Catalina Yachts

GENERAL HANDBOOK

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FOREWORD

We welcome you to the family of sailing yachtsmen. Whether you are a new sailor or a veteran of many years on the water, we offer this handbook as a guide to the handling and maintenance of your boat so that you may have many years of sailing enjoyment. Along with this handbook you will find a copy of the OWNER'S MANUAL for your particular boat. We ask that you please read both the OWNER'S MANUAL and this GENERAL HANDBOOK before sailing your new boat. Thank you for your business and welcome aboard!

THE WARRANTY

One of the most important things each new owner should do is review the Warranty Booklet which accompanies the new boat and then mail in the Warranty Card. The manufacturer has entered into an agreement with the selling dealer. That agreement provides for a warranty to the selling dealer the details of which are discussed in the Warranty Booklet. Please be sure you have a Warranty Booklet in your possession when you accept delivery of your new boat. In the event that you should not have one, please ask your authorized dealer immediately.

The manufacturer warrants each new product manufactured by it to be free from defects in material and workmanship under normal use and service by the original retail purchaser. The promptness with which all claims are handled depends upon the manner in which the claim is presented and the cooperation of the owner in supplying the necessary information needed by the manufacturer to verify the claim. Attention to the following will prevent possible delay:

(a) Have the Warranty Registration Certificate properly filled out and returned within ten (10) days after taking delivery of the new boat. This validates your warranty. This card must be returned within 10 days or warranty is not valid.

(b) The owner's manual as well as instructions furnished with accessories installed on the boat are placed in a large envelope and placed aboard the boat. Make sure that this literature is delivered to you. Careful attention to these instructions will add many years to the life of your boat and equipment.

(c) All matters of service are handled by the selling dealer. It is, therefore, essential that the owner notify his dealer regarding any problems of Warranty Service that may arise.

(d) Give your dealer an opportunity to supply parts needed for all repairs for which a claim is to be made.

(e) It is assumed that the owner will use the boat in a reasonable manner. The varying conditions under which different boat designs can safely operate makes it necessary for the operator to use judgment in conditions of heavy weather, strong tidal or river currents, etc.

(f) It is the responsibility of the owner to return the boat to the Dealer for Warranty Services, otherwise the Dealer may charge for travel time and expenses.

(g) All contracts pertaining to your boat should be made with your Dealer. He is competent, cooperative and should carry a stock of parts and accessories for normal requirements. Factory service parts are always available for his additional needs.

GENERAL UPKEEP AND MAINTENANCE

Rigging

Your new yacht is equipped with stainless steel standing rigging, and stainless and dacron running rigging designed to give you years of trouble free service. However, due to normal wear and tear, it is recommended that a periodic inspection be made on all fittings and wire. Turnbuckles should never be neglected and should be unscrewed from time to time in order that they don't seize up. Greasing the turnbuckle threads with a marine lubricant that won't wash away is highly desirable. Every three months should be about right for the average sailor. A slightly bent turnbuckle shaft or broken wires in your shrouds should be replaced immediately.

Periodically check and rewrap the swedged cable fittings with white plastic "stretch" tape. This will prevent snagging.

Wire halyards and tails should be "turned" twice per season or when wear is noticed. Turning means to re-install the halyard, turning it end for end; thus the end that used to be attached to the sail will now be the

end with the dacron tail on it and vice versa. This applies to your sheets as well.

Dacron line is used as it stretches less than nylon. When adding to your running rigging, or when a replacement is needed, we recommend that you stick with a braided dacron line similar to your original equipment line.

Fittings

Marine fittings today need little maintenance. Deck hardware should be hosed down with fresh water after each sail in salt water. Stainless steel fittings such as pulpits and lifeline stanchions should be cleaned and waxed periodically to maintain their appearance. Winches require occassional cleaning and lubrication. Where possible a maintenance brochure for your winches has been included in your Owner's packet. Masthead fittings, halyard sheaves, etc., should be inspected, cleaned and lubricated periodically. Tufnol fittings may be kept like new by wiping with an oily rag. Keep your equipment clean of dirt and salt.

Spars

Like all other boat fittings, masts and booms suffer from salt water air and spray. These should be kept waxed where possible and at least always hosed down with fresh water. If your boat is kept at a mooring or in a slip, always see that the halyards are tied off away from the mast. This will obviate slatting in the wind and subsequent marking of the mast by the wire parts, shackles, etc., on the halyards. Keep tack pin (which is located on front end of boom) well lubricated as the stainless steel pin can quickly become seized in the aluminum gooseneck casting if the boat does not get enough use.

Find a high pressure nozzle and shoot fresh water to the top of the mast and spreaders. This will help keep your sails clean, too, as they rub on the mast and spreaders.

Inspect spreaders and spreader brackets for signs of fatigue and see that ends of spreaders are wired and well covered with tape to prevent wear on the sails.

Care of Sails

Sails should never be put away wet. If they are wet after sailing, leave them in loose bundles and dry them at your first opportunity.

