SPECIFICATIONS

Wright/Allied	SEAWIND II
Hull #	#57
Hull Serial #	ABCSW0570177-MKII
Length Overall	31'7"
Length Waterline	25'6"
Beam	10'5"
Draft	4'6"
Actual Lead Ballast	5396
Displacement	14,900
Engine Model #	W-30
Engine Serial #	786A/D674B701
Transmission Type	Hurth Manual
Shaft Size & Type	1¼ Bronze
Prop Size & Type	16x10 R.H. 3B Dyna-Jet
Maximum R.P.M.	2500 Maximum Continuous Rating
Reduction	2:1
Fuel Tank Location	Under Cockpit
Fuel Shut Off Location	Underneath Steerer in Aft Locker
Fuel Capacity	40 Gallons
Water Tank Location	Underneath Cabin Sole
Water Capacity	60 Gallons
Alcohol Tank Location	Under Aft End of Port Settee
Alcohol Capacity	2 Gallons
110V Converter Location	Port Saillocker
Sail Area - Main	203 sq. ft.
Mizzen	84 sq. ft.
Jib (100%) - 205 sq.ft. (150%) - 378 sq.ft.	
Mast Head Height Above Waterline	43 ft.

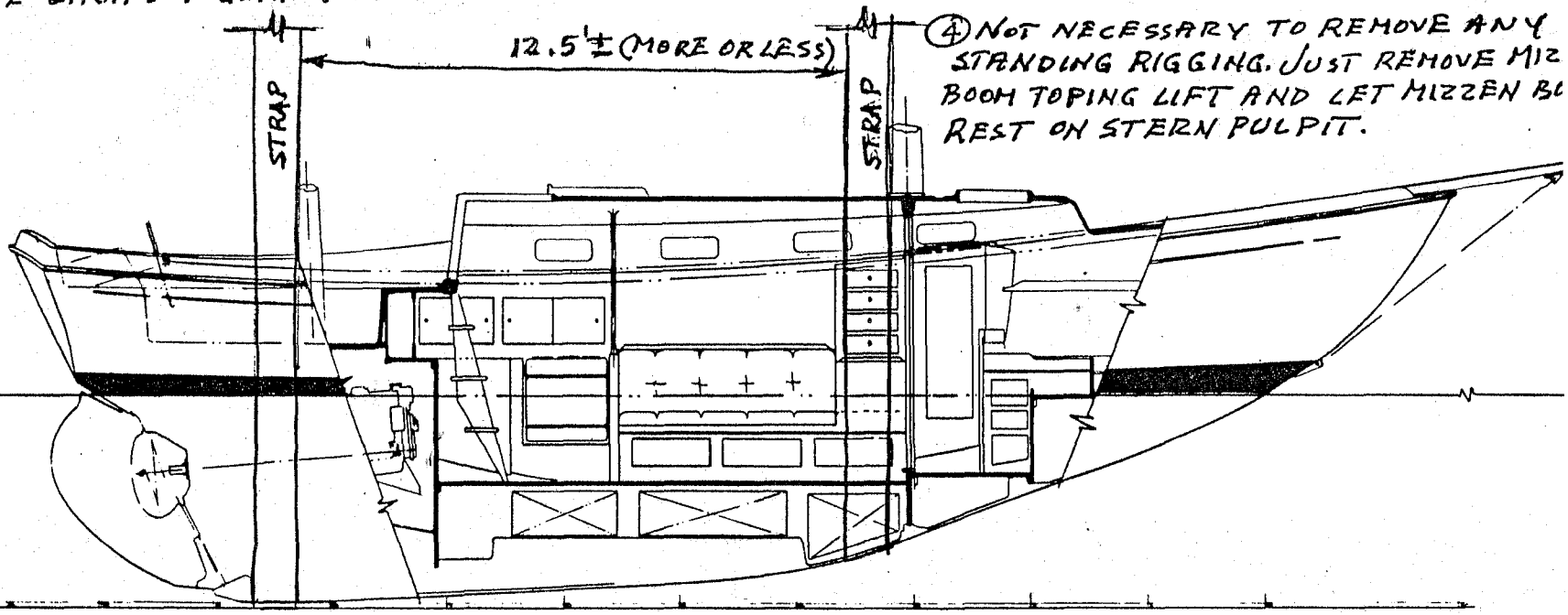
NOTE:- ① POSITION AFT LIFTING STRAP BETWEEN BACKSTAY & AFTER SHROUD OF MIZZEN

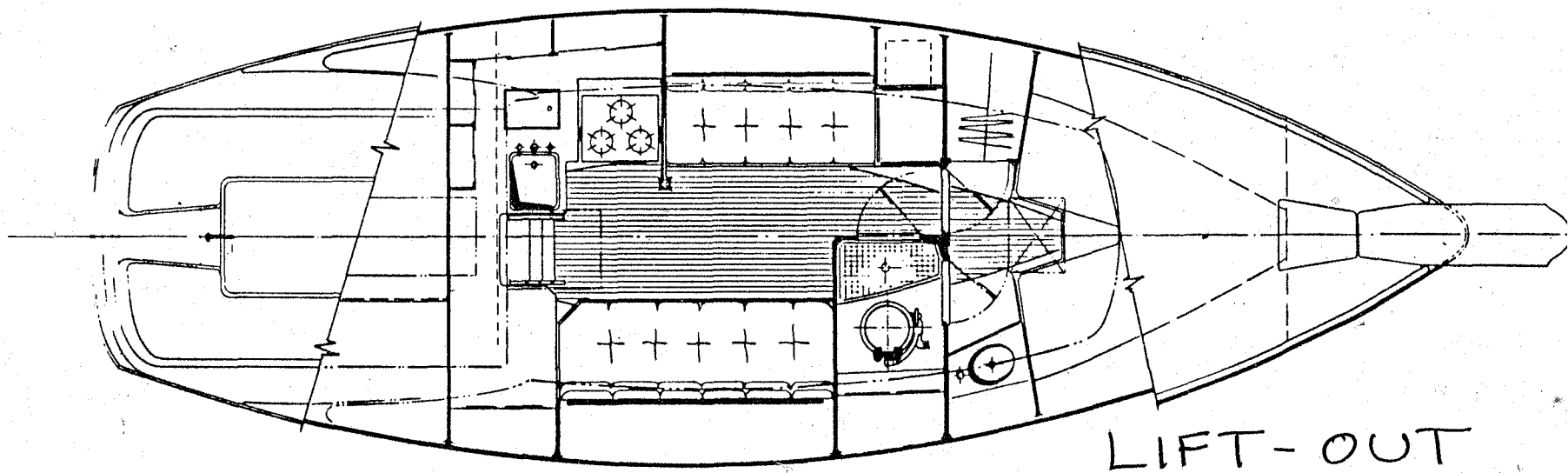
R.A. CLAR

② POSITION FORWARD LIFTING STRAP WITH FORWARD EDGE OF STRAP AT LOWER AFTER SHROUD OF MAIN MAST

③ TIE STRAPS TOGETHER WITH A LINE (HORZ: LINE) HOLDS FORWARD STRAP FROM MOVING FORWARD

④ NOT NECESSARY TO REMOVE ANY STANDING RIGGING. JUST REMOVE MIZ BOOM TOPING LIFT AND LET MIZZEN BO REST ON STERN PULPIT.





LIFT-OUT

CUSTOM CHANGES IN LAYOUT AVAILABLE

WRIGHT YACHT COMPANY, INC.

BOAT MANUAL

This manual is designed to augment the data furnished by equipment supplie to provide you with general information that will be helpful in the mainte ance of your yacht.

Those who require knowledge about sailing, seamanship, racing and so forth are advised to seek literature published to meet the needs and interest of the full range of the yachting public.

This manual should be particularly helpful during the shake down period. Upon delivery, launching and periodically thereafter, inspection and minor adjustments ie. trimming the rigging, engine fluid level checks, battery condition, hose connection tightening; stuffing box maintenance - etc. may be required. This is also the ideal time to get to know your boat and to record data for your future ready reference. We suggest that you make note of data that may be helpful to refresh your memory later on. Good preventa maintenace and verification provide a feeling of security when weather and unusual conditions challange you and your yacht.

Your dealer or representative who stepped the mast(s) has no doubt verifie that the rigging is set in workmanlike trim. Check it over and ask him to "fill you in" on any details that raise questions in your mind.

FILE ALL MANUALS, SERVICE BULLETINS, INSTRUCTION SHEETS FOR YOUR FUTURE CONVENIENT USE

WRIGHT YACHT COMPANY, INC.

Model _____ Hull# _____

L I M I T E D
W A R R A N T Y

WHAT IS COVERED

The Manufacturer warrants the integrity and seaworthyness of the hull and deck under normal use and circumstances and normal care and maintenance for a period of three years from the date of delivery to the original customer and will repair or replace any defects traceable to faulty workmanship or materials.

WHAT IS NOT COVERED

The Manufacturer does not warrant purchased accessories which are bought from outside suppliers and installed on the boat. Many such items are warranted by their original manufacturer and where possible will be passed on to the customer.

