2950, while the swing keeler costs only \$3300.

In both models of the Hunter, hull and deck moulds are solidly laid up and the cockpit, which was redesigned two years back, is self-draining through to the bilge. Because the cast iron fixed keel slots up into the hull there's not a lot of structural difference between the

fixed keeler and the swing keeler with its 1.2 metre long centreboard case.

For raising and lowering the cast iron swing keel the Hunter employs a strong reel winch that uses webbing instead of wire for the cable. The webbing was chosen because it's stronger than wire and for the simple reason that it doesn't rust.

While we had only light to moderate conditions on our test day, we were able to gain a fair idea of the Hunter's sailing ability as we raced two of our test boats.

The Hunter performed well in either swing keel or fixed keel form. I liked in particular the yacht's responsiveness, which I think comes from its nicely-balanced lines when heeled and a good-sized rudder sitting right at the end of the boat. At times we were able to spin both boats virtually on their keels and manoeuvre them within a foot or so of each other for the camera without coming to grief.

For around the buoys sailing I can well see how the Hunters have caught on well in the congested waterways of Sydney. Apart from their speed and manoeuvrability the Hunters can actually get up and surf-plane like a Soling or a Diamond class boat. One renowned Hunter owner, an ex-Eighteen foot Skiff sailor, used to delight in making his Hunter plane in fresh winds under a giant 800 sq ft (74 square metre) spinnaker.

Even with the standard spinnaker of around 350 sq ft (32 sq m) the Hunter can be made to plane when it blows — all you need is a sheet hand who is used to dinghies.

For those who want to take it easy the Hunter is a safe, easy-to-sail boat that has no hidden vices (such as laying down and dying when overpressed) so she is quite suitable for beginners.

The only real drawback, as you probably surmised, is that the Hunter is only a little yacht and her accommodation is limited. However, she is a capable little boat in either swing or fixed keel form and, in my opinion, is an ideal yacht for people buying their first yacht or those limited by a tight budget.

Because deck space is limited I would suggest that one of the best optional extras to get on the boat is the liferails, pushpits and pulpit — cost \$380. I would also go for the anchor well (\$50) and the genoa, spinnaker gear and bunk cushions (\$800) which would give you a basic day cruiser/racer.

The for'ard hatch is an optional extra (\$125) but in a yacht of this size I think you can get away without one as long as you don't have fuel or gas below. \*

#### FACT BOX HUNTER 19

Builders: Yachting World Pty Ltd, PO Box 200, Avalon, NSW, 2107.

LOA: 5.79 m (19'0")

LWL: 5.26 m (17'3")

Beam: 1.87 m (6'2")

Draft: 91 mm (3'3")

Swing keel: 1.22 m (4'0")

Displacement: 681 kg (1500 lb, both models)

Sail area:

Main: 7.8 sq m (84 sq ft)

Jib: 6.3 sq m (68 sq ft)

Genoa: 11 sq m (120 sq ft)

Headroom: 1.37 m (4'6")

Accommodation: Four fixed berths in cabin.

Standard equipment: In sail-away form, spars and two sails, stainless steel rigging, standard deck gear, winches, anti-fouling, and all necessary lines for sailing.

Standard price:

Fixed keel: \$5300

Swing keel: \$5600.



*Hunter's pretty lines are enhanced by new window profile. Designer Oliver Lee believes in comparatively narrow, easily-driven hulls in the classic tradition.*

*A major logistics problem: getting three yachts in line with the camera boat, which was a Squib keelboat from the same builder. The dog did most of the organising.*