There are three major enemies of Dacron sailcloth.

1. Sun light: Keep your mainsail covered with an acrilan sail cover when not in use or stowed below in its sail bag.
2. Salt Crystals: Salt crystals are formed when sea water dries. You should periodically rinse your dacron and nylon sails in fresh water and dry them thoroughly before storage. This also applies to sheets and rope tails of halyards. The manufacturer DOES NOT RECOMMEND that you wash your sails with harsh detergents or abrasive cleaners.
3. Chaffing: This is an area neglected by many of today's sailors. Survey your sails for unusual wear of loose stitching. Sail repair kits are available.

Sails should be leaf folded in folds about 18" wide parallel to the foot. Jib hanks should be checked and lubricated sparingly with fine oil if required, then WIPED CLEAN to prevent oil spots from getting on the sails.

Never hoist sails without inserting battens and always remove battens before putting sails away.

Care of Fiberglass Surfaces

After sailing, a good hosing down with fresh water and a mild detergent will keep your boat sparkling fresh and clean. The non-skid surfaces may need scrubbing with detergent. Smooth glass areas may be polished with liquid wax or any good fiber glass wax to add extra lustre. In the case of older boats where some fading of the gelcoat has occurred, the surface should be buffed with polishing compound and then wax finished.

Rust spots on fiber glass surfaces may be removed with a weak solution of oxalic acid without fear of damage to wood or metal surfaces. Oxalic acid crystals may be sprinkled on the spots and brushed in with water to remove rust in the non-skid areas. Be sure to use copious amounts of water for rinsing after 5 to 10 minutes of dissolving action by the acid.

Wood Trim and Parts

Most exterior wood is teak and can be kept looking attractive by oc-

casional oiling with 50/50 mixture of linseed oil and turpentine. A proprietory brand of teak oil is also good. Should the teak become bleached, a light sanding with 120 grit paper followed with teak oil will restore its beauty.

Winch Maintenance

If your winches were installed by the factory, a Service Manual for your winches was included in your Dealer Packet. Disassembly and assembly instructions and a list of recommended lubricants are included in this leaflet. Your winches need lubrication if they do not spin freely or if the pawl noise increases. All of the major winch manufacturers have reasonable priced overhaul kits of pawls and springs available. If the pawls of your winches are worn you should replace them before the drums are worn unevenly.

TRAILERING YOUR BOAT

If you have purchased one of our trailerable boat models, the following reminders and precautions may be of some help. The OWNER'S MANUAL for your boat model may also contain a few additional suggestions relative to trailering. Please consult your OWNER'S MANUAL before attempting to trailer your boat.

Before hooking up the factory approved trailer to your car, make sure all the necessary gear is on board the boat and properly stowed. Equipment that might bounce around or scratch the inside finish of your boat should be carefully wrapped for protection.

Double check that you have your sails with you. They are your boat's "engine". Make sure the mast is really secure in its travelling position on top of the boat. Take time along your travel route to stop and check the mast. Ropes can stretch and knots can loosen.

Please do not load your boat full of other things not required in its safe operation. Over-loaded boats and trailers can offer a towing hazard on the highway.

Here are some trailering suggestions:

1. When you first accept delivery of your trailer and boat, double check that the lug nuts are secure and the tire pressure is correct. Inflation levels are generally printed on the tires. Grease the wheel bearings just for your own peace of mind and then service them periodically in keeping with the driving conditions and launching conditions in your area. Every effort has been made to be sure your trailer is ready to go.

2. If you are having trouble with your signal lights have a heavy-duty flasher installed in your car so that the turn signals work correctly.
3. Always test the lighting system and check the tongue lock and chain before starting out. Have someone stand beside the rear of the boat trailer when backing up and when launching.
4. Be sure to cross the trailer safety chains when you hook them to your car's hitch. Run a bolt with nut through the snap-down handle on the trailer tongue locking device.
5. Check local trailering laws for any special requirements.
6. Obey the speed limits for trailering right down to the letter. A traffic ticket will surely spoil a day's sailing!
7. Ensure that you have two legal outside rear view mirrors on the towing vehicle.
8. Tongue weight of trailer should be about 8% of the total weight of the boat and trailer. Have a competent workman install your trailer hitch.
9. Lights, where possible, should be removed before immersing rear of trailer to prevent corrosion of the bulbs. A removable light bar which fastens onto the stern of the boat is ideal.
10. Salt water and salt air are enemies of your trailer. Hosing off the trailer after each use will extend its life.

RIGGING FOR LAUNCHING

Pre-launch Preparations

Try to do as much rigging as possible before launching the boat. It is much easier to rig when one is able to walk around the boat on dry land, and any parts that are accidently dropped will not disappear beneath the water.

Avoid raising the sails while the boat is still on the trailer. On wind-less days or mornings, you can briefly raise the sails to hose them off or inspect them, but watch out for gusts.