The external finishes (gelcoat, paint, teak oil, etc.) applied during the construction of the boat are believed to be the finest and most durable available. However, they are not, and cannot be, warranted by the Manufacturer due to the widely varying effects on them experienced in different climates.

This Warranty shall not apply to any boat which shall have been repaired or altered by persons unauthorized by Wright Yacht and shall cease forever to be effective at such time as a boat is hired out on a bare-boat charter.

This Warranty is expressly in lieu of any other warranty express or implied, and of all other obligations or liability on the part of the Manufacturer.

(a) WRIGHT YACHT DOES NOT, UNDER ANY CIRCUMSTANCES, ASSUME RESPONSIBILITY FOR THE LOSS OF TIME, INCONVENIENCE OR OTHER CONSEQUENTIAL DAMAGES, INCLUDING BUT NOT LIMITED TO, EXPENSES FOR TRANSPORTATION AND TRAVEL, TELEPHONE, LODGING, LOSS OR DAMAGE TO PERSONAL PROPERTY OR LOSS OF REVENUE.
(b) Leaks at stanchions and chain plates resulting from day to day operation of the boat are normal and considered part of consumer maintenance.
(c) Wright Yacht reserves the right to make changes in the design and material of its boats and component parts without incurring any obligations to incorporate such changes in units already completed or in the hands of Dealers or consumers.

WRIGHT YACHT COMPANY, INC.

_____ (Date)

_____ (Signature of Owner)

NOTE: Please sign and return one copy to register your Warranty with the company.

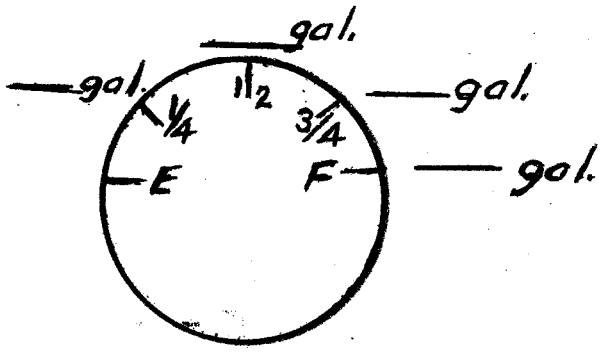
Please sign when applicable

I hereby acknowledge that a copy of the Wright Yacht Company, Inc. Warranty was made available to me prior to my signing a sales contract and that I read and understood its content.

_____

F U E L S U P P L Y

Your fuel tank has a labeled deck fill and is vented overboard. The fuel guage (float type with electronic sensor), included as part of the instrument panel will indicate your fuel condition. Satisfy yourself by verifying the gallonage. A helpful record can be developed when you are at a filling pump by recording the gallons delivered in the several increments.



As full condition is reached - a careful operator will be warne by a noticeable sound change. DO NOT OVERFILL

USE GOOD QUALITY DIESEL FUEL - It is good practice to develop y own experience record of fuel usage so that you can appropriate plan refueling requirements.

See page 2 for safety shut off location - keep it clear for qui access.

The fuel tank is constructed of 14 guage Corten steel to give excellent service and long life. The 2 pipe system is initiall by copper tubing connecting at the engine end to 15" runs of fire resistant flexible fuel line both to and from the fuel lif pump.

Fuel filter - Westerbeke glass bowl type (or optional Fram Filt
Separator), is installed in the fuel feed line to eliminate
moisture and sediment before it reaches the engine.

At least monthly (or when observation indicates), open the drai
cock in the base and drain into a waste recepticle.

See Fram circular for description of how it works.

ENGINE ROOM VENTILATION

Cowl bilge ventilators aft should be installed. Pry out and st
cover plates. Snap in the P.V.C. ventilators with one unit air
forward and one aft to create a natural venting action.

Flexible venting hose running deep into the bilge assures compl
ventilation.

R U D D E R

The fiberglass rudder was constructed in two half shells. A 1-1
(curved shaft in Seawind),(straight shaft with 4 tines in Prince
and Mistress), was located in the cavity between the two halves.
Upon assembly the rudder core was then filled with resin to make
solid unit. Note, with time the parting line crack may appear b
this does not indicate internal failure. Timely minor gel coat
repair is recommended.

The rudder is supported by a heavy bronze shoe thru bolted to th
keel.

A cutlass bearing and sleeve extend thru the hull. Inside a hea
weight 5 ply 2-1/2" I.D. X 5" rubber hose and 1-1/2" stuffing bo
are clamped in place. If cutlass bearing replacement is require
cut away the glass around the upper end of the sleeve to expose
the stainless set screws and loosen them before attempting to pu
the bearing retainer. The upper end of the shaft is machined to
fit the tiller head or Quadrant. On the Seawind, Mistress and X
an emergency tiller can be installed thru a safety port and
directly on the rudder post if steerer problems are experienced.

In some models an extension stub shaft is utilized. It will be
necessary to loosen the set screws in the stub shaft collar to
drop the shaft thru the stuffing box and cutlass bearing.

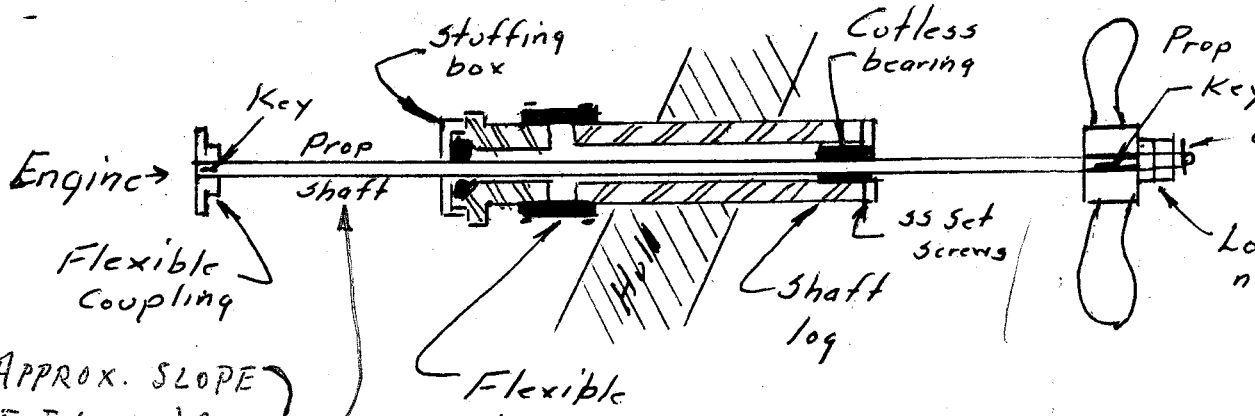
A clearance of at least 2 feet is required to clear the rudder
post.

A flexible"engine to prop"shaft coupling is keyed and fastened with set screws to the forward end of the (1-1/4") prop shaft. A 1-1/4" stuffing box is connected by a heavy weight 5 ply 2'1/4 I.D. X 5" rubber hose to the inner end of the shaft log housing the cutlass bearing sleeve. Stainless clamps bind this assembly in place.

The original stuffing box adjustment was "hand tight plus 1/4" turn". It should drip every 10 to 15 seconds to provide sea water cooling and a minimum friction seal. This avoids scoring and grooving of the shaft.

The cutlass bearing sleeve is a snug fit into the shaft log. If bearing replacement is required uncover and loosen 4 stainless steel set screws located 1/2" from the aft end before attempting to pull the bearing retainer.

The propeller (specs. on page 2) is keyed and locked in place with locking nuts, cotter pinned.



Refer to the Engine Manual. Your engine has been installed as recommended in that manual and aligned with great care. The engin operating control panel in the cockpit includes the guages supplie by your engine manufacturer and a fuel guage.

To start the engine, the main battery switch must be on. Unless t engine is still hot from previous running (within an hour), it is necessary to push the moisture proofed pre-heat button for 30 to 4 seconds before attempting to start. Run starter for only 10 or 15 seconds. If engine does not start, repeat the preheat procedure. At temperatures below 40° the engine will start faster if the thro is at full. BE SURE THE SHIFT IS IN NEUTRAL.

Pull up on the shut off handle to stop the engine. This cuts off fuel supply. The transmission has shifting stops (forward and reverse) and a self locking (dedent) position for neutral. Before starting be sure it is in neutral. The throttle has a dedent at idle speed. Before casting off check the control unit assembly attaching bolts and hardward for looseness that may have resulted from vibration, particularly after the first hours of operation. Both control handles are removable. (Pull out). Use care and judgement in shifting to avoid excessive strain. Some propeller shafts may have a prop lock. DISENGAGE THE LOCK BEFORE STARTING ENGINE.

E N G I N E C O O L I N G

See Engine Manual (Section R). Sea water is drawn in through a scoop strainer located well below the waterline. Then through a sea water Flo-view filter installed to ensure weed and sludge elimination. The filter is located beside the engine immediately above the intake thru hull and seacock. Inspect it periodically clean when necessary. Disassemble by removing the four thumb scr Rubber gaskets seal the top and bottom of the glass. Be careful reseat the unit properly when reinstalling. From the filter the water is pumped through the oil cooler, heat exchanger and exhaus manifold and is then discharged overboard.

