



Explorer

41' (12.50m) 2011 Hunter 41 Deck Salon
Slidell Louisiana United States



OVERVIEW

\$165,000

Manufacturer:	Hunter	Hull Material:	Fiberglass
Engines:	1 Yanmar	Cruise Speed:	
Engine Model:	4JH5E	Max Speed:	
Engine HP:	54	Cabins/Heads:	2 / 2
Beam:	13' 3"	Fuel Type:	Diesel
Max Draft:	5' 0"	Fuel:	50 G (189.27 L)
Water:	100 G (378.54 L)		



Data Sheet

Category: Cruisers
Subcategory: Sloop
Condition: Used
Model Year: 2011
Beam: 13'3" (4.04m)
Max Draft: 5' (1.52m)
LOA: 40' 4" (12.29m)
LWL: 35' 6" (10.82m)
Cabins: 2
Sleeps: 6
Double Berths: 1
Queen Berths: 2
Head Room: 6' 10"
Heads: 2

Fuel Type: Diesel
Hull Material: Fiberglass
Hull Finish: Gel Coat
Air Conditioning: Yes
Bridge Clearance: 62'

Displacement: 19400 lbs
Dry Weight: 19400 lbs
Fuel Tank: 50 gal (189.27 liters)
Fresh Water: 100 gal (378.54 liters)
Holding Tank: 35 gal (132.49 liters)
Classification: A
Builder: Hunter Marine
Designer: Glenn Henderson
HIN/IMO: HUN41457B111

Engines/Generators

Engine 1

Yanmar
4JH5E
Inboard
54HP
40.27KW
Fuel: Diesel
Hours: 2000
Hours Date: 04-10-2023

Summary/Description

2011 Hunter 41 Deck Salon

2011 Hunter 41 Deck Salon Features:

- Mariner Package
 - In Mast Furling
 - Shoal Keel
 - Two Cabins / Two Heads
 - Air Conditioning
 - Refrigeration & Freezer
 - Inverter
 - Raymarine Electronics
 - Electric Freshwater Heads
 - Electric Windlass
 - Bimini, Dodger and Enclosure
 - Davits & Outboard Engine Crane
 - Solar Panels
 - and a lot more

When you sail the Hunter 41 Deck Salon, be prepared for exceptional sailing ease and performance. From heavy air to gentle breezes or from full speed ahead to slow reverse, the Hunter 41DS will astound you with a perfectly balanced helm, surprising responsiveness, and unbelievably easy sail handling. It's the big boat that maneuvers like a small one, with plenty of space for entertaining.

Inside, the efficient two-cabin layout provides luxurious accommodations with fully equipped private staterooms at both ends. Or if you prefer, the tri-cabin cabin version splits the standard single aft stateroom into two smaller spaces. The popular Deck Salon raises the cabin house to provide nearly seven feet of interior headroom. The extra space, combined with panoramic views from oversized windows, seamlessly brings the beauty of your sailing environment to the comfort of the interior.

Liberate your culinary talents in an expansive galley laid out for comfort and convenience. Front opening refrigeration installed under the counter preserves the beauty and utility of the continuous Corian® surface accented with under-mounted stainless sinks and a protective acrylic splashguard. Storage space abounds with a 10 cubic foot pantry that includes adjustable shelving and 4 deep drawers. Like all Hunter sailboats, quality components and easy access to systems reduce maintenance time so you can relax. Whatever destinations your cruising plans include, the Hunter 41DS is built to take you there safely in comfort and style.

Equipment List

ACCOMMODATIONS

- Layout: Two Cabins / Two Heads, see attached drawing
- Air Conditioning: 16,500 btu reverse cycle ducted in salon & forward cabin
- Ports: Opening and fixed with pleated shades
- Hatches: Opening with OceanAir shades/screens
- Interior Wood: Gloss finish teak
- Cabin Sole: No maintenance, teak & holly look
- Nav Station: To starboard, forward-facing
- Dinette Table: To port, U-shaped, convertible
- Settee(s): To starboard
- Cushions: Vinyl, original cushions
- Master Cabin: Forward with innerspring mattress
- Guest Cabin(s): Aft, with innerspring mattress, cedar lined hanging locker
- Headroom: 6'10"
- Fans: 12v fans throughout the interior
- Head: En suite master head with sink & separate shower
- Head: Guest to port with sink & separate shower

GALLEY

- Stove/Oven: Propane, 2 burner Force 10 with oven with (2) 10lbs tanks
- Refrigeration: 12v, front loading
- Freezer: 12v, front loading
- Microwave Oven: Replaced in 2023
- Sink: Double stainless steel
- Water: Hot & Cold
- Water Heater: Yes
- Cabinets: Yes
- Counter Tops: Corian
- Grill: Magma stern rail mounted with dedicated FBG propane tank