Sails should be ready for hoisting and temporarily tied down with quick-release cords. The rudder should not be installed on trailerable boats until the boat is in the water as it could suffer damage during launching.

Raising and Lowering Centerboard or Retractable-Keel

(a) Consult your OWNER'S MANUAL for special instructions regarding the raising and lowering of the centerboard or retractable-keel, if your boat has one of these particular designs.

(b) Basically, always have the centerboard or retractable-keel in the raised position when putting the boat in or taking the boat out of the water.

(c) Always raise or lower these devices slowly and never force them.

(d) Be sure to raise the centerboard or retractable-keel into the fully UP position before attempting to launch your boat. Otherwise the boat may not be able to slide off the trailer.

Stepping the Mast

(a) It is best to launch the boat with the mast stepped in raised position.

(b) Because each boat model has a different system of shrouds and stays to support the mast, the mast stepping procedure has been discussed in your OWNER'S MANUAL. Please refer to your OWNER'S MANUAL for this information.

Setting Up The Boom

(a) Slide the gooseneck fitting into the slot in mast and let it fall to rest on the mast stop screw or downhaul cleat, whichever the case may be.

(b). Attach downhaul line to hole in gooseneck slide. Do not cleat at this stage.

(c) Attach block to the boom.

(d) Shackle mainsheet cam-cleat block to the traveller bar which is located on the transom or across the middle of the cockpit, depending upon the model. Some models do not have traveller bars and the mainsheet blocks will attach at the center of the boom and to a barney-post or pad-eye arrangement on the floor of the cockpit in the center of the boat.

(e) "Dead-end" tie the mainsheet line to the mainsheet camcleat block and "reave" the mainsheet by alternatingly passing the line through the fiddle block pulleys and the camcleat block pulleys and tie knot at end of mainsheet "figure eight" to keep from losing end of mainsheet while under sail. Your dealer can demonstrate this procedure.

Bending On The Mainsail

(a) Feed the clew of the mainsail into the groove on the boom starting at gooseneck fitting and pulling out to end of boom. This is much easier if done by two persons, one feeding, the other pulling out.

(b) Insert tack pin at the gooseneck fitting, passing the pin through the sail's grommet. Pull the sail foot out to remove wrinkes and fasten the clew to the end of the boom with the overhaul line.

(c) Insert battens.

(d) Shackle headboard to end of wire halyard. Look aloft to ensure that halyard is not fouled.

(e) Start headboard into mast groove and take slight hoist on main halyard. Sail is now ready for hoisting.

Bending On The Jibsail (if required)

(a) Find tack of sail - this is the forward lower corner of jib.

(b) Connect jib to forestay by starting at the bottom snap and working up to the top snap in sequence.

(c) Shackle head of jib to wire halyard, again sighting aloft to ensure that halyard is running clear.

(d) Find middle of jib sheet line and attach the jib sheet lines to the clew of the jib sail. Run the jib sheet lines back to the cockpit keeping them outside of all shrouds and life lines, if your boat is equipped with life lines. Pass the ends of the jib sheets through the jib fairlead blocks which have been previously attached to the tracks which are located on the gunwhale (railing) of the boat. Tie figure-eight stopping knots in the ends of the jib sheets to keep them from falling over board.

RAMP LAUNCHING OF TRAILERABLE BOATS

The following generalized launching procedure will aid in launching your boat if yours is a trailerable model. Your OWNER'S MANUAL may have additional reminders regarding the launching procedure which you should review before attempting to launch.

Launching Procedure

(a) When launching from a trailer on a ramp, make sure to back the trailer at right angles to the shore. Remember when backing, if you require the rear of the boat to move right, turn your steering wheel to the left and visa versa.

(b) If your trailer has an extendable tongue, make sure you extend it while on level ground and then re-insert pegs or stops in their proper holes. If you have a tongue support wheel on the trailer, cranking it down enough to take the weight off the extendable portion of the tongue will help you slide the tongue extension in and out. Be sure to have rubber fenders or "bumpers" hanging along the sides of your boat to protect it from scratching on the dock.

(c) Back the trailer into the water until the boat just begins to float. Have a line on the stern and bow to pull the boat off the trailer and tie it to the dock.

(d) Set your emergency brake hard and place gear shift lever in park.

(e) Take a strain on the trailer winch handle, release the locking pawl, and crank out slack in the bow rope. Then detach bow rope.

(f) Next, give the bow a shove back. The boat should float free and when clear of the trailer, be pulled into the dock by the crew who then turns it BOW INTO WIND PRIOR TO RAISING SAILS.

(g) Before raising sails and actually sailing the boat, make certain that the water depth is sufficient and then lower the centerboard or retractable-keel into the fully down position. Consult your OWNER'S MANUAL for any special instructions involved here.

(h) Crank in the excess line on the trailer winch and park the car and trailer in a suitable spot.

Rudder and Tiller

(a) Always wait until the boat is in the water and at a suitable depth before installing the rudder.

