

# Hunter Launches a New Flagship



The “brawny” new Hunter 50 CC combines maximum comfort with minimum sailing hassles

**T**he new Hunter 50 CC was introduced to the sailing scene earlier this year and despite a quiet winter for boat sales has already shown that it will be a successful new player in the big-boat cruising market.

The Glen Henderson design is the product of more than a year of research and development into the ergonomics, systems and amenities that make cruising more fun, more comfortable and safer. As one of the world's leading production builders, Hunter and Henderson have

the benefit of having built thousands of boats and interacting with thousands of Hunter owners.

The hull and rig for the new 50 CC are adapted from the Hunter 49 that was launched in 2006. The aft cockpit design, with twin wheels, has proven to be an excellent cruising boat with real offshore capabilities. *BWS* test sailed the 49 on a 200-mile passage in 2007 and found the boat to be solid and fast under sail and very comfortable to live aboard.

Voyager Mike Harker sailed his H-49 *Wanderlust III*

around the world in 2007. He reports that the boat is easy to manage for a singlehander or a small crew. This is particularly important for Mike since his mobility is somewhat limited following a major hang-gliding accident many years ago. He often achieved 200-mile days in the trade winds. And, he returned home after 12 months and 25,000 miles of passage-making with the boat in excellent condition—underscoring the brawn in the design and build process.

In the new 50 CC, Hunter has pulled out all of the styling stops to make the boat feel like a very upscale home below decks. The cherry veneer finish, teak-and-holly laminate floors, stainless steel hand holds and the arrangement of the ports and windshield create an ambience that is both traditional yacht style mixed with current design thinking.

An evolution of the H-49 design, the new 50 CC is truly a new and interesting addition to the big-boat cruising fleet.

## SAILING MADE EASIER

The design feature that truly sets Hunter cruising boats apart is the B&R rig that the company has been using for the past 20 years. The idea behind the rig is to make sailing easier and more fun without sacrificing performance.

The mast is positioned fairly far forward so the fore triangle can be kept small while the real horsepower is in the larger mainsail. Tacking the 50 CC, like the rest of the Hunter cruising line, is a snap while trimming both the jib and main sheets can be handled easily by the smallest person in the crew.

With swept back spreaders and an innovative staying system, the 50 CC does not need a backstay or running back stays. Sailing upwind, the tension on the main sheet (tightening the mainsail's leech) effectively tightens the forestay to prevent luff sag on the jib. Off the wind, the swept back spreaders pick up the load and hold the rig neatly in place.

The mainsheet leads to the main traveler that is mounted on top of the stainless steel cockpit arch where it is out of the way but easily accessible to the helmsman or someone in the cockpit. The traveler control lines are also right at hand so you can ease the traveler to leeward quickly to depower the mainsail.

The most popular mainsail is an in-mast roller furling sail with vertical battens. This system is both easy to use and offers enough sail shape to provide the sail power you need. With roller furling on the jib, the skipper can dial in the exact amount of sail area he wants to balance the helm from the safety of the cockpit.

Hunter offers a range of mast and rig options so you can tailor the size of the sail plan to fit your sailing

needs and the heights of bridges in your sailing area. So, if you want a conventional slab reefing mainsail and an extra tall mast for more sail area and more sail power, it is available. Also, if you want to add a reacher or downwind sail, the 50 CC is set up to handle such a sail.

By keeping the rig easy to handle, efficient and designed to fit each skipper's sailing needs, Hunter has gone the extra mile to make sailing safer and more fun.

## LIVING ABOARD

Whether you are a weekend cruiser or planning to live aboard for most of the year, the new Hunter 50 CC has a lot going for it. As *BWS* has noted in the past few years, Hunter Marine has steadily been upgrading both the fit and finish of their cruising boats and the systems that make it all work.

The first detail we noticed when we first stepped aboard was the warm and handsome finish of the cherry cabinetry. The look is both elegant and modern and speaks to the new emphasis on providing comfort at sea and at the dock.





