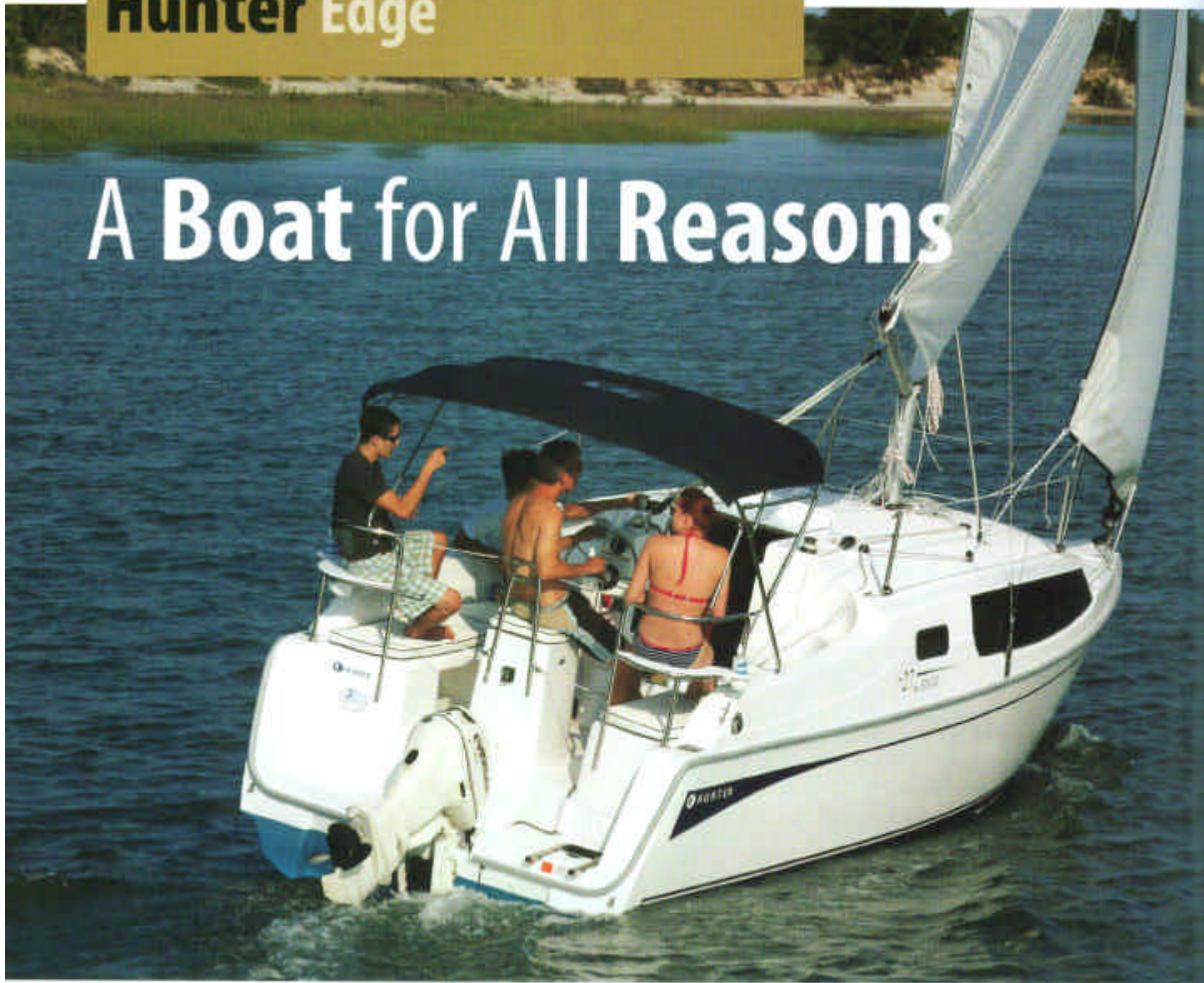


## Hunter Edge

# A Boat for All Reasons



**I GET THE BOAT'S NAME...**it is leading edge, but where, you ask, is it leading? This boat is a hybrid sport boat, cruiser, day sailor, trailerboat: it's got some neat features across all platforms that give it the easy to use Edge moniker.

Hunter has done a lot to get people into boats; the Edge is another indication that they are continually looking ahead. One senses that Hunter (a division of Luhrs) and its colleagues are challenging the status quo. Who would ever think a

sailboat company would offer a powerboat hybrid. Well, it has and it's hit the mark with the Edge.

It's a concept that has been around for a while; but clearly integrating the power component, the trailer-ability and solid sail performance into one package is hard to do. The Hunter team has thought it through as evidenced from the unique hull shape that allows wonderful planing under power and solid sailing characteristics.

I originally saw the boat at the Hunter plant and had a first hand look at it being assembled and prepped for shipping. The next time was in Midland when the team from Quiet Waters in Waubashene brought it into town for a sail. On the trailer, you are immediately drawn to the large black, side windows and their unique shape. It's a big boat and the interior volume is evident right away. Its length and wide beam at 8'4" reinforces the impression. I was obviously curious

## SPECIFICATIONS

Length w/Motor	28'6"/8.70 m
Hull Length	26'4"/8.04 m
Waterline Length	24'2"/7.37 m
Beam	8'4"/2.56 m
Draft – Centerboard Up	1'6"/0.46 m
Draft – Centerboard Down	5'11"/1.80 m
Displacement w/Ballast	5,540 lbs./2,513 kg
Towing Weight**	4,920 lbs./2,332 kg
Ballast – Water	1,600 lbs./726 kg
Mast Height – From Waterline	33'1"/10.08 m
Sail Area – Actual	333 ft. sq./30.94 m sq
Headroom	5'10"/1.88 m
Fuel Capacity	6 gal./22.7 L
Water Capacity	2.5 gal./9.5 L
Holding Tank Capacity – Optional	12 gal./45.4 L
Outboard Engine Max HP	75 HP/55.9 kW

about how it would sail and how they could combine the dynamics of power and sail together.

