



**VAN ISLE
MARINA**



**1997 Hunter 376
\$ 115,500 CAD**

37 ft





Dimensions

LOA	40 ft
Beam	12.58 ft
Maximum Draft	6.5 ft
Dry Weight	15,000 lb
Cabin Headroom	6.5 ft
Displacement	15,000 lb
Hull	Fiberglass

Accommodations

Heads	1
Cabins	2

Tanks

Fuel	35 gallon
Water	75 gallon
Holding	35 gallon

ENGINES

Engines:	1
Engine Total Power:	38 hp

Engine 1

Engine Brand	Yanmar
Year Build	1997
Engine Model	3JH2E
Engine Type	Inboard
Engine Fuel Type	diesel
Engine Hours	3045
Engine Power	38 horsepower



New Arrival!

Transferable Moorage at Van Isle Marina available to Purchaser!

This well-equipped Hunter has been kept in excellent condition and perfect for sailing in the Pacific Northwest.

This boat is very easy to sail either with a crew or singlehanded. All lines are led to cockpit and the electric winch is a terrific feature. In mast furling works perfectly to tune the large mainsail as the wind picks up from the safety of the cockpit and of course to put the sail away at the end of the sailing day

Annual mechanical service completed (September 2022)

Annual haul out, anti-fouling and zinc replacement (June 2022)

Standing rigging inspected and tuned (January 2023)

Webasto diesel hydronic furnace system

Raymarine Axiom A9 touch screen navigation chart plotter, integrated with Raymarine autopilot, wind speed /direction anemometer, AIS through Standard Horizon Matrix GX2150 VHF radio.

Horizon handheld VHF radio.

Full cockpit canvas enclosure

Webasto diesel hydronic furnace system

Sails: Dacron In-mast furling main (Seldon) and furling foresail (profurl)

Highfield tender included with 2022 Suzuki 6hp outboard (20 hrs)



Sail Area

IJPE : 684.00 sq ft
I : 48.00 ft
J : 12.92 ft
P : 49.00 ft
E : 15.25 ft

Manufacturer Provided Description

Designed with flexibility in mind, the Hunter 376 lets you live life to the fullest - whether sprinting under full sail, entertaining family and friends, or enjoying that long weekend or vacation cruising. The 376 is outfitted with a fractional rig featuring a full-roach, fully-battened mainsail and all lines leading aft. The cockpit is large, with an integrated wheel console, hinged helm seat and a walk-through transom with swim platform. The 376's roomy and bright interior boasts wraparound windshield; two staterooms (double aft cabin optional); L-shaped gourmet galley; and a marine head with vanity and stall shower. The Hunter 376 comes with the Cruise Pac, as standard equipment. It isn't just sails, winches, and running rigging. It's an extensive list of things like galley, anchor, fire extinguisher, running lights, life jackets - even a copy of Chapman's Piloting, Seamanship, and Small Boat Handling. And Hunter backs its boats with a five-year limited hull and bottom blister warranty.

The Hunter 376 is proof that when a boatbuilding outfit listens to its customers and cares enough to do a good job, everybody wins. In today's market, this boat is priced so that many aspiring cruisers can afford to own and cruise one — but it isn't cheaply built. Perhaps most important, it is built with an understanding of real-world cruising needs, from the obvious to the subtle.

Real-world maintenance forms the foundation of successful cruising. On that score, engine access aboard the Hunter 376 is stupendous. A well insulated box hinges up on a pneumatic lift to reveal a 38-horsepower Yanmar actually sitting out in the open, all sides available for servicing, even for the removal of major components.

Looking up, cabin headliners have inspection locations to access the backs of thru-deck fittings. Looking down, thru-hulls are easy to get at, neatly labeled and backed. The bilge pump is mounted on a platform that pulls up for straightforward access to both pump and strainer. The electrical panel comes equipped with a handy wiring diagram. Heavy-duty, heavily insulated electrical cable runs through anti-chafe conduit. An owner's manual educates you on the boat's systems. Missing are large amounts of high-maintenance exterior teak, but solid and conspicuous is a tough no-nonsense rub rail to protect the hull while docking, rafting and warping around pilings.

Cruising value is all about live-aboard comfort, too. Judiciously, the Hunter 376 offers a separate shower stall independent of the head, a feature considered by many a must when two or more are out on the water for any length of time. All hanging lockers are cedar lined. The forward stateroom has, in addition to one of these, plenty of drawers, a vanity with its own mirror and sink, and a window in the cabin bulkhead that opens into the saloon.

The galley to starboard is near the companionway to facilitate the passing up of food, and just aft of the dining area for convenient serving below. It includes Corian countertops, a three-burner propane stove with oven, two stainless steel sinks, a heavily insulated dual icebox and a microwave.



Seating in the saloon is exceptionally comfortable, obviously designed and angled for real bodies, not cardboard dummies. Fine woodwork, shelves for books and a standard CD stereo system increase the ambience. A wraparound deck skylight brings in plenty of residual natural light; in fact ventilation and lighting are abundant here and throughout the boat, which enjoys nine opening hatches with screens, seven opening ports with screens and seven fixed hull ports.

The master stateroom aft is located under the cockpit, but you can stand up, sit up in bed or on a small settee, store clothes in two small cedar-lined hanging lockers and drawers, put books and personal items on shelves, gain private access to the head and shower, watch the waves around you through hull ports, or look up at the stars at night through large opening hatches over your head.

Topside, the cockpit coaming at the widest point in its oval shape extends out to the gunwales to maximize usable space. The cockpit is comfortable to sit in and boasts a user-friendly pedestal with an easily accessed inspection port for repairs and add-ons, plus a folding table. The cockpit serves as the operational center of the boat because all running rigging leads here. In addition, it opens aft to the stern platform for swimming, dinghy landing and outside showering. Beyond the hinged helmsman's seat, two corner seats in the pushpit aft make for great perches under way. The deck is uncluttered, with easy foot passage forward from the cockpit all the way up to the heavy-duty dual-anchor rollers at the stemhead.

At this point you're apt to be thinking that the boat is all comfort and no performance. Think again. Hunter has become of late a leader in the development of the deck-stepped fractional rig, with shrouds led aft through swept-back spreaders in lieu of a permanent backstay. This encourages a smaller foresail that's easier to tack and a much larger, fully battened mainsail. The mainsail's enhanced roach carried aloft makes it more efficient overall. The rig is drawn from a BOC-tested B&R design in which the shrouds terminate at chain plates attached to the hull's stress-spreading grid. Instead of conventional four-point standing rigging, Hunter relies on a three-point system with one set fixed every 120 degrees. This, they note, can be compared to the notion of a three-legged stool, more stable than one with four legs.

THIS BOAT COMES WITH A CAST-LEAD OPTIONAL, 6'6" DEEP DRAFT KEEL.

THE KEEL IS BOLTED ON WITH SEVEN 1" 316-GRADE STAINLESS BOLTS.