

BY DALE MILLER



Hunter's The Edge 27

Look out, MacGregor! Your competition has arrived

Only the saltiest of sailors have wallowed in smooth seas and never wished their sailboat could motor at 15 knots. If you've got to turn on the motor, the ability to go double the steaming speed of most other sailboats could be a big plus. Hunter's brand new The Edge is designed to give that advantage, playing a double role as both a sailboat and a powerboat, with the additional feature of easy trailerability.

Currently, there is only one other manufacturer that fulfils the triple roles. For years, MacGregor's 26X and 26M have enjoyed sole domain over the trailer-motor-sailor market. With thousands of boats sold and at least a couple specimens in nearly every harbour and lake in North America, the MacGregor model illustrates that there's certainly demand for a boat that can wear several hats, and it's a wonder that nobody has followed that model until now.

The Edge's distinctive forward-sloping coachroof windows give the boat a sporty feel, in spite of its boxy high freeboard, tall cabin and well-protected cockpit. The Edge is 26' 4" overall (28' 6" with its motor) and has a relatively long waterline at 24' 2". It won't be the apple of everybody's eye, but the hull's height and squareness does give The Edge a very spacious interior for a 27' boat.


The Hunter's interior offers plenty of room for a family weekend getaway, with

its trailer-legal 8' 4" beam and 5' 11" of headroom. There's plenty of natural light and ventilation from the two large opening windows in the coachroof sides. The Edge sleeps four, with two on the V-berth forward and two in the double berth aft under the cockpit. A separate head is to port of the oversized Easy Entry sea hood, with the galley to starboard. In the centre of the cabin, and on top of the centreboard trunk, sits a fold-down table with comfortable port and starboard settees. The interior is fully finished and features handsome wood trim.

For sailing gear, The Edge features Hunter's trademark backstay-free rig with a modest 333 square-feet of sail. There are twin fold-down rudders, a swing-down centreboard with 5' 11" draft and 1,600 pounds of water ballast. While nobody should expect The Edge's sailing performance to beat records, a sail-to-displacement ratio of 18.4 should move it along in most wind conditions. Besides, in lighter winds most users will opt to start the engine anyways.

In motoring mode, The Edge's twin rudders and centreboard fold up to make an overall draft of 1' 6". For top performance Hunter recommends Evinrude's E-Tec 75-horsepower outboard, which should accelerate it to a plane in 5.7 seconds and tops out at 20 knots. With this much power and the standard towrope hook up at the stern, The Edge will

tow a wakeboarder without any problems. Let's see a 15-hp diesel do that.

While moorage shouldn't be too hard to find for a 27' boat, the ability to trailer The Edge will give boaters more cruising area flexibility and the option of storing the boat in the driveway over the winter. At a towing weight of just under 5,000 pounds, a medium-sized SUV or truck should be able to haul it easily; and the trailer comes standard, so there's no added expense. The sail-away price is US\$65,490 shipped to Vancouver and includes an Evinrude 75-hp outboard and an extensive list of dealer-ordered options. 

The Edge 27

LOA	8.7 m	28' 6"
Beam	2.56 m	8' 4"
Draft (power)	0.46 m	1' 6"
Draft (sail)	1.8 m	5' 11"
Fuel	22.7 L	6 U.S. gals
Water	9.5 L	2.4 U.S. gals
Displ. (w./ballast)	2,513 kg	5,540 lbs
Displ. (towing)	2,332 kg	4,920 lbs
Power	Evinrude E-Tec 75-hp	

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