ELECTRONICS

- Plotter: Raymarine C80 at the helm
- Autopilot: Raymarine 7002 smart pilot
- Speed: Raymarine ST60
- Depth: Raymarine ST60
- Wind: Raymarine ST60

- Radar: Raymarine, mast mounted, currently inoperable
- VHF: ICOM M422 at helm and also at nav station
- VHF: Handheld ICOM IC M36
- Stereo: Fusion with Bose speakers, speakers in cockpit replaced in 2023
- Compass: Yes
- TV: LED TV with antenna

ELECTRICAL

- 12v system: Yes
- 110v system: Yes
- Battery Charger: 100 amps
- Batteries: (3) AGM 4D house batteries, replaced in 2022, engine starter battery, replaced in 2022
- Shore Power: (2) 30amp service
- Interior Lights: LED
- Nav Lights: LED
- 12v Outlet(s): Yes
- Inverter: Magnum 2000 watt
- Solar Panels: (2) 160 watt with 45 amp MPPT Regulator
- GFCI outlets: Yes

SAILS & RIGGING

- Main: Dacron furling, replaced in 2021
- Jib: Dacron furling with UV cover
- Mast: In Mast Furling, B&R
- Roller Furling: Furlex
- Vang: Rigid
- Primary Winches: Self Tailing
- Halyard Winches: Self Tailing
- Clutches: Yes
- Traveler: Mainsheet on top of arch
- Mast Height: 62' not including the antenna

DECK & HULL

- Hull Color: White
- Deck Color: Two Tone
- Draft: Shoal, 5'
- Canvas: Bimini, Dodger & Enclosure, canvas will need to be replaced in the near future
- Cushions: Cockpit
- Covers: Awning and hatches
- Companionway: Double doors
- Cockpit Table: Yes
- Mooring Cleats: (8)
- Swim Platform: Sugar scoop with ladder
- Cockpit Shower: Yes
- Dockside Water: Yes
- Stern Seats: Yes
- Anchor: Plow, 30' of chain and 150' of rode, recently replaced
- Anchor: Fortress, 150' of rode
- Windlass: Electric Quick replaced in 2013, control buttons new in 2023
- OB Engine Bracket: Yes & OB crane
- Dinghy: 2015 Highfield 290 with alum bottom, fair condition & registration is unavailable
- Outboard: Mercury 8hp 4 stroke
- Locker(s): Cockpit, Lazzerete and Anchor
- Liferaft: Revere in a soft bag, requires to be inspected
- Bottom: Painted in March 2023 and no blisters were reported

MECHANICAL

- Engine: Yanmar 4JH5E 54hp (upgrade with Mariner Pack) engine hour meter replaced, reported to be under 2000 hrs
- Air Conditioning: Mermaid Model M16-R/C-L with digital control for salon & fwd cabin, aft unit is not currently installed but is included in the inventory
- Prop: 2 blade
- Steering: Wheel, Folding
- Stuffing box/gland: Dripless
- Water Heater: 110v/Heat Exchanger
- Bilge Pump(s): 12v
- Filter(s): Water separator, element changed 5/2023
- Oil & Filter: Changed 5/2023
- Oil Change Pump: X Change-R model 912B
- Saildrive Oil: Changed 5/2023
- Impeller: Changed 4/22
- Automatic Fire Suppression: Sea Fire Model FM 200

- Macerator Pump(s): Yes
- Head: Electric freshwater heads with both direct and holding tank

MARINER PACKAGE

- Bose® 3.2.1® AM/FM/CD/DVD Entertainment System Front-Opening
- Stainless Steel Freezer
- In-Mast Furling System
- 40" Folding Wheel
- Inverter
- Raymarine® ST60 Wind Machine
- Removable Dinette Table Leaf
- Sharp® 15" Flat-Panel TV
- Supreme Shade/Hatch Package
- 54-Hp Yanmar® Diesel Auxiliary Engine w/Two-Blade Propeller

