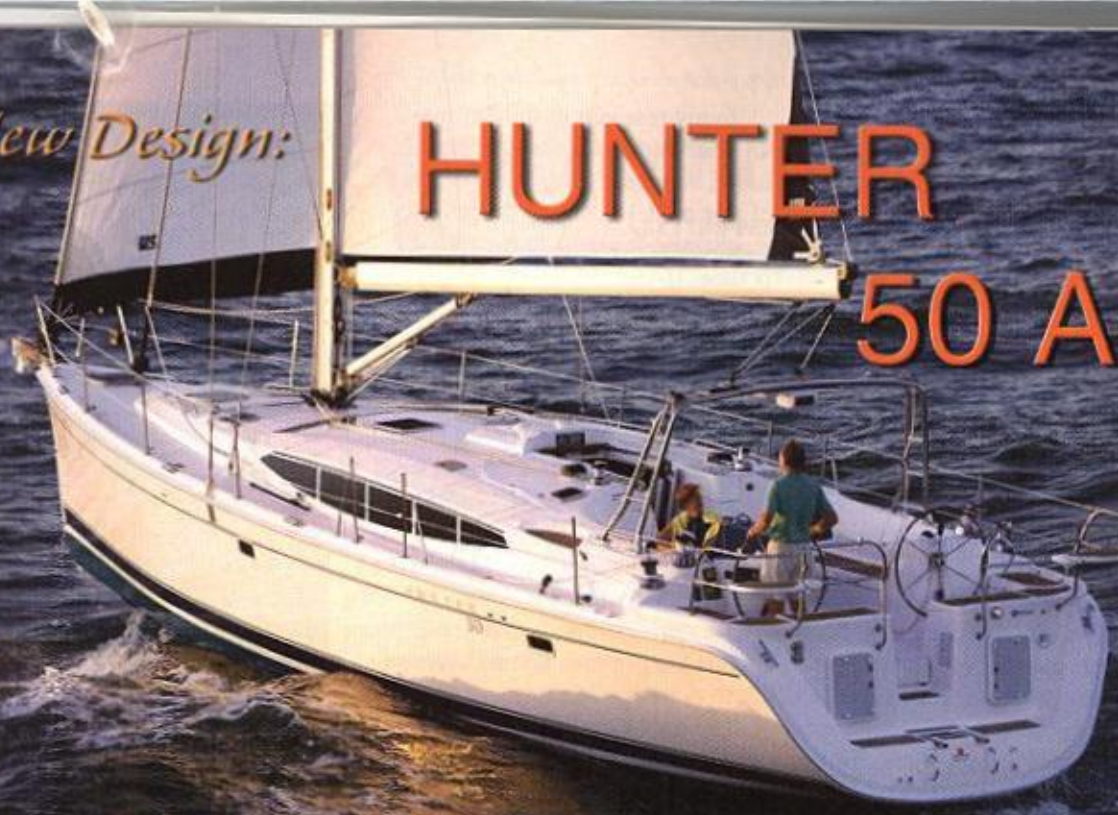


New Design:

HUNTER 50 AC



by Zuzanna Prochazka

Hunter Marine introduced the new Hunter 50 Aft Cockpit at the Annapolis Boat Show and it got a lot of attention since it's a departure from the tall, tiered Hunters of the past. Lower and sleeker than her center cockpit sister, the Hunter 50 AC has twin helms and a walkthrough transom and seeks different buyers - ones who may be up for adventures farther afield since this design is billed as a bluewater boat.

Based on the Hunter 49 which was launched three years ago, the 50 AC features the same hull and rig except that it carries the beam farther aft in the hull and has an updated swim platform. The 50 AC is truly a large boat with 49' 11" LOA and a 14' 5" beam. It was designed as a luxury cruiser, safe passagemaker and comfortable liveaboard. Below the nearly 48 foot waterline, there is a spade rudder and a choice of two lead keels - a shoal draft (5' 6" at 12,600 lbs.), or deep draft (7' 0" at 11,200 lbs.). It's powered by a three blade fixed prop and a standard 75 HP Yanmar which is upgradable to 110 HP.

Cockpit, Deck & Rigging

A flexible sail plan was needed to maximize efficiency to propel this 32,000 lb. vessel but also to be manageable enough to singlehand. The B&R rig, with double swept-back spreaders, comes in two heights and a choice of standard or furling main. The standard mast is 63' 4" and has no backstay. There are three options of headsail configuration - a single self-tacking jib, an overlapping jib or a self-tacking staysail and an overlapping genoa.

Twin leather covered wheels afford good visibility forward for sailing or docking. Two sheet winches on the coaming on either side are within easy reach of each helm and there are two additional halyard winches and rope clutches on the cabin top. All the lines are led aft and

Hunter's trademark arch with a double-ended mainsheet makes for convenient end-boom sheeting.