(b) Attach the tiller arm and secure with a wing-nut. A lock washer is also helpful. Occasionally while sailing, reach back and check that the tiller fastening wing-nut is tight. If you raise and lower the tiller arm excessively the wing-nut can come loose, so try to avoid this unnecessary action.

Final Launching Considerations

Try not to use a launching ramp which is on a lee shore where you might have difficulty sailing off. In cases where it is necessary, use your auxiliary engine to get clear of the docks before hoisting the sails.

Determine the wind direction before you do anything else. Then make a plan of action for ease and safety in leaving the launch area docks. Explain to your crew what you plan to do and consider their opinions on getting away from difficult docks. The crew often has much valuable experience behind him and is very often worth listening to!

PRELIMINARY CHECK OF THE HULL

The first time you launch the new boat make a preliminary check of the hull for any possible leaks. Especially check around any fittings that have been installed through the hull. Examine shut-off valves, if present, and any hoses attached to them. If there are any small leaks, a good marine bedding compound should eliminate them.

Be sure to shut off all thru-hull fitting valves when leaving the boat in the water un-attended, except in the case of the cockpit drains which should remain open at all times.

SAILING AND DOCKING TIPS

Hoisting and Setting Sails

(a) Always attempt to have your boat head to the wind when hoisting sails, even if this entails moving to another spot after launching.

If your boat has an outboard, motoring slowly dead to windward while hoisting sail is good seamanship. Raise the sails and secure the halyards so that the leading edges of the two sails are smooth and wrinkle or "scallop" free.

(b) if leaving the dock under sail, always leave by pushing off with enough FORWARD momentum to allow you to steer and in such a direction that sails will fill immediately after pushing off. Often bystanders will try to help you shove off and then merely shove your boat sideways. This will not allow your sails to fill and soon you will be drifting backwards out of control. While under way, move the jib fairlead block along its track on the gunwhale (railing) of the boat so that neither the foot or leech (trailing edge) of the sail flutters appreciably. Moving the jib block forward a few inches pulls down on the leech of the sail. Moving the jib block back or aft a few inches pulls the foot of the sail tighter and flatter. An experienced sailing friend can help you find the most efficient setting.

(c) If your boat was ordered without a boom vang, be sure you always pull in the excess mainsheet line when you execute a downwind "jibe". Otherwise, the boom can raise up in the air and catch on the backstay, if your boat is so equipped. If this inadvertently happens, reach up and jerk the boom free immediately and let it go.

Docking Under Various Conditions

(a) There are many docking methods depending upon the wind velocity and dock position relative to the wind direction. You should get advice from experienced local sailors and watch how they dock their boats under varying wind conditions.

(b) Always arrange to come into a dock such that the boat can be easily stopped when you get there.

1. Either under power, in neutral, with no sails up.
2. Going slowly with only the jib up, which can be made to luff by releasing the jib sheet.
3. Coasting downwind with bare poles onto a downwind dock.
4. Or such that both sails can be luffed completely when your boat finally comes to rest beside the dock. "Luffing" means that the sails are shaking harmlessly in the wind and not driving the boat. If you are underway with both main and jib sails raised, always come into a dock headed directly into the wind and with both sails luffing. Otherwise you will ram the dock or your crew may get hurt trying to stop the boat. Always plan it so that the boat will almost coast to a standstill when you reach the dock. If you must come into a leeward or downwind dock, either motoring, bare pole coasting, or using JUST A LUFFING JIB will get you in safely.

(c) Remind your crew to make sure both his feet are clear before he steps onto the dock and stops the boat by pushing on it's gunwhales or "railing". He should have ample bow line in his hand when stepping off. Ask him to "stop" the boat and keep it from banging against the dock.

(d) Practice docking with an experienced sailing friend before you take beginners out in your boat who will not yet understand how to help you dock the boat.

Points Of Sail

(a) While underway, you will always be on one of the following "points of sail".

Beating: The sails are hauled in close and the boat heels as you sail into (across) the wind at about 45° to the direction of its source.

Reaching: The sails are let out about halfway with the boat heeling less than on a beat. You are now sailing across the wind; REACHING is broken down into close, beam, and broad reaching.

Running: The sails are let out all the way with boom nearly touching the after shrouds. The jib is often pulled over on the side opposite the side the boom is over in a condition called "wing and wing". The boat sails upright with little or no heeling.

(b) You can execute two kinds of turns:

Tacking by Coming About: You turn the boat through the "eye of the wind". The sails luff or flap briefly, then fill on the opposite side of the boat.

Tacking by A Jibe: You turn away from the source of the wind, the boom is hauled in rapidly, the main sail flips across the to the other side and the main sheet is quickly paid out again. (Not to be attempted in strong winds without the risk of damaging the rigging).