The "fresh" water system is filled with a 50-50 solution of perma anti freeze and pure water with a capacity of 2 + gallons. Check fresh water expansion tank water level (maintain at one inch from top of the tank.) Notice. In an overheated condition pressure s be released gradually as the filler cap is removed. Turn counter clockwise to initial stop. When pressure dissipates push down on safety cap and turn counter clockwise again to remove.

Check your engine temperature guage and your exhaust periodically to verify continuing adequate sea water flow.

L O S S O F R P M

Westerbeke Service Bulletin #7 suggests that if you experience a loss of R.P.M., loss of power and/or black smoking, it may be due to clogging of the air filter located on top of or near the mainfold. Remove the filter (two thumb screws) for a short period of time to see if the condition clears. Clean and repla the filter. Do not run for extended periods without a filter.

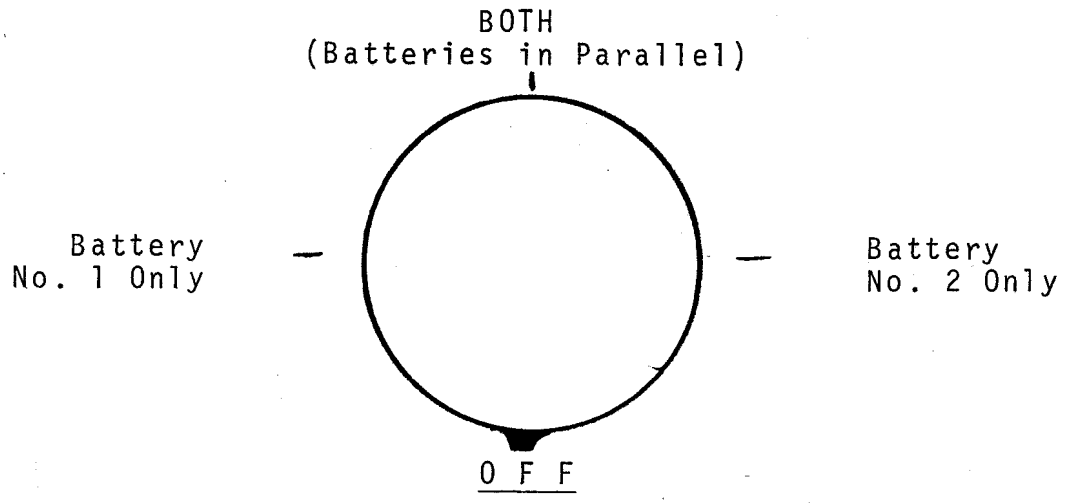
L U B R I C A T I O N

Crank case oil supplied is S.A.E. 10W-40 H.D. Manual gear box o supplied - S.A.E. 20 Non detergent. (Exception - 3 to 1 Reducti is supplied with transmission oil.) Levels should be checked initially and at monthly intervals. When "checking" the gear b oil level, do not screw in the threaded end of the dip stick. nickel colored seal ring is installed between the hex head and the stick opening. Replace it as you rethread the dip stick. Change the gear box oil after 100 hours of running and every season.

Included in the loose leaf literature is a handy listing of stocking dealers and distributors.

E L E C T R I C A L

The Master Control panel is conveniently located in the aft bulkh of the main cabin. The "large handled" turn switch shows -



Battery charging is dependant upon your selection by means of thi switch (i.e. to the left Battery 1 only, to the right Battery 2 o or up both batteries in parallel), when the engine is running. T (Opt.) converter charges independent of this switch.

Battery usage is similarly indexed. You may elect to save the ch in one battery for start up power while using the other for light pumps, etc.

Mounted on the master control panel are the circuit breakers that connect the labeled systems of the 12V units and the (opt.) 110V converter, water heater, etc. - See Electrical System pages.

D O C K P O W E R

110V (opt.) dock power is connected through the weather shielded dock entrance receptacle (twist type, 3 prong). When connecting at dockside be sure to leave slack in the entrance cable so as nc to apply strain at the disconnect plugs. The entrance circuit ru directly to the main breaker for distribution through the panel breakers to the converter and to the standard electrical convenie outlets or to any optional equipment.

A "Nite Light" in one of the convenience outlets is helpful by indicating the 110 circuit is energized. Grounding is assured by this three wire feed unless the dock facility integrity is faulty Verify dock supply. Use 110 volts and 60 cycles only.

S T A T I C E L E C T R I C A L
P R O T E C T I O N

All shrouds, chain plates, etc. have been carefully grounded to "thru hull" seacocks to "ground" any static electricity that may develop.

SEAWIND II

ELECTRICAL SYSTEM

GENERAL

The following pages provide a description of the electrical circui and equipment installed in the SEAWIND II. All electrical circuit diagrams are in schematic form for ease of servicing.

COMPONENT LOCATIONS

A. Battery - Mounted on platform, located in engine compartment, starboard side. Access through sail locker.

B. Battery Switch - located below companionway, adjacent to char table, on removable panel.

C. Switch Panel - Also located below companionway.

D. Water Pressure Pump - Located in engine compartment, port sid on shelf. Access through sail locker.

E. Hot Water Heater (Opt.) - When installed, located in engine compartment, port side, on shelf. Access through sail locker.

F. Converter (Opt.) - When installed, located in engine compart- ment, starboard side, on main engine bulkhead. Access through sail locker.

G. Shore Power Receptacle (Opt.) - When installed, located in af cockpit area.

H. Main Distribution Terminals - Located in engine compartment, starboard side. Access through sail locker.

I. Engine Instrumentation & Controls - Located in teak panel box forward end of cockpit. Guages consist of ampmeter tachometer, oil pressure, water temperature and fue guages. Also engine pre-heat (diesel), start and shut off controls. Access to these guages is gaine by removing switch panel face below companionway.

J. Engine Alarm - For high water temperature and low oil pressur located on back side of switch panel board.

CIRCUIT WIRING

Two separate wiring harnesses provide power to all circuits instal The forward harness originates at the main terminal in the engine extending forward to the head area where all mast wiring and runni light connections are made, then around V berth to hanging locker.

The aft harness also originates at the main terminal in the engine compartment for bilge pumps, water pressure pump, stern light, opt shore power inlet and galley outlet, converter, hot water heater a fuel guage.

FUEL GUAGE

The fuel guage will energize by operating the main battery switch. ~~manual guage is mounted on top the fuel tank~~, access through steeri ~~locker.~~

Primary power is supplied to the electrical system by a single 90 a hour battery or by two 90 ampere hour batteries (optional) through mounted battery master switch. Wiring is Ø size battery cable to a high starting currents required by the engine starter motor. Batte electrolyte levels should be checked periodically and replenished w distilled water when available. Battery terminals should also be checked and removed whenever corrosion becomes evident. Remove corrosion by washing with a solution of Baking Soda and water. Be replacing battery terminals, scrape clean with a knife and/or sandp Coat each terminal with bearing grease before tightening down.

Wiring contained within the main mast is inter-connected to the wi within the hull via mating 5 pin amphenol connectors. Wiring to t connectors is as follows:

1.	Connector Pin A	Black (#14 wire) DC Return
2.	Connector Pin B	White (#14 wire) Mast light
3.	Connector Pin C	Yellow (#14 wire) Bow light
4.	Connector Pin D	Orange (#14 wire) Spreader L
5.	Connector Pin E	Green (#14 wire) Bond

The 5 pin male amphenol connector is potted with a silicone rubber compound to minimize corrosion. It's mating 5 pin flanged female connector is sealed and fastened to the deck to prevent leakage in the hull.

ELECTRICAL SYSTEM

Basically the electrical system is broken down into several sub- that fall into the following categories:

1. Cabin Lighting
2. Exterior Lighting
   a. Running Lights
   b. Bow Light
   c. Mast Light (Opt.)
   d. Spreader Lights (Opt.)
3. Domestic Circuit Functions
   a. Water Pressure
   b. Shower Sump (Opt.)
   c. Refrigeration DC (Opt.)
   d. Bilge (Opt.)
   e. Electric Head (Opt.)
4. Instrumentation (Opt.)
   a. Speedo
   b. Apparent Wind Indicator
   c. Annemometer
   d. Radio
   e. Other, as specified
5. AC Circuits (Shore Power Option)
   a. Converter
   b. Hot Water
   c. Refrigeration
   d. Air Conditioning
   e. Outlets

All wiring is color coded for ease of identification if service required. Color coding is as follows:

#8 = APPROX. 3/16" ϕ
#14 = APPROX. 1/16" ϕ

1.	Black	DC Return	
2.	Green (#8)	Common Bond	
3.	Blue	Interior Lighting	
4.	Red (#14)	Running Lights	
5.	Yellow	Bow Light	)
6.	White	Masthead Light (Opt.)	) Mast Ligh
7.	Orange	Spreader Lights (Opt.)	)
8.	Brown	Shower Pump (Opt.)	
9.	Green (#14)	Instrumentation (Opt.)	
10.	Grey	Bilge Pump (Opt.)	