Disclaimer

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2011 Hunter 41 DS Profile



2011 Hunter 41 DS Sunset



2011 Hunter 41 DS Profile



2011 Hunter 41 DS Cockpit



2011 Hunter 41 DS Galley



2011 Hunter 41 DS Stove/oven and sinkks



2011 Hunter 41 DS Front loading



2011 Hunter 41 DS Galley



2011 Hunter 41 DS Settee & Nav Station



2011 Hunter 41 DS Salon looking aft



2011 Hunter 41 DS Salon



2011 Hunter 41 DS Settee



2011 Hunter 41 DS Settee storage



2011 Hunter 41 DS Salon



2011 Hunter 41 DS Nav Station



2011 Hunter 41 DS Dinette



2011 Hunter 41 DS Salon



2011 Hunter 41 DS Salon looking aft



2011 Hunter 41 DS Salon



2011 Hunter 41 DS Dinette



2011 Hunter 41 DS Nav Station



2011 Hunter 41 DS Guest Cabin



2011 Hunter 41 DS Guest Cabin



2011 Hunter 41 DS Guest Berth



2011 Hunter 41 DS Master Berth



2011 Hunter 41 DS Guest Head



2011 Hunter 41 DS Guest Head with Separate Shower



2011 Hunter 41 DS Master Cabin



2011 Hunter 41 DS Master Cabin



2011 Hunter 41 DS Master Cabin



2011 Hunter 41 DS Cedar Lined Hanging Locker



2011 Hunter 41 DS Master Cabin



2011 Hunter 41 DS Master Cabin



2011 Hunter 41 DS En Suite Head



2011 Hunter 41 DS Master Head



2011 Hunter 41 DS En Suite Head



2011 Hunter 41 DS En Suite Head



2011 Hunter 41 DS Profile on the water



2011 Hunter 41 DS Folding Wheel



2011 Hunter 41 DS Electronics



2011 Hunter 41 DS Deck



2011 Hunter 41 DS Mooring



2011 Hunter 41 DS Deck



2011 Hunter 41 DS Canvas, Arch, Solar & OB Engine



2011 Hunter 41 DS Canvas, Arch, Solar & OB Engine



2011 Hunter 41 DS Profile



2011 Hunter 41 DS Grill & FBG propane tank



2011 Hunter 41 DS Deck Salon



2011 Hunter 41 DS Engine Controls



2011 Hunter 41 DS



2011 Hunter 41 DS AGM Batteries, replaced 2022



2011 Hunter 41 DS AGM Batteries, replaced 2022



2011 Hunter 41 DS Starting Battery, replaced 2022



2011 Hunter 41 DS Genoa Furler



2011 Hunter 41 DS Windlass with Gypsy & Captsatan



2011 Hunter 41 DS Mooring lines



2011 Hunter 41 DS Anchor



2011 Hunter 41 DS Rigid Vang



2011 Hunter 41 DS Anchor Locker



2011 Hunter 41 DS Engine 54 hp Upgrade



2011 Hunter 41 DS Engine 54 hp Upgrade



2011 Hunter 41 DS Engine 54 hp Upgrade



2011 Hunter 41 DS Engine 54 hp Upgrade



2011 Hunter 41 DS Transmission, shaft & dripless stuffing gland



Features of a Glenn Henderson designed hull

Hard Chine below the Waterline

The benefits of Henderson's hard chine design is a significant increase in hull form stability. This increased stability allows more sail area to be carried in a given wind condition, plus reducing rolling motion downwind, hence a more comfortable ride and less movement in the sailplan – especially helpful in light to medium wind conditions. The hard chine also aids in upwind tracking ability for improved performance. A further benefit of this hard chine design is increased volume internally allowing more storage and comfort space – primarily in the aft cabin area.

Bow Hollow

The bow hollow is a concave shape at the bow waterline above and below and just aft of the bow that accomplishes two good things on a relatively wide beam boat.

Less resistance. This makes the hull go faster sooner. The top end is limited by the theoretical hull speed but less resistance will allow the boat to get to that speed faster with less power. This will result in better speed in light breezes and greater fuel economy under power.

Reduced Pitching. The concave waterline and sharp bow cuts down on the volume in the forward section. As a boat is moving through choppy water, the reduced buoyancy of the hollow shapes stop the bow from rising up with the wave, instead allowing it to cut through the wave. This will result in less pitching or "hobby horsing" thus creating a more comfortable sail.

Stern Reflex

If you examine the hull underbody in profile, you will notice a subtle "S" shape in the stern. The underbody actually begins to return to a flatter line at the stern. This does two important things;

- It flattens out the stern wave, reducing drag.
- It forces the stern wave to form further aft to artificially produce a longer waterline.

Both of these effects increase the boat's speed potential. In light air, it allows the water to separate from the hull earlier because the curve is steeper at that point. Stern turbulence is almost nonexistent when underway. Look over the transom when sailing and you'll notice how clean the wake is. Less disturbed water = less resistance which means more efficient sailing.

2011 Hunter 41 DS Advantages of the Glenn Henderson Design



Owner's Stateroom Layout

2011 Hunter 41 DS Two Cabins / Two Heads