(c) In general, in light wind let the sails out to get more forward drive and less side slipping. In heavy winds, let out the main sail and spill the wind so that the boat does not heel over excessively. Always ease off the main sail to prevent heeling. The jib must be sheeted in to keep the boat moving. In the event there is too much wind, stay off the water. If you are caught in too much wind, reduce sail area by reefing or taking down the mainsail and jibsail and motoring.

The key to good sailing in various wind conditions is "balance". The main sail can be eased off to adjust the boats balance. You should never have to push or pull the steering tiller to great extremes in order to keep the boat going straight ahead. You are not balancing the wind pressure on the two sails if this is the case. Ask questions of more experienced sailors and find out how to keep the boat in balance under different kinds of sea and wind conditions. Better yet, enroll in a sailing class.

Rules of the Road (Partial List)

Some specific basics from the Rules of the Road which will help to introduce you to them. This is just a very partial list and you should investigate the rules as soon as possible.

(a) When two sailing vessels approach each other having the wind on opposite sides, the one with the wind from the port side shall avoid the other (starboard tack is privileged). Avoidance maneuvers should be made as soon as possible.

(b) When both have the wind from the same side, the windward boat will avoid the other.

(c) When overtaking another (including a power craft), the overtaking vessel must keep clear.

(d) In all situations IN OPEN WATER, sailing craft are privileged over power craft except when overtaking, or unless the power craft is military or commercial. Common sense dictates that you keep clear of large ships of all types.

(e) In no situation in restricted waters shall a sail boat embarrass a large ship.

CARE AND REPAIR OF FIBER GLASS

Keep it Looking Like New!

One of the major benefits of a fiber glass molded boat is the elimination of maintenance chores required by other materials. You have only three relatively easy maintenance rules to follow to keep your boat looking like new.

(1) Each year clean, buff and wax the exterior of the boat.

(2) Touch up and patch scratches, scars and small breaks.

(3) Repair any major breaks as soon as possible, to avoid additional damage to the hull or decks.

Most fiber glass boats are manufactured of two "layers" of material, permanently bonded together by chemical action. The outside surface is formed by a colored gel coat. This is a special resin material containing concentrated color. It provides a smooth, finished surface.

The second "layer" is made up of polyester resin reinforced with laminations of fiber glass mat, cloth or woven roving. Both the gel coat and polyester resin are "cured" by a chemical catalyst which causes them to form a hard, strong mass that is highly resistant to impact and damage.

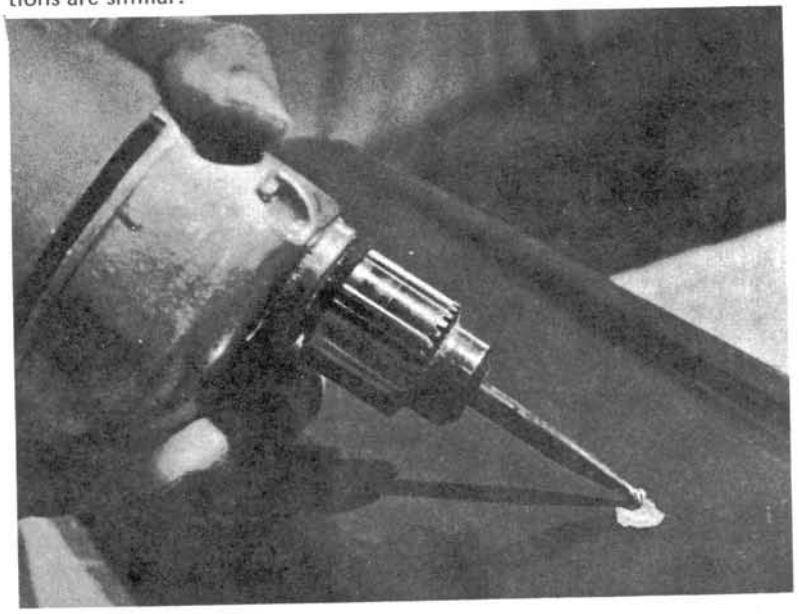
The interior of the boat hull is often finished with abrasion-resistant materials.

When buffing the boat to restore its finish, care should be taken not to cut through the gel coat surface. This is especially true on corners and edges of the hull. A power buffer may be used or the work done by hand, using a lightly abrasive rubbing compound such as Mirro Glaze No. 1 for power buffers or Dupont No. 7 for hand buffing. Any high-quality paste wax may be applied after buffing.

TOUCH-UP AND SURFACE REPAIRS

Scratches, Shallow Nicks, Gouges, Small Holes
(That do not penetrate through the hull)

These repairs are easy because only the surface of the boat is damaged. They fall into two categories: (1) damage to the gel coat colored outer surface, and (2) holes or gouges that are deep enough to penetrate the fiber glass reinforced area of the boat. The repair operations are similar.