Terminal strips installed at the main distribution terminal allo voltage and continuity checks to be made without necessitating s panel removal, should servicing be required. Continuity checks made from the primary input (#8 Red wire) to the switch panel.

Most lighting, with the exception of some bulkhead mounted units connected to the system via terminal strips located in close pro to each fixture. This provides ease of maintenance and/or remov should this become necessary. Bulkhead mounted units not having terminal strips are connected directly to the boat wiring.

ENGINE WIRING

All engines installed have been prewired by the engine manufactu

Consult engine manufacturer's manual for additional information.

BONDING

Electrical bonding has been provided for the mast and standing r
to several thru-hull fittings. The main mast has been bonded th
Pin D of the 5 pin amphenol connector, as described in the previ
section. Bonding of the headstay is through the stemhead fittin
the forepeak. Also, all chain plates and mast steps are bonded
provide a bond for the shrouds.

Thru hull fittings are used to provide a current path to the wat
these units are the only metallic elements in direct contact wit
water.

OPTIONAL SHORE POWER CIRCUITS

1. Converter

The main purpose of the converter is to maintain the batteries a
charge when shore power is used. The primary A.C. input circuit
converter is controlled by a circuit breaker on the main switch
in the chart table. With shore power applied and this circuit b
in the 'ON' position, the batteries will be brought up to, and
maintained at, full charge by the automatic circuits within the
converter. Should the engine be started while shore power is in
the converter will automatically shut off, protecting the alterr

Operating and maintenance instructions and other specific inform
will be found in the equipment manufacturer's manual.

2. Hot Water Heater (Optional)

Domestic hot water is provided in either of two ways. While unc
power, engine cooling water is circulated through a specially co
water jacket surrounding the tank of the hot water heater. Wher
power is supplied, however, water is heated by an electrically h
coil built into the water heater. Operation of the heater with
power applied is controlled by a circuit breaker on the main swi
panel in the chart table.

Consult the individual equipment manufacturer's manual for addit
information pertaining to this unit.

NOTE: DO NOT operate A.C. unless water is in tank.

3. A.C. Outlets (Optional)

All A.C. outlets become operable when shore power is applied an
switch marked "110V Outlets" is placed in the "ON" position at
main switch panel in the chart table. The circuit breaker cont
outlets installed.

CIRCUIT PROTECTION

All functional circuits are protected by individual circuit break
mounted on the main switch panel. Each circuit breaker, both A.C
D.C. circuits, is a thermal type breaker and will automatically s
to the OFF position in the event of an overload. A minimum of 3
waiting time is required prior to resetting the breaker.

In the event of an overload, place the appropriate switch in the
position. Should the overload persist, leave the switch in the O
position and trouble shoot the affected circuit. DO NOT try to i
the circuit into operation as serious damage may occur.

CIRCUIT PROTECTION

1.	Cabin Lighting	30 amps.
2.	Running Lights	10 amps.
3.	Bow Light	5 amps.
4.	Mast Light	5 amps.
5.	Spreader Lights	10 amps.
6.	Water Pressure	15 amps.
7.	Shower Sump (Opt.)	20 amps.
8.	Head (Opt.)	* as specified
9.	Refrigeration (Opt.)	* as specified
10.	Instrumentation (Opt.)	* as specified
11.	Converter (Opt.)	10 amps. (AC)
12.	Hot Water Heater(Opt.)	15 amps. (AC)
13.	Refrigeration (Opt.)	* as specified
14.	AC OUtlets	15 amps. (AC)

INSTRUMENTATION

Optional instrumentation installed is wired into the harnesses w
possible. Terminal strips and/or plugs and recepticles are used
provide ease of maintenance. Consult individual manufacturer's
for additional information.

If an Apparent Wind Indicator is installed on the main mast, a 7
strip is installed to accommodate all wiring to the mast. Conne
with the appropriate color codes are shown in Figure 5. A 7-ter
strip is installed on the forward engine room bulkhead below the
terminal strips to accommodate the wiring for the AWI. This als
access to enable the several circuits to be troubleshot in the e
operational problems.

Optional radio installations: RG58A/U coaxial cable is used to
connect the equipment to the mast mounted antenna with appropria
coaxial fittings. However, RG8/U is used only when specified an
use is minimized due to installation requirements.

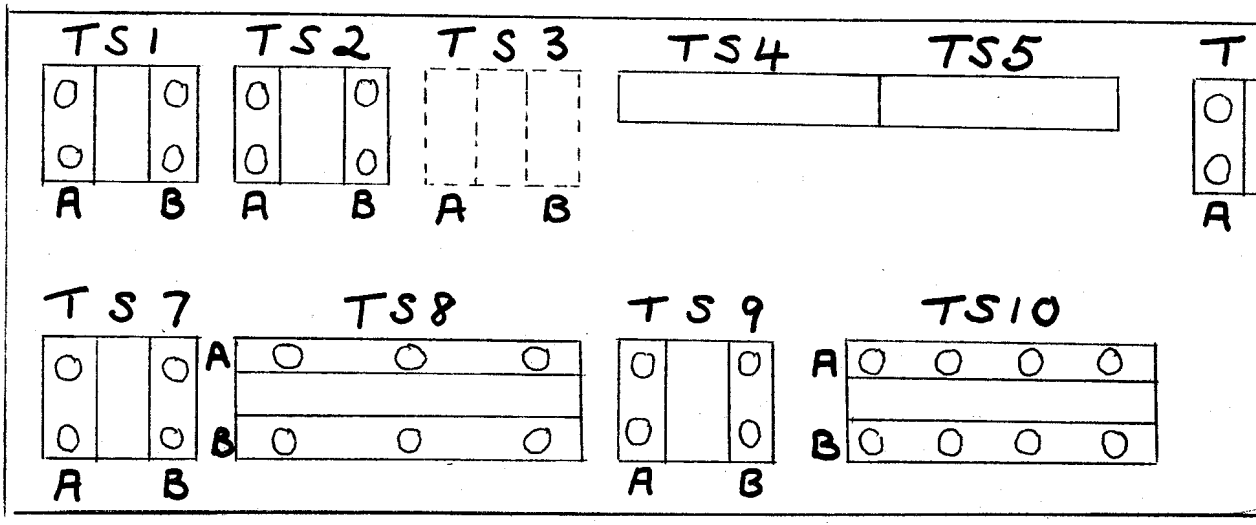
Factory installed instrumentation and radio equipment is provide
most instances, with a separate circuit breaker switch on the sw
panel. However, if all positions of the switch panel are filled
equipment will be protected, and controlled by a single breaker
combining all functions. Fathometers, however, are installed ge
as self contained unites having their own separate battery power
In such instances, circuit protection is not provided through th

switch panel. Follow the individual manufacturer's recommendati pertaining to battery replacement.

Optional refrigeration installed is one of three types: engine 12V D.C., or 115V A.C. The engine driven unit may also be a com utilizing either 12V DC or 115V AC input power. Operation is au with engine operation or controlled from the central switch pane other times.

Optional electrically operated heads are controlled by push-butt switches on each unit; however, when installed, a separate switc the main switch panel must be placed in the ON position. Consul individual manufacturer's manual for additional information.