Arriving at the launch ramp, I found the boat already to go. The crew took less than 20 minutes to rig using the gin pole and mainsheet rig provided. Launching the boat was a dream; the wide aft section provided more than enough buoyancy to keep the E-Tech engine high. I thought the stern heavy engine might cause an issue, but it clearly did not.

Getting onboard was easy; accessing the cockpit from the transom step. I was surprised how large the cockpit is, especially as we had a crew of five. The cockpit benefits from the wide beam and easily accommodated us, however the optional transom seats were a nice touch. The wide open decks with the customary lead back controls gave the boat a clean look above decks. I loved to see the Tack Tick wireless electronic solar powered display to port. A small chart plotter could easily be installed to starboard on the bulkhead for longer cruises.

The boat can be easily accessorized with a bimini, cockpit table and the like. A roller furling system, sail cover and stern rail seats are where we would start, followed by a masthead wind indicator, a portable stove, and probably a second



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battery.

Below the boat was large and functional with impressive headroom. The interior is well done with a nice touch of wood warming it up and making the boat feel bigger. The large side windows also contribute to the open feel. A porta-potti head was installed in our boat but an optional traditional head is available. A nice small galley counter with sink was opposite to starboard. More than enough storage space was evident in another counter just forward of the head. The integrated table below decks hides the centerboard and easily allows easily five to eat comfortably. The wide v-berth forward is open and bright under the opening forward hatch. The vinyl headliner is well done and neatly installed.

The aft bunk, with entry just aft of the galley to starboard of the entry, is perfect for the kids on board.

Obviously this boat needs ballast and the system designed for the Edge is easy to use. A lever located on the transom next to the engine allows water to enter the hull. An inspection port located at the

base of the cabin steps allows you to view the water level as it enters and exits the boat; fully loaded, the ballast adds 1,600 pounds of water maxing out the displacement at 5,000 pounds. The water is easily discharged under power using the Venturi effect that is generated. Our sailing conditions caused us to add a minimum weight for our testing.

## UNDER POWER

I was keen to try the boat under power having seen the pictures of this boat racing about. Flat waters dominated our test day, though a few large power boats generated the chop and sea conditions we wanted. I was surprised how stable the boat was; obviously the wide planing hull helped a lot. I thought that the rig above would throw off some stability issues, but there were none. Our boat had a 75 HP E-Tech engine, more than enough to drive this boat, get it on plane quickly and more than enough torque to allow you to tow a sport tube or skier. Controls and steering are easily accessed from the cockpit pedestal.

NEW!

# ADVANTAGE HUNTER



## DO IT ALL! theEDGE an all-new, versatile boat by Hunter

- **SAIL** - Designed by sailors, theEDGE sails like a dream. Raise the mast in minutes with an ingenious hoist system and you are ready for a great sailing adventure.
- **POWER** - Propelled by an optional outboard, with up to 75 hp, theEDGE will get up and go. A new twist on wakeboarding!
- **PLAY** - theEDGE may be the ultimate boat. A trailerable, beachable, sleep/eat aboard, all-around watercraft that is fun to own and easy to operate. It's the best of sail and power!



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BUILT IN THE USA



## THE HUNTER EDGE



*Our boat had a 75 HP E-Tech engine, more than enough to drive this boat, get it on plane quickly and more than enough torque to allow you to tow a sport tube or skier.*

### UNDER SAIL

Lifting the engine and dropping the sailing rudder down through the integrated seat located behind the pedestal was an easy transition as it locked into position with a simple rope cleat system. A stainless pin holds the rudder in place when motoring or launching. I was delighted to see how easy the centerboard deployed using a control line that is controlled with a jammer. A composite winch is nearby and can easily be used if needed.

The sailing conditions for many would have been a stretch, but I have always felt lighter winds really allow you to sense the boat and its inherent character. We had, for the most part, flat water and breezes hitting a maximum of 6 knots in a good puff. Honestly, I was hesitant how the steering would feel but I was pleasantly surprised at how Hunter has been able to balance the two steering systems. Especially in light conditions, steering is tough at best, but the Edge seemed to react well when we loaded it

### CANADIAN DEALERS

**Quiet Waters Sailboats, Inc.**  
www.sailboatsales.com

**Boats R Fun**  
www.boatsrfun.com



*A porta-potti head was installed in our boat but an optional traditional head is available.*

up in the few puffs we had. We rolled along at 3 knots but this was no doubt lowered because of our excessive crew weight and extra gear. My take is we were carrying an extra 150 kg than would normally be the case for a couple or family of four. I was impressed with the large roach mainsail and jib and the boat's ability to perform in the conditions we had, pointing, reaching, etc. Downwind, we struggled again, but it was due to the light wind and extra weight we were carrying.

Overall I think Hunter has done it again with a boat to build the sport - a boat for all reasons. It's filling the niche that will allow more people to experience the boating lifestyle. Well done, Hunter. <sup>2</sup>

### OTHER MODELS

*Daysailers, Pocket Cruisers, Mid-size Keelboats, Large Cruisers and Centre Cockpit models also available*

www.huntermarine.com