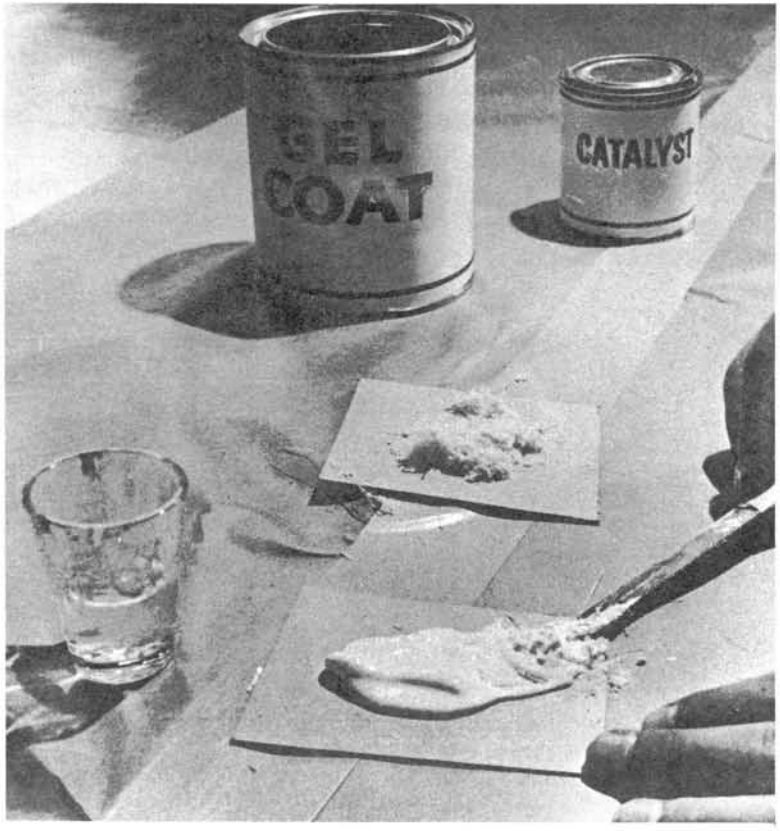


For damage to the gel coat surface, you will need a small can of gel coat, of the same color as your boat, and a small amount of catalyst. For deeper holes or gouges (1/8" or more) you will also need some short strands of fiber glass which can be trimmed from fiber glass mat or purchased in the form of "milled fibers." These materials can be purchased from your dealer.

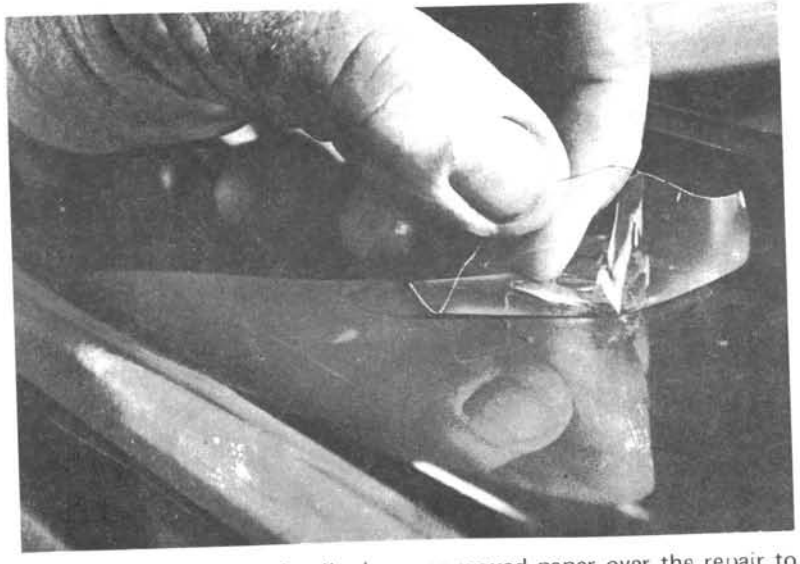
(1) Be sure the area around the damage is wiped clean and dry. Remove any wax or oil from the inside of the hole or scratch.

(2) Using a power drill with a burr attachment, roughen the bottom and sides of the damaged area and feather the edge surrounding the scratch or gouge. Do not "undercut" this edge. (If the scratch or hole is shallow and penetrates only the color gel coat, skip to step No. 8.)

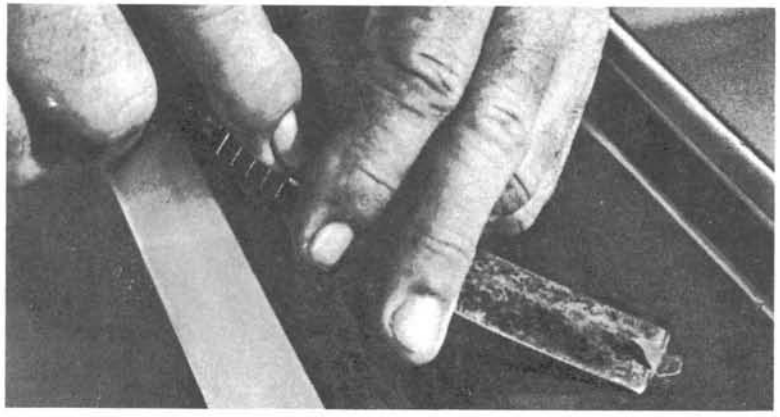
(3) Into a jar lid or on a piece of cardboard, pour a small amount of gel coat . . . just enough to fill the area being worked on. Mix an equal amount of milled fibers with this gel coat, using a putty knife or small flat stick. Then add two drops of catalyst, using an eyedropper for accurate measurement. For a half-dollar-size pile of gel coat, this amount of catalyst will give you 15 to 20 minutes working time before it begins to "gel". Carefully cut the catalyst into the gel coat and mix thoroughly.