THIS PANEL IS COMMON TO ALL BOATS



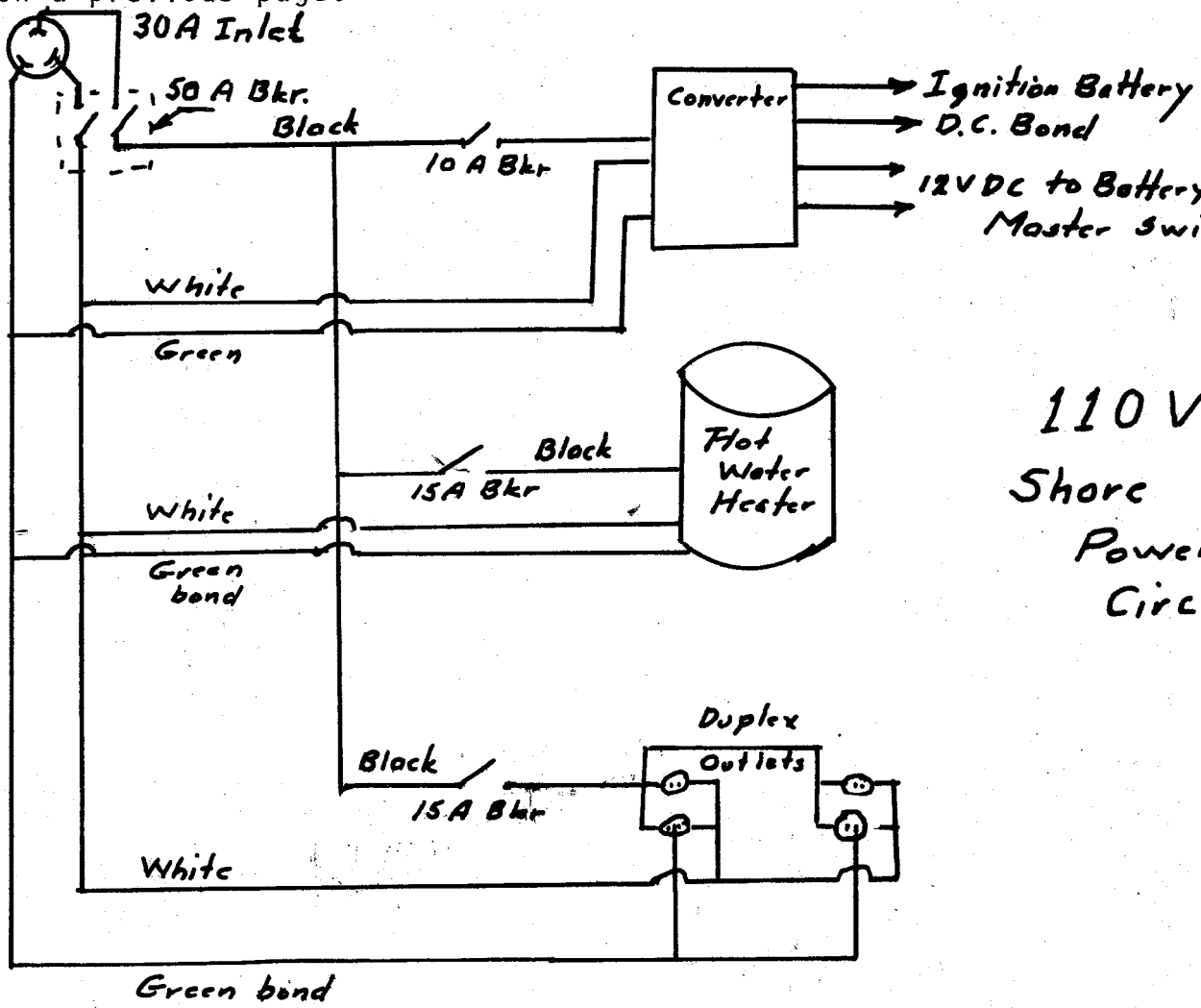
TS1 - A, Opt. Hot Water, A.C.
- B, Opt. Converter, A.C.
TS2 - A, Opt. Outlets, A.C.
- B, Spare
TS3 - A, Opt. Spare
- B, Opt. Spare
TS4 - DC Connections
TS5 - DC Connections
TS6 - A, 12V Feeder from main switch
- B, Opt. 12 Ignition Cutoff for Converter
TS7 - A, 110A.C. from Shore Power Inlet
- B, Neutral from Shore Power Inlet
TS8 - A, A.C. Neutral return from Main Switch
B, A.C. Ground (All A.C. Circuits)
TS9 - A, Opt. Converter output No. 1
B, Opt. Converter output No. 2
TS10 - A, D.C. Neg. (All Circuits)
B, Bond

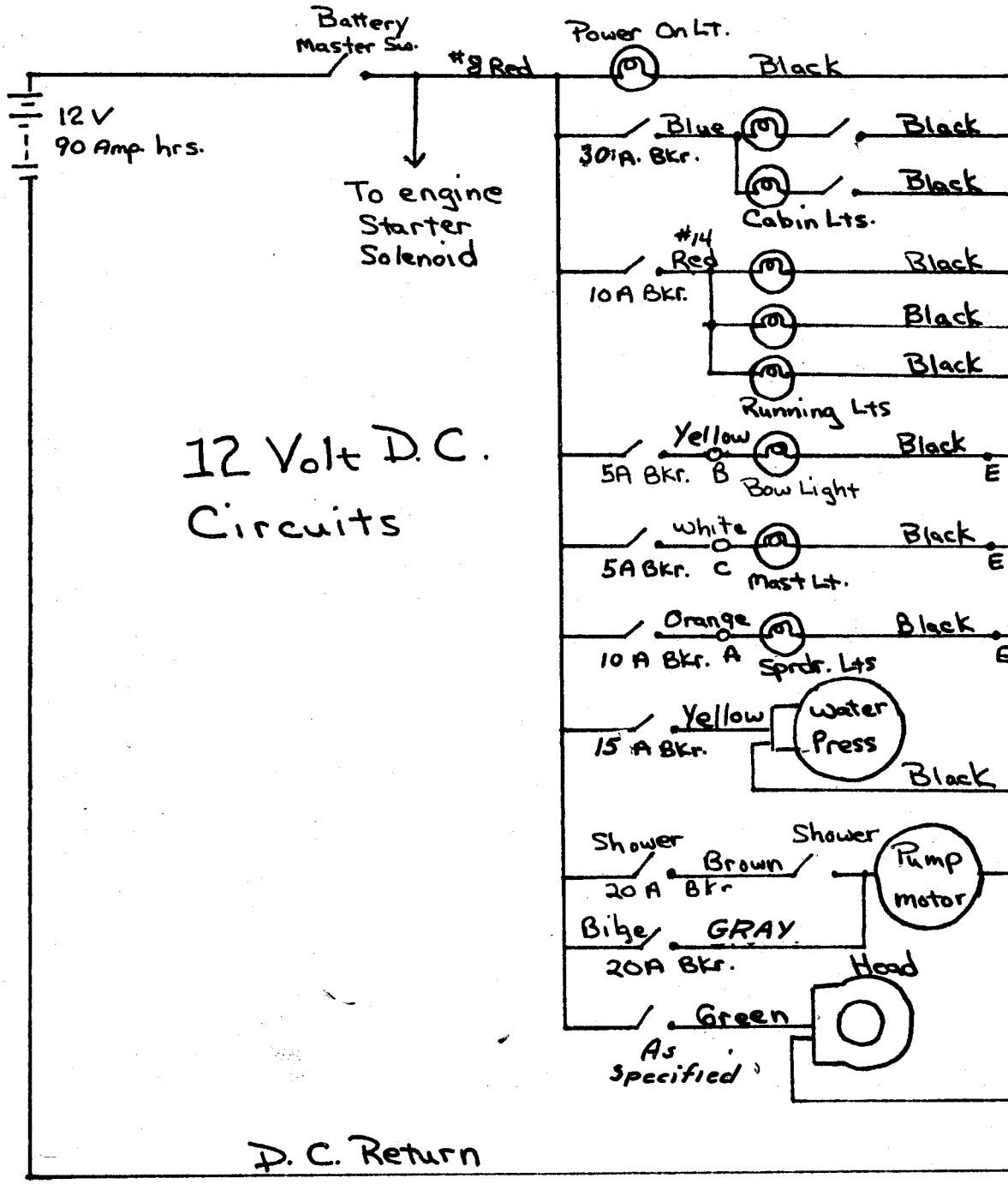
TS4 Term. 1. Cabin Lights - Blue
2. Bow Light - Yellow
3. Running Lights - Red
4. Water Pressure - Yellow
5. Radio (Opt.) - Blue
6. Wind (Opt.) - Orange
7. Speedo (Opt.) - White

TS5 Term. 1. Spreader Lights (Opt.) - Orange
2. Masthead Light (Opt.) - White
3. Bilge (Opt.) - Grey
4. Shower (Opt.) - Brown
5. Head (Opt.) - Green
6. Spare 1 (Opt.) - Green
7. Spare 2 (Opt.) - Red

CIRCUIT DIAGRAMS

The following circuit diagrams are in schematic form and should p
useful should service be required. Color coding has been noted w
applicable to identify each circuit according to the listing indi
on a previous page.




Battery Master Sw.
#8 Red
Power On Lt.
Black
12 V
90 Amp hrs.
To engine Starter Solenoid
Blue
30 A. Bkr.
Black
Black
Cabin Lts.
#14 Red
10 A Bkr.
Black
Black
Black
Running Lts
12 Volt D.C. Circuits
Yellow
5A Bkr. B
Bow Light
Black
E
White
5A Bkr. C
Mast Lt.
Black
E
Orange
10 A Bkr. A
Sprdr. Lts
Black
E
Yellow
15 A Bkr.
Water Press
Black
Shower
20 A Bkr
Brown
Shower
Pump motor
Bilge
20A Bkr.
GRAY
Head
Green
As Specified
D. C. Return

T H R U H U L L S

All underwater "thru hulls" mate with threaded seacocks to for
unit of maximum strength, adequately flanged inside and out.
caulked and tightened to solidly support the port. Seacocks c
any underwater ports when line maintenance or other causes dem
High integrity "Wonder Flex" hose is used for all underwater p

Above water plastic thru hulls are fitted with gate valves to
full drainage. They too can be fully closed if the occasion w
Reopen when leaving the boat to permit self bailing. Remove a
paper, rags, etc., from the cockpit or other drainage scupper
to avoid retarded drainage.

Self bailing cockpit drains are led to seacocks which should b
open when boat is unattended to prevent water from flooding bo

Metal objects and trash should be removed by hand from the dec
ports to avoid stoppage. Periodic flushing to assure full flo
recommended.

