

Hunter 216, Sportboat with Training Wheels

MANY OF US WOULD LIKE TO BE DRIVING sports cars, but we content ourselves with pushing our minivans hard through the corners after we've dropped the kids off at soccer practice. The same holds true in boat purchases: while we'd like to own the hottest performance boat, our budget, skill level, and a need for an all-around design demand that we come back to reality. Luckily, sportboat designer Glenn Henderson (Henderson 30) works at Hunter Marine and he's drawn their latest daysailer. The result, the Hunter 216, is a sporty 21-footer that's damn near indestructible, and, at \$12,995, is worth a closer look.

The 216 weighs 1,250 lbs., and like the JY-15 and other small boats built by Hunter, is constructed with Hunter's Advanced Composite Process (ACP), a relatively maintenance-free combination of fiberglass and plastics. The outer skin of an ACP boat is Luran-S, a thermoformed, UV-protected plastic engineered to be tough, easy to clean, impact resistant, and repairable without special tools or chemicals. Behind that is a layer of high-density urethane foam, which adds



HUNTER'S 21-FOOT PERFORMANCE daysailer has room in its cockpit to take a family of four around the bay and around the buoys. A hydraulic pump hidden below the cockpit floor (right) raises the 500-pound centerboard.



in the slot. The rudder can be raised to reduce wetted surface when sailing downwind or in light air, and is easily removed for trailering.

Rigging and hardware are modest and straightforward. The 30'11" fractionally rigged aluminum mast hinges at the deck and carries one set of swept spreaders. The mainsheet and vang are both 4-to-1. If you're like us, you'll also go for the optional 200 sq. ft. asymmetric spinnaker and its associated gear.

The cockpit, which has no obstructive traveler, looks like a particularly comfortable spa pool and is huge for a 21-foot boat. Part of its volume is a result of the boat being as wide in the transom as it is amidship. The transom is open and has plenty of room for the large tiller and optional 4-horse kicker. Forward, there's a cuddy cabin with room for an optional v-berth and a portable head.

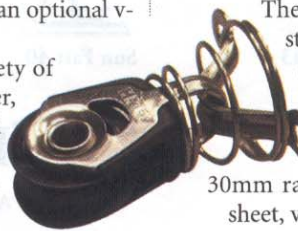
We see the 216 in a variety of roles: family boat, daysailer, sailing school platform, and Wednesday night PHRFer. The sportboat lineage is undeniable, and early reports indicate that it moves right

along. The rig has been designed to be simple and easy to depower. The 216 ought to provide a fine starter platform for someone ready for A-sails, but not quite ready for screaming downwind planing sessions. You may also feel comfortable letting the kids race the 216, because of its bumper-boat-caliber construction. In any case, just remember to slow down in the corners when you're towing the 216 behind your minivan.

New Products

A new 30mm block range has been added to the **Holt Dynamic Block** series.

The Dynamic Block utilizes a stainless steel rail inserted into a composite bearing that the company says increases the working efficiency with minor weight gain. The 30mm range is designed for mainsheet, vang, and sheet/halyard lead applications. www.holtallen.com



Holt Dynamic Block

Hunter 216	
LOA	21'6"
LWL	18'9"
Beam	7'11"
Weight	1,250 lbs.
Draft	3'6" (board down), 1' up
SA	252 sq. ft.
www.huntermarine.com	



stiffness, helps distribute impact loading, and, according to Hunter, provides enough positive flotation (1,500 lbs. worth) to keep the 216 afloat even if the boat is filled with water. Backing all this up is a layer of fiberglass mat, which adds strength and rigidity.

A cast-lead, 500-pound centerboard draws 3'6" and is raised by pumping a hydraulic cylinder that lives in the cockpit under an access hatch. In the stern is Henderson's patented VARA rudder assembly, which consists of a slotted drum that turns on upper and lower bearing races, and a daggerboard rudder that fits

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