(4) Work this mixture of gel coat, fibers and catalyst into the damaged area, using the sharp point of a putty knife or knife blade to press it into the bottom of the hole and to puncture any air bubble which may occur. Fill the scratch or hole above the surrounding undamaged area about 1/16".

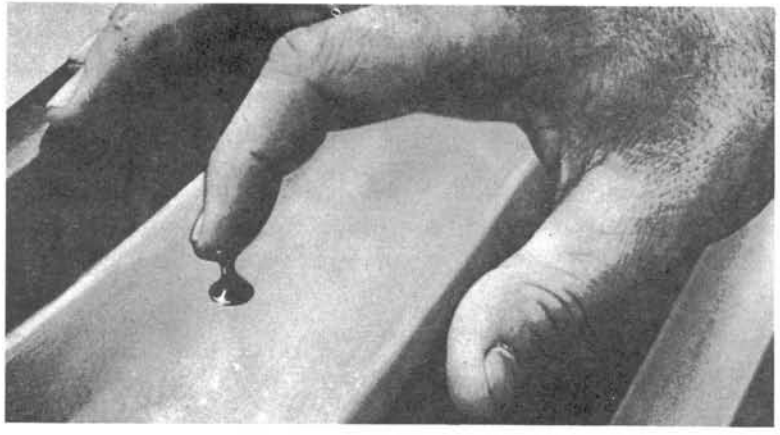


(5) Lay a piece of cellophane or waxed paper over the repair to cut off the air and start the "cure."



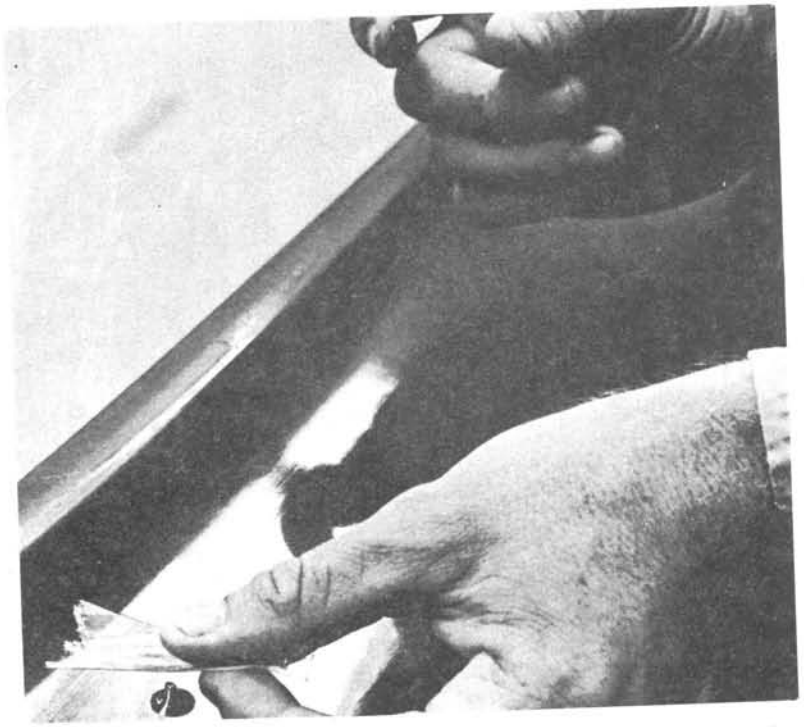
(6) After 10 or 15 minutes the patch will be partially cured. When it feels rubbery to the touch, remove the cellophane and trim flush with the surface, using a sharp razor blade or knife. Replace the cellophane and allow to cure completely (30 minutes to an hour). The patch will shrink slightly below the surface as it cures.

(7) Again use the electric drill with burr attachment to rough up the bottom and edges of the hole. Feather hole into surrounding gel coat, do not undercut.