H A N D B I L G E P U M P

A manually operated bilge pump (handle in the Gear Box), has be conveniently located in the cockpit. The suction hose runs to strainer in the bilge sump with discharge through a gate valve above water thru hull.

E L E C T R I C B I L G E P U M P

Opt. electric pumping of the bilge is accomplished by aligning "Y" valve with the bilge suction hose and the "Bilge" switch on the electrical control panel. Be sure to select proper "Y" val position when using the shower. Periodically (or when stoppage indicated) inspect the strainer at the end of the suction line clogging. After cleaning, replace at the bottom of the sump. Other drainage systems may have been arranged to meet your part needs. You may want to note them here or to lable them for you "guests" convenience.

D R A I N S

Sink drains are piped to thru hull outlets with appropriate sho runs of flexible hose - no traps.

S H O W E R

The (opt.) shower has a sump drain that is piped to the electr bilge pump. To operate, set the "Y" valve lever to align with shower drain suction hose and turn on the "shower" switch at th electrical control panel. Then operate the pump when showering the convenient push-pull switch in the shower compartment as th need demands.

I C E C H E S T

The box is of fiberglass construction with a minimum of 2-1/2" po foam insulation.

Teak gratings are provided to permit air circulation (a must for general cooling.) The box cover should be replaced immediately a each use for ice economy. When not in use be sure the ice chest been pumped dry. The box is usually drained by a hand pump mount in the galley sink. A small tray of charcoal will help to elimi development of mildew and odor.

To service, the hand pump piston assembly may be removed by unsc the top cap (just below the knob) and pulling outward. If the p develops a leak at the top cap it can be corrected by replacing "O" ring seal. Remove knob, top cap and pick out the damaged "O ring from brass bushing mounted in the cap. Replace "O" ring an careful not to cut it when replacing cap over threads. The pump valve can be accessed by removing screws at base of body.

F R E S H W A T E R S Y S T E M

(P O T A B L E) .

Fresh water storage is provided in a welded 16 guage stainless
tank located under the floor hatch. Access is through a 4" dia
plate that unscrews from the top of the tank. Supply is throug
this hole and the quantity stored varies with the boat (see spe
sheet) and is determined by inspection. The tank is vented.
Capacity is noted on page 2.

ONLY PURE POTABLE WATER SHOULD BE SUPPLIED TO THE TANK

To purify any questionable water - add 1/6 oz. of chlorine (or
household bleach) per 10 gallons, or 1 oz. for a 60 gallon tan
Chlorine tablets are also available - follow package instructi

Manual fresh water pump systems have a check valve at the tank
supports the supply of water with a minimum of pumping. Elect
supplied water is drawn from the tank by a 12V pump. With the
"ON" it automatically runs to maintain water pressure as a fau
opened. If water is drawn when the pump switch is off, a low
cut off may require resetting. This cut off protects against
"drain down" through a "Low water cut off" control. In normal
operation the pump should start after a faucet is opened and s
shortly after it is fully closed. If the pump runs periodical
when no faucets are open, a leak in the system is indicated.
off the pump switch until the leak is located to prevent water
wasteage. A check valve at the tank maintains "prime" at the
but the unit is self priming.

H O T W A T E R

The optional Raritan hot water system gets it's heat from an immersion type 1250 watt, 110V electric heating element and a he exchanger from the engine cooling system. The engine coolant do not directly contact the fresh water supply. The glass lining o hot water tank and a rod type magnesium anode help to keep water crystal clear and free of metalic waste.

A thermostat (under the tank control cover plate) can be adjuste from 120^{0} to 190^{0} . The normal hot water temperature setting is Water heated by the alternate engine heat exchanger system may g hotter than 150^{0}. The tank is fully insulated with customary gl fiber insulation. When using electric energy a recovery rate of gallons per hour - 40^{0} rise is accomplished.

The tank is fully protected by an ASTE safety relief valve exhau to bilge and was designed to withstand 300 lb. pressure.

Water conservation should be practiced unless a resupply is rea available.

T H E H E A D

See Manufacturer's warranty and instruction sheets.

The head uses sea water in an independent hand operated system. seacocks open, water should be hand pumped through the unit. Wet the sides aids in the subsequent flushing operation. Residual wa will minimize staining.

The system has a controlling hand inlet valve to regulate rate of Normally it pumps out faster than in. In flushing if the water bowl rises instead of receding it may be due to trash momentarily lodged under the outlet flapper valve. This can be cleared by pa (or completely) closing the inlet valve and continuing to pump. degree of resistance will be noted in pumping which is normal. A the bowl clears of all debris, open the valve again and flush wit few additional strokes to clear the discharge line. TO PREVENT OVERFLOW UNDERWAY, CLOSE THE INLET VALVE.

Don't throw hard or stringy substances down the toilet. Avoid pa towels, (high wet strength paper), sanitary napkins, tampons, and plastic tipped cigarette or cigar butts, (ordinary cigarettes are O.K.). Bobby pins, razor blades and other hard objects must be "fished out" to avoid mechanism damage.

The bowl can be cleaned with "Ajax" and deodorized with "Clorox". Don't use Pine Oil, Lysol, Lestoil, etc., kerosene like solvents as they will damage and swell rubber parts. (Don't winterize wit alcohol or kerosene.) Put vaseline or mineral oil on the piston for easier action.

A L C O H O L O V E N R A N G E

Your alcohol stove uses denatured 95% ethyl alcohol or 91% iso- alcohol stove fuel (containing less than .003% by weight non vo matter.)

See alcohol tank location on page 2. After adding alcohol up t full, pressurize the supply tank to 10 to 15 lbs. (35 psig max. pressure pump from gear box. A pressure guage and safety shut is on the tank.

There is a safety shut off immediately below the stove that sho "off" when not in use. The stove was installed in gimbals perm (with shelf stowed in back and locking bolt released) a 45° swi either side of vertical. A flexible supply hose accommodates t motion.

TO OPERATE:

DO NOT FILL BURNER FLANGE. The priming cup is located at the b of the burner.

1. Preheat burner - momentarily open burner valve counter cloc (squirting sound) to fill priming cup 3/4 full, then close and ignite alcohol.
2. Light burner - when priming alcohol (step 1.) is completely consumed, open valve counter-clockwise and ignite vaporized alcohol. (hissing sound).

Do not put utensils over burner until it is burning with approp controlled flame. If the flame pulsates, the valve on the back the stove should be adjusted to reduce pressure at the burner.

If too much alcohol (priming cup more than 3/4 full) is used, the flame will flare up - not usually serious.

If too little is used, the burner will not get hot enough to ligh

TO SHUT OFF A BURNER - Turn valve clockwise all the way.

A hot burner can be relit. Otherwise reprime. A hot burner prod a hissing sound when turned on.

To clean burner orifice, rotate valve to extreme counter-clockwis position and then return to clockwise position.

Oven operation is similar to surface burners except that baffles be raised when priming burner. Temperature regulation is by manu adjustment. Control is under the oven door.

Do not replace the counter shelf until the stove has cooled down.

USE WATER TO PUT OUT ALCOHOL FIRES. SMOTHER GREASE FIRES OR USE BAKING SODA OR A CLASS B FIRE EXTINGUISHER.

K E R O S E N E O V E N R A N G E

Your kerosene fuel tank location is shown on Page 2. Pressure pu
in gear box.

TO OPERATE:

1. Pump to 15 lbs. air pressure to pressurize tank. The burner must be preheated as follows; Fill the priming cup beneath the burner about 3/4 full of alcohol. DO NOT OVERFILL. Lig the priming alcohol and wait until consumed. Open the contr and light the burner. Pre-heated burner produces vaporized fuel and will ignite like a gas stove burner.
2. Incorrect burning: Insufficiently preheated burner may flar up. Shut off and restart as described above. If flame is burning with a crackling sound, shut off flame, reopen and relight immediately by holding a match to the burner.
3. General - dirt and soot that may have collected in the primi cup and on the burner should be removed, as the flame otherw may burn with a yellow color. The first time a stove is lit a flame may be yellow for a few minutes, but will turn blue a while.
4. Shutting off - Turn wheel to extreme right. A "Ball Valve" installed in the fuel line under the stove should be used as shut off. Air pressure in tank may be released to prevent leakage.

   Cleaning the nozzle - The nozzle is automatically cleaned by turning the knob to the extreme left position. Clean only when burners are cold, before initial starting.
5. No rough scouring powders or oven cleaners should be used fo cleaning to avoid damaging the finish.

P R O P A N E O V E N R A N G E

Your optional propane stove has a shut off at the tank and imme
below the stove.

The surface burners operate the same as ordinary gas stoves. T
speed and flexibility of gas top burners is a special advantage
you're in a hurry. However, after a certain point a higher fla
won't cook foods one bit faster. There are a few general rules
selecting the right flame height.

1. The flame should never extend beyond the bottom of the pan.
2. Pans which conduct heat slowly (stainless steel and cast ir
for example, should be used with a low or medium flame - unless
are cooking in liquid.
3. Foods cook just as quickly at a gentle rather than a furiou
rolling boil - in either case, the water temperature is 212°.