The accommodations plan for the new 50 CC provides an aft, master stateroom that is fit for an Admiral and his mate. The centerline queen-size berth, with a “memory foam” mattress, is as luxurious as any bed afloat. The aft cabin also has a walk-in cedar closet, a cedar lined storage chest, ample natural ventilation, a small divan, a make-up table and a huge en suite head with a shower stall.

An option that you won't see on any other cruising boat of this size

is the ability to install a jet-spa hot tub in the space under the queen berth. The bed platform tilts up high enough to make room for the tub and for a couple of adults to bathe.

The 50 CC's saloon is a warm and inviting space that will host eight adults for drinks and dinner. The galley to starboard has a granite-style counter top, large front loading fridge-freezers and double stainless steel sinks. Plenty of storage for cookware, cutlery, dishes and supplies has

been built in outboard of the counter and in the counter lockers.

The standard forward cabin or guest cabin is similar to the master stateroom but slightly smaller. It has a neatly angled double berth with plenty of storage under it—but no hot tub—and plenty of locker and hanging space. The forward head also has a separate shower stall and locker space for stowing a lot of supplies.

The forward cabin can be reconfigured into the “family option” with two smaller private cabins both attached to the single head and shower.

The 50 CC has a wrap-around window on the forward end of the raised saloon that looks stylish from the outside and provides excellent light in the saloon. The glass is tinted to block UV so the cabin will not heat up in tropical sunlight and provides privacy when the boat is moored in a busy marina.

While Hunter has worked hard to build in a lot of style and quality into the living spaces, the company has also spent a lot of time design-



Bright, airy and full of modern conveniences, the new Hunter 50 will be a comfortable home on the water

ing and building the living-aboard systems so they work reliably and meet the demands of a couple or family cruising the coastlines or the world. In the “lifestyle” category, the 50 CC is equipped with a 23-inch high-definition, flat-screen TV, Bose entertainment system, navigational electronics and galley appliances.

But it is the systems behind the systems that really make a cruising boat work well and add to the safety and comfort of the crew. The 50 CC’s engine room is the boat’s engineering center and is roomy enough for the large diesel, a generator, hot water heater, watermaker, charger-inverter and the water pumps. Air conditioning can be installed throughout the boat with dedicated units built into the three cabins.

From the fine cherry veneers to the layout of the engine room, the 50 CC is a proper yacht that has been created for elegant living and comfortable and safe cruising.

### BWS THOUGHTS

We have visited the Hunter factory several times and seen how

their cruising boats are built and assembled. As Mike Harker has proven by sailing his two Hunter yachts one and half times around the world, the boats are “brawny” and built to withstand the voyaging life.

The hulls are solid fiberglass below the waterline and reinforced in the forward sections with Kevlar to prevent collision damage. Above the waterline, the hull and deck are cored with end-grain Balsa wood, which provides sound and heat insulation while making the panels stiff and light.

The interior structure is built with a large fiberglass “pan” that is attached to the hull with space-age adhesives that are stronger than the panes themselves. The furniture is then installed and tabbed into the structure creating a monocoque finished piece. The decks are attached to the hulls using molded flanges that are joined with 3M’s 5200, bolts and screws.

Often, when potential owners are looking at a new cruising boat they will climb aboard, scan the decks and rig to get a feel for how it is laid out

and then will explore the cabins below to see how it is all put together.

If you are a really serious buyer, however, it pays to look at the fundamentals of the boat—the deck, hull, systems and rig—and judge its quality there. On the new Hunter 50 CC you will find that at the fundamental level, the boat is well engineered, brawny and worthy of your trust. And, the interior is great and homey, too. ~

### HUNTER 50CC

LOA	49’11”
LWL	43’10”
Beam	14’9”
Draft	5’6”
Displ.	35,611 lbs.
Mast height	63’4”
Sail area	1,247 sq. ft
Water	194 gals
Fuel	162 gals
Hot Water	39 gals
Holding	52 gals.
Engine	75-hp. Yanmar

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