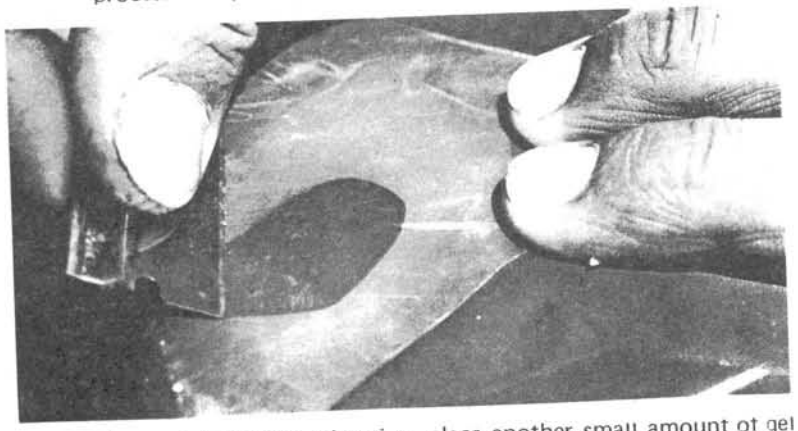


(8) Pour out a small amount of gel coat into a jar lid or on cardboard. Add a drop or two of catalyst and mix thoroughtly, using a cutting motion rather than stirring. Use no fibers.

(9) Using your finger tip or the tip of a putty knife, fill the hole about 1/16" above the surrounding surface with the gel coat mixture.



10. Lay a piece of cellophane over the patch to start the curing process. Repeat step 6, trimming patch when partially cured.



11. Immediately after trimming, place another small amount of gel coat on one edge of the patch and cover with cellophane. Then, using a rubber squeegee or back of the razor blade, squeegee level with area surrounding the patch. Leave cellophane on patch for 1 to 2 hours, or overnight, for a complete cure.

12. USING A SANDING BLOCK, sand the patched area with 600 grit WET sandpaper. Finish by rubbing or buffing with a fine rubbing compound. Some slight color difference may be observed. Weathering will blend touch-up, if properly applied.

JOINING AN ASSOCIATION

Across the nation, sail boatowners have formed their own sailing associations. Some of the associations have their own news magazines which contain stories and columns especially designed to suit the interests of boatowners like yourself. You automatically become a member of the association, if one has been formed, when you purchase your new yacht. The first year's dues have been prepaid by your authorized dealer and you need simply to send in your Association Membership Card which accompanies the Warranty Booklet. In future years you will have to pay your own dues, of course, but we are sure you will want to continue your membership after enjoying the group sailing, cruising, and the racing.

The manufacturer sincerely believes that you will enjoy your boat more if you sail with, and meet with other owners who share your enthusiasm for the boat and the sport. Contact any of the officers of your boatowners association for information. If there is no association or fleet in your area, perhaps you and the other owners will want to form one. Your Dealer can supply you with the addresses of officers to contact.

SAFETY TIPS

(1) Don't venture out when the weather conditions are unfavorable or are predicted to become so. Listen to weather forecasts, check with your Harbor Patrol Office, and look out for small craft storm warnings.

(2) Be especially careful in areas where there may be commercial shipping traffic. Keep well away from shipping channels.

(3) Learn the Rules of the Road. All other sailors will expect you to know them and abide by them. The U. S. Coast Guard (BBE-2) 400 S. Eleventh St., S.W., Washington, D.C. 20590 will supply free literature on this. Your local branch or Harbor Patrol Office may have it available, also.

(4) If your boat has a jib sail, have a dependable person in the crew keep a sharp look-out under the jib sail for oncoming traffic.

(5) Keep a C.G. approved life-vest on board for each crew member. Wear them during rough weather and night sailing. Children should wear them at all times no matter how much they may object.

(6) When sailing at night, tie a line to yourself and another to your crew and then tie these lines to the boat.

(7) Purchase all Coast Guard required safety equipment and learn how to use it before that day arrives that it might be necessary to use it.

(8) Enroll in a C.G. class or other certified boating/sailing class. You will learn a lot and enjoy sailing even more.

(9) Do not take more than required number of persons aboard your boat when sailing.

(10) Marine insurance is worth every cent you pay for it. Take out insurance right from the start "See your Dealer".

(11) If you decide to place carpeting in your boat, devise some way to fasten it down so that people do not slip and fall, sustaining injuries.

(12) Keep all seat hatches and main hatch closed during rough weather or gusty winds which could unexpectedly strike the boat and cause a knock down. A shock-cord system can be rigged inside the hatches such that a hatch door that has been opened briefly will automatically flop closed when released.

CLOSING WORDS

Be sure of yourself and your boat. Train your crew and treat him or her well. The crew is a necessary and integral part of your boating pleasure.

Never go sailing under any conditions where you feel unsure of yourself or your crew's ability to help handle the boat. "Judgment is the better part of valor" was never more true than when it comes to sailing.

You will have a life time of sailing enjoyment, free of regrettable accidents, if you will take the time to educate yourself, your family, and your crewing friends in the art of sailing and good seamanship.

Join a good sailing group, fleet, and/or association and double your pleasure and knowledge. When you become an accomplished sailor, you will reap the benefit of pride that comes with it.

HAPPY SAILING!

NOTES