About covers - a good cover makes utensils perform better. Cov
pans whenever you can so foods cook with maximum speed and mini
cleanup.

The oven burner requires that the oven pilot flame be ignited

TO LIGHT PILOT - Depress oven control knob and turn to "OFF" po
Wait 30 seconds and then light oven burner pilot. PILOT MUST B
LIGHTED WHENEVER CONTROL IS AT "OFF" SETTING.

"PILOT OFF" POSITION ON THERMOSTAT KNOB - Turning oven control to "PILOT OFF" position turns off gas to oven burner and oven p

When the pilot is lighted, just push the oven control knob in a turn to the temperature you want. The oven burner will come or automatically. It may take several seconds to light but don't concerned. This is because lighting involves a series of steps which take a little time.

Oven temperature - as you use the oven, you might notice that t oven burner turns on and off as the oven operates. This is the we get the low temperatures you'll find so useful. Since the burner is off part of the time, you may wonder whether food nee to be cooked longer. The answer is no. The amount of heat is same - it's just applied in a different way.

Preheating the oven - Preheating means bringing the oven up to temperature before putting in the food. Generally speaking, p when using the oven at temperatures below 225 and for most ba foods (breads, cakes, etc.). With other foods, whether or not preheat may change the timing slightly, but the end results sh be the same.

Air Circulation - Gas ovens must have free circulation of air. Heated air comes in through the openings in the oven bottom to fresh air, even-temperature cooking. Several things can block change this air flow and cause poor results.

1. Pan touching the oven sides - this blocks air flow and tran extra heat to the pan from the sides of the oven. Cakes may ba unevenly and food at the edge of the pan may scorch.

2. Pans too large for the oven - Here the most common offender a cookie sheet which is too big. There should be at least 1 to inches between the edge of a utensil and any oven surface. A c sheet can fit into an oven but be so large that it blocks air circulation. Because heat is trapped under the pan, cookies wi burn on the bottom before the tops are brown. Crowding pans ca also cause uneven baking. Allow 1 to 2 inches for air to circu between utensils.

3. In an effort to keep a new range sparkling clean, users som misuse foil. It should never be used to cover oven racks or so it blocks off any of the openings provided for air circulation. should it be used directly under a utensil, because it will ref heat away from the bottom of the pan.

If you use foil to catch a spillover, cut a piece just a little than the pan and put it on the oven bottom - but not over the a openings.

Oven Cleaners - oven cleaners (particularly the spray type) can the thermostat sensing device so that it does not sense oven te accurately. If you must use oven cleaners, follow directions e and carefully wipe any residue off the sensing bulb (metal tube oven.

Setting the Dial - oven temperatures will be most accurate whe
set the dial by turning just TO the temperature - not up to a
temperature and back. This also applies when turning down to
warm temperature.

Range Size - your range is designed to do a good job of yachti
cooking. It is considerably smaller than a standard range and
be expected to have the same capacity and capabilities. For e
you cannot bake a cake in a tube pan because of height limitat

In the interest of safety it is important that the properties
liquefied petroleum gases be understood and that safe practice
their use be followed. Under moderate pressure the gases liqu
upon relief of the pressure they are readily converted into th
gaseous state. Advantage of this characteristic is taken in t
usage, and for convenience they are shipped and stored under p
as liquids. In their gaseous state they present a hazard comp
to any flammable natural or manufactured gas, except that the
heavier than air. Although the vapors tend to sink to the bo
of an enclosed compartment into which they are released, they
diffuse throughout, and are not readily dispelled by overhead
ventillation. Safety requires the prevention of escape of an
liquefied petroleum gases, for when mixed with air in certain
proportions they will explode if ignited.

All liquefied petroleum gases are effectively odorized by an
agent of such character as to indicate positively, by a disti

odor, the presence of gas.

C A U T I O N

1. Keep container valves closed when boat is unattended. Clo immediately in any emergency.
2. Be sure all appliance valves are closed before opening con valve.
3. Always apply lit match or other flame to burner before ope burner valve.
4. Close master valve on appliance whenever appliance is not
5. Test system for leakage at least twice a month and after a emergency in accordance with the following procedure.

With appliance valves closed, the master shut off valve on the appliance open, and with one container valve open, note pressu the gage. Close container valve. If pressure drops, locate l by application of liquid detergent or soapy water solution at connections. Repeat test for each container in multi-containe

NEVER USE FLAME TO CHECK FOR LEAKS

Gas containers shall be condemned and withdrawn from service w leak; when corrosion, denting, bulging or other evidence of ro exists to the extent they may be weakened appreciably, or when have been involved in a fire.

Gas tanks connect with a Left Hand Thread. DO NOT OVERTIGHTEN in filling an excess condition develops the safety bleeder val vent excess gas. DO NOT TAKE A BLEEDING TANK ABOARD.

C L E A N I N G - D E C K A N D H U L L

The high gloss finish of Wright/Allied Yachts was developed thro extensive experience, adequate mold maintenance and painstaking quality control. When it was released from the mold it was as s as a baby.

The "Gel coat deep" color is a glass hard non porous surface tha does not trap dirt. It will wipe clean if attended to "early or

The following are examples and obvious sources of damage that ca from surface appearance -

AVOID THEM TO MINIMIZE CLEANING CHORES

1. BARGING - Metal dock fittings, tools, etc.
2. ABRASIONS - Scratches caused by gritty substances, dirt and sand in deck shoes, etc.
3. STAINS - Crocking from vegetable dyes, heal scuffs, rust, mineral deposits at drainage location, etc.
4. SMEARS - Grease oil and tars.

Delay in clean up multiplies and aggravates these nuisances.

If the deck is wet when you first go aboard, use a good chamois wipe up the critical traffic areas before tracking spreads. (a chamois should be treated like your own skin. Use clean water, soap and rinse adequately.)

When overall cleaning is necessary, use a non abrasive detergen solution. (Spic & Span), Bristle Brush, Mop or sponge followed adequate rinsing and chamois to avoid water spotting and streak

After the fiberglass areas have generally dried out, any remaini spots and discolorations can then be attacked on a spot by spot Mirror Glaze (approved for fiberglass) or other cleaner/polish w usually accomplish the job in a single application, followed by polishing with a clean soft cloth.

Mild abrasions can be scrubbed with "non abrasive" household cleaners, "Bon Ami", etc. More severe abrasions may require "compounding", wiped clean and hand polished.

Grease smears and dyes will usually respond to Counter Top and Stainless Steel polish and cleaner such as "Liquid Gold" or any similar non-abrasive cleaners that your experience and availabi suggest.

Deep scratches should be scrubbed to remove all "deep down" for matter. Then wax to fill and seal.

Unusually severe conditions may demand gelcoat repair by "addit -and subsequent very fine wet sanding (grit 600). Such repair i usually performed by yacht repair experts to avoid exaggeration an already difficult condition.

W A X I N G

A residual trace of mold release wax imparted the original hig to the Gelcoat. If desired, hard Carnuba (Automotive Body) wa be used for surface protection and high gloss hull maintenance However, it should be remembered that even the highest quality produce a film layer that yellows and develops haze under most weathering conditions. Wax on the deck may produce excessive slipperyness. The hull and all smooth surfaces of the deck sh be waxed at least once a season.

T E A K T R I M

Teak was supplied because of its many attributes in use and we When exposed to moisture, sun, etc., teak "weathers" from its brown wood shade through to silver. Frequent oiling with "Tea should prevent drying out and cracking and maintain dark appe of wood. Teak cleaners and brighteners also serve to renew a restore surface color and weather resistance.

Smears may be removed by light sanding with the grain. Sandi reveal the original color etc., re-oiling and weathering will the coloring.

Varnish and Polyurethane finishes may be applied to teak. Se life and care of varnish is dependant on the varnishes. Ever varnish is regularly maintained, stripping is eventually requ to return the wood to an overall uniform appearance.

Protect the Gelcoat by masking around woodwork to be stripped

H A T C H & P O R T S

Opaque plastic hatches can be cleaned with any of the "counter t cleaners. Metal hatches may be scrubbed or repainted. LEXAN HA AND THE PLEXIGLASS PORTS SHOULD BE WASHED WITH MILD WINDOW CLEAN MATERIALS, (WINDEX.) However, since plastics are softer than gl cleaning with razor blades or other sharp or abrasive material should be avoided or permanent scratches may result. Lexan hatc should not be cleaned with spray cleaners that use "Freon" prope Tinted (dark smoke color) Lexon hatch covers lets in 80% of avai light, allows you to look out with ease, yet is nearly impossibl see through from the outside. The sealing gasket is of speciall formulated neoprene for salt water and pressure resistance.

The frame and Lexan are practically unbreakable, but for your ow safety, open and close them from a position where you have two h available, one to regulate position and the other to turn the adjusting locks.

Plastic port frames can be cleaned with denatured alcohol, but a other chemical cleaners that may attack the plastic finish.

