

Plexus Adhesive Bonds Interior Module and Grid to Hull

The 45DS is produced in Hunter's Alachua, Fla. facility, using Hunter's hybrid construction in which the interior is built separately and then installed in the hull as a finished module before the deck goes on.

HULL: The hull is hand-laid in a female mold, using solid fiberglass below the waterline, with balsa coring above. E-glass and vinylester resin are used. Kevlar skins are laminated, primarily along the centerline, to enhance impact resistance. The chainplate attachment points are heavily reinforced with fiberglass.

DECK: Sandwich construction with marine plywood coring. The marine ply is cut into small squares to prevent any moisture penetration from wicking. Where hardware is mounted, the plywood is replaced by aluminum plates.

HULL-DECK JOINT: Hull and deck are attached using an outward facing flange

that is chemically bonded with 3M's 5200, and then through-bolted with stainless hardware all the way around. A heavy, synthetic rubber rail with a stainless steel inserts fits over the joint.

INTERIOR AND GRID: Hunter uses computer-guided tools to precisely cut parts for the interior, and all components, such as the galley unit and the head units, are put together as sub assemblies, and then bonded to a stout fiberglass grid to form the interior module. After the interior has been built on the grid, which is shaped precisely to fit inside the hull, the grid and interior are lowered into the hull and the grid is chemically bonded to the hull using Plexus. Structural bulkheads are tabbed to the hull using fiberglass before the deck is applied.

KEEL AND RUDDER: The rudder stock stern tube is adhered to the hull with a primary bond and reinforced around the base. The rudder itself (composite construction using fiberglass skins, a stainless-steel skeletal structure, and adhesive foam) is attached to a stainless-steel stock.

SPARS AND RIGGING: Hunter sources the majority of its spars from Seldèn Mast, which uses differing configurations of aluminum depending upon the mainsail option selected. The shrouds are fashioned from dyform wire swaged with studs, connected aloft with stem-ball fittings.



Tie-rods link the chainplates to U-shaped brackets that are bolted into the hull's structural grid.

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