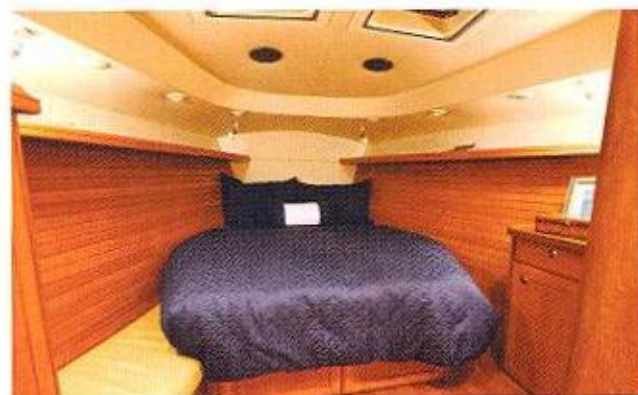
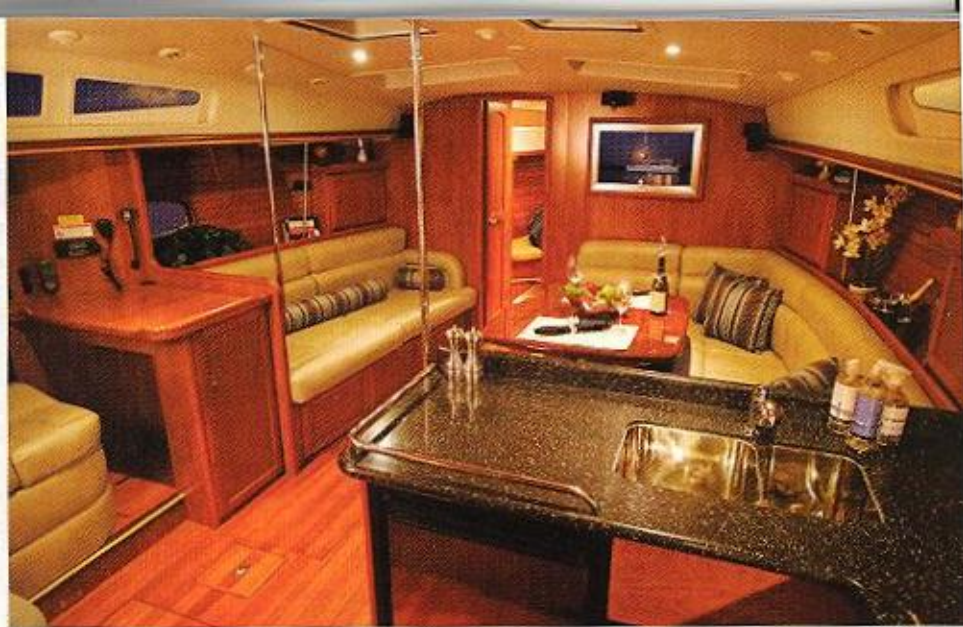
Large lockers under the cockpit seats and also aft in two transom compartments, make for excellent garage storage. A Corian topped centerline table holds cool drinks and also provides a place to mount instruments which are visible from either helm. Moving forward is easy on wide decks with few tripping hazards or elevation changes. A watertight bulkhead backs up the sail locker which is just aft of the deep, divided anchor locker, and the whole bow section is Kevlar reinforced for extra strength in case of a collision.

Accommodations

Down below there is a feeling of roominess with 6' 9" headroom despite the sleek profile outside. There is a choice of three layouts including twin cabins or a master in the forepeak. The saloon is finished with ash slats along the hull, teak cabinetry and a low maintenance Everwear "teak and holly" sole.

A U-shaped settee with a solid teak table on starboard converts to a double berth. A straight settee is to port just ahead of the forward facing nav station. There is plenty of room for Raymarine E-Series multi-function displays and the chart table lifts for storage below. The electronics display can also be output to the saloon's 23 inch flat-screen monitor mounted on a bulkhead for quick reference from just about anywhere.

Across on starboard is a nicely sized, L-shaped galley that has an additional counter by the companionway which encloses the galley somewhat and protects the cook underway. It features a 3.9 cubic foot refrigerator and a 1.4 cubic foot freezer. Twin sinks, a three burner stove, a combination microwave and coffeepot unit, and lots of Corian countertop space with stainless fiddles make for an efficient galley.



Hunter's signature dish drying rack that has a fan and bulb to dry the dishes right in their storage space is included.

Aft are two twin-berth guest cabins and a head with a separate shower stall. The port side cabin runs athwartships while the starboard cabin is fore and aft and has an optional desk and chair to form a kind of office or workbench, or it can house a washer/dryer combo.

The master stateroom is forward with an island queen berth and an inner spring mattress. Two large, cedar lined hanging lockers and drawers below the bed provide ample storage. A small vanity area with a mirror and a padded seat fill out the extra spaces between the split head, with a shower stall on port and a head and sink on starboard. A four cabin version is available that does away with the master stateroom and adds two cabins in the forepeak.

Systems & Options

The tankage includes 150 gallons of fuel and 200 gallons of water but the starboard water tank can be converted to fuel adding an extra 67 gallons. The options list is long and one way to save money is to upgrade to the Mariner Package which includes items such as a 120 amp alternator, a bow thruster, vertical battens for an in-mast furling mainsail, upgraded stereo equipment, an additional front opening fridge, Memory-Foam mattresses, and an inverter.

Like its 49 foot predecessor, the 50 AC is a modular build where the majority of the interior, including plumbing and electrical systems, is assembled on a structural grid and then

placed and bonded into the hull which is solid, hand-laid fiberglass below the waterline and cored with end-grain balsa above. The base price of the Hunter 50 AC is \$370,000 but with many of the upgrades available, sailaway will be closer to \$500,000. Her new profile is likely to bring a different breed of customer and that's great news for Hunter. ⚓

HUNTER 50 AC

Length Overall:	49'11"
Hull Length:	47'10"
Waterline Length:	43'10"
Beam:	14'9"
Draft - Shoal:	5'6"
Draft - Deep:	7'0"
Displacement:	32,813 lbs
Ballast - Shoal:	12,544 lbs
Ballast - Deep:	11,216 lbs
Sail Area - Std:	1,277 ft
Sail Area - Furling:	1,161 ft
Headroom:	6'9"
Fuel Capacity:	150 gal
Water Capacity:	200 gal
Holding Tank:	52 gal
Water Heater:	11 gal
Inboard Engine:	75 HP (110HP optional)