S T A I N L E S S S T E E L

Stainless steel can be "stained" by extended contact with forei materials. Your yacht has been carefully assembled with stainl fastenings throughout. Before installing other fixtures, faste or cotter pins, etc., be sure they are not corrosive. Stainles usually wipes clean with a chamois. Stainless steel polish and cleaner may, of course, be useful.

The 1 X 19 rigging wire and terminals are stainless for utility long life. They can be damaged by excessively sharp bending or abrasion by concrete bulkheads, piers, etc., but unless externa damaged, are generally maintenance free. Parted strands or sev kinks indicate replacement. At least each season stainless ste swage fittings, turn buckles, etc., should be examined for stre cracks or other abnormal conditions.

A L U M I N U M

The aluminum masts, spreaders, masthead parts, etc., have been fully anodized to a dull grey finish and require minimal mainte They should be stepped by skilled craftsmen only.

Shackles and other metal parts in sheets that repeatedly strike against aluminum parts can cause unsightly blackened area. If "hear them" correct the cause before permanent harm is done.

S A I L L O C K E R S

The sail locker fences were snugly fitted and interlocked to mi the need for fasteners. Usually a single obvious turn button releases the 1st fence. Subsequent sections twist and lift out

L O C K S

Weatherproof padlocks of your own selection can be fitted into t sail locker "Anti Rattler" hatch fasteners.

C A B I N

Included in the attached literature is a booklet covering the ca and cleaning of Herculon fabrics. They note: "The best time to remove a spot is while it is still a spill". Avoid solvents tha may harm backings and filler.

Counter tops, stainless steel sinks, chrome faucets, can all be maintained with a cleaner like "Scott's Liquid Gold". Stainless steel and counter top cleaner. Formica plastic laminate bulkhea require minimal care, but their sheen may be renewed by any of t quality laminate cleaners.

The interior teak can be renewed with teak oil or any of the hou finishes now on the market such as "Pledge", "Pride", or "Liquic for wood.

B E R T H S

Some cabin plan arrangements provide a telescoping berth held in place by barrel bolts. Pull out to extend and fill the gap with the prefitted plywood backed cushion. Others have a swing up backrest.

Some dinette tables fold up and have folding legs. The short st in the bottom of the leg should be positioned in the small steel retainer in the sole to avoid sole scratches and provide more ri leg support.

Drawers drop into place in the closed position, lift and then pu to open.

Locker doors provide access to several storage areas. They are closed by elbow catches located where they can be easily disenga with your index finger. Dont force any door or drawer until you unlatched it properly.

The dual purpose privacy door to the forward compartement serves as both a hanging locker door or a companionway door. The top p hinges up to complete the closure. A turn button secures the fo section.

Additional locker space is accessed through removable cover boar under the cushions of most berths and settees.

ged in them, and remove. This is very important on the en intake seacock. You will have to remove the scoop screen order to check. Make sure it is replaced before launch.

STEP 2 Check propellor shaft nuts for tightness and make sure cot pin is completely bent around shaft.

STEP 3 Check hull for any chips in gel coat which may have occure during shipment, and repair.

STEP 4 Touch up any bottom paint that may require it.

STEP 5 Seacocks are normally opened for shipment so make sure the are all closed before launching. Check all instrument thr hulls for proper cap, plug or transducer.

STEP 6 The propellor shaft packing gland nut is normally hand tig Check this and make sure it is loosened before launching.

STEP 7 Check all seacock tail piece nuts for tightness. Tighten hand and then 1/2 turn with a wrench should do it. At the factory we only hand tighten for shipment because of the leather washer within the tail piece. With tightened tail piece the leather washer would dry out and crack. While g through this procedure check all hose clamps on seacock co nections for tightness.

STEP 8 Check the operation of all gate valves and make any adjust ments if required. Leave gate valves open. They are all above waterline and do not require any attention during la ching.

STEP 9 Check rudder shaft packing gland nut for tightness. This normally done at plant but a visual check before launch sa a lot of unnecessary work later. Packing gland nut should be hand tight and then 1/2 turn with a wrench. Then tight locking nut.

STEP 10 Visually check propellor shaft coupling set screws and mak sure they are wired.

STEP 11 Check engine control linkage. Make sure clutch is fully e gaging in both forward and reverse. You should be able to feel it click into forward and reverse. With a hydraulic clutch it is written on the top of the clutch housing.
Make sure throttle arm is hitting both stops on engine.
Make sure stop cable hits both stops on engine.
This saves a lot of problems once the launching has been c pleted and the crane or whatever has unhooked from you.

STEP 12 If your boat has been in winter storage check all deck dra fittings, vents and hoses before launching for bee hives, in the lines. This is quite common and could cause a grea amount of problems. If your boat is equipped with a holdi tank and vented overboard, a plugged vent line could cause tank to burst, causing quite a mess.
Forward tank vent thru hulls have also been known to plug with soap from washing decks down, so make sure this is al checked before starting engine.

STEP 12 (cont.) Every fuel tank is filled with 15 gallons of fuel, the fue system bled and engine run at the factory. The entire fue cooling, oil and exhaust systems are tested and checked ou before shipping. Fuel tanks are pressurized and tested twice before installation. Even with all this testing and checking it is still necessary to double check the follow items.

STEP 13 Check all fluid levels - oil, cooling, water and gearbox (see engine manual).

STEP 14 Check all fuel line fittings and connections for tightnes from tank to engine. Make sure all fuel valves are open.

STEP 15 Examine all drive belts for tension and alignment (see en manual).

STEP 16 Check all cooling water hoses and exhaust hose connection for tightness. Make sure exhaust thru hull valve is open

STEP 17 Check fuel fill and vent hoses at tank and at vent thru h for tightness, also at fill deck plate. If possible fill tank at this time and check tank and fittings for leaks. it isn't possible to fill at this time these items should checked at the first filling.

STEP 18 Check the engine starting circuits according to the follo steps:
(a) Place reverse gear control in neutral position.
(b) Make sure no one is working or anywhere around prope shaft. This is very important!!
(c) Turn battery master switch on.
(d) Pull out stop cable, check to make sure it is workin properly and hold knob out.
(e) Push start button just enough to hear engine crank a then release button. Do not crank the engine too long or water pump impellor damage may occur. The engine should be cranked more than three seconds.
(f) Turn battery master switch off and push in stop cabl

STEP 19 Check the engine mount adjustment nuts for tightness and the lag bolts which secure each mount to engine bed.

STEP 1 Do not open any seacocks, let the boat sit in water for
fifteen to thirty minutes. During this period visually
all seacocks for leaks. If a leak appears between the h
and the seacock flange the boat will have to be hauled a
thru hull rebedded. If a leak appears around the body o
seacock, tighten the valve body nuts to stop leak while
is still in water.
Make sure to check all seacocks. If leaks are found dete
what course of action is to be taken before hauling. Al
check any instrument thru hulls, consult individual inst
ment manuals if leaks are found. Be careful not to over
plastic thru hulls.

STEP 2 After seacocks have been determined water tight, take one
cock at a time, open it and check tail piece and hose co
tion for leaks. If a leak appears around the tail piece
wait a few seconds and let the leather washer swell insi
tail piece, then tighten nut. If leak still appears aro
nut, remove the tail piece and check out the leather was
Make sure leather washer is properly seated before reins
tail piece. Continue with each seacock one at a time. M
sure you close seacock before removing the tail piece.

STEP 3 The loosened propeller shaft packing gland must have a d
order to keep the shaft cool while in operation. If no
occurs and engine is ready for starting, start engine an
under load forward and reverse until a drop has been est
shut engine down and adjust nut by hand until you establi
drip about every ten or fifteen seconds. After this is
tighten locking nut against packing gland nut.
The time between drips will vary on new boats until the
has some hours under load. If the dripping stops, looser
ing gland nut completely and run under load for a while,
forward and reverse to clean out packing gland and start
shut down engine and then adjust nut.

STEP 4 The rudder shaft packing gland should be water tight with
binding shaft. In some cases the rudder shaft packing g
will be above the waterline, so the only way to check it
properly is to check it while under way.

STEP 5 Check exhaust thru hull while engine is running.

STEP 6 Check bilge pump thru hulls, whenever pump is put to use,
make sure valve is open.

WINTER SHIPMENTS FROM FACTORY

During winter shipments your engine is fully winterized b
factory before shipment. During initial start up you wil
some anti-freeze running through your exhaust system. Do
be alarmed by this, as your engine warms up it will disip
* The fresh water system is also winterized before shipment
with a non-toxic drinkable anti-freeze, blueish in color.
though the water is harmless, we advise you to flush your
tank out and run some fresh water through the system befo
consumption.

SEAWIND II
L.O.A.: 31'7"
L.W.L.: 25'6"
BEAM: 10'5"
DRAFT: 4'6"
SAIL AREA: 555 sq.ft.
BALLAST/DISP. RATIO: 39%
THEORETICAL MAX. HULL SPEED: 6.82 kts.
DISPLACEMENT/LENGTH: 401.16
SAIL AREA/DISPLACEMENT: 83.44