

OWNER'S GUIDE

Seafarer

FIBERGLASS YACHTS, INC.

760 Park Avenue ▪ Huntington, New York 11743 ▪ Phone 516-427-6670



OWNER NAME _____

ADDRESS _____

TELEPHONE _____/_____/_____

NAME OF YACHT _____

REGISTRATION/DOCUMENTATION NUMBER _____

SEAFARER SERIAL NUMBER (ON TRANSOM) _____

ENGINE NUMBER _____

DATE LAUNCHED _____

MODEL: SEAFARER - _____

LENGTH OVERALL _____

LENGTH WATER LINE _____

BEAM _____

DRAFT _____

DISPLACEMENT _____

DESIGNER _____

BUILDER

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1. GENERAL

Your Seafarer Yacht has been carefully designed and constructed to offer the best standard of value in the industry. Please read the following instructions so that you will be able to take fullest advantage of all its features.

2. EQUIPMENT LIST

When your Seafarer is delivered a detailed equipment list will be given to you. You should carefully check off each item of equipment that has been supplied against the list. Claims for shortages will not be accepted by Seafarer more than 7 days after date of delivery. Retain your checklist for future reference and to identify the part number if at any time you have to order a replacement part.

3. CRITICAL - BEFORE YOU LAUNCH

Check that all hose clamps on overboard plumbing systems, including cockpit scuppers, toilet, inboard engine and bilge pump, plus rudder and propeller shaft hoses are tight before you launch. Check that all seacocks turn freely.

Check propeller shaft alignment on inboard engines after boat is launched but before engine is run. Although all shafts are aligned at the factory before shipment, it is possible that the shaft on your boat will be out of alignment when it is launched because of movement during shipment or because the hull is supported differently in the water than it was in the factory on a cradle.

Do not start inboard engine until you have checked that there is oil in the crank case and gearbox, water to the top of the reservoir in fresh water cooled engines, and that the seacock on the engine cooling water inlet is open. Make sure there are no gasoline fumes in the bilge. Immediately when the engine is started, check the oil pressure gauge and check to see that cooling water is coming out of the exhaust.

4. MANUFACTURER INSTRUCTIONS

Read all manufacturers instructions for the equipment aboard your new boat. Be familiar with the operation of all equipment. Maintain the equipment as specified in the instructions. This applies particularly to inboard engines and outboard motors but nothing on whose function you depend should be neglected.

Manufacturer instructions are supplied when your Seafarer is delivered for the following equipment, if installed: inboard engine, outboard motor, stove, instruments (such as depth finder, speedometer, etc.), radiotelephone, radio direction finder, toilet, hand and electric bilge pumps, pressure water pump, 115v. generator, single lever faucets and shower controls, jib furling gear, etc.

All manufacturer instructions for your Seafarer will be in the "Ship's Papers" portfolio which is placed in the rigging box inside the boat.

5. STANDING RIGGING (MAIN MAST)

If your Seafarer is to be shipped to you the standing rigging will be labelled and shipped in the rigging box inside the boat. Familiarize yourself with all parts before you start. Connect the jaw ends to the mast using the clevis pins and cotter pins which are provided. The shrouds go to the tangs port and starboard, the forestay goes to the middle hole at the forward side of the masthead, the backstay goes to the aft hole at the aft side of the masthead. Before stepping the mast, remove the cotter pins from the turnbuckles and fully open them. Check any lights installed to make sure they operate. The plug at the base of the mast has one positive terminal for each circuit and a common ground terminal.

Step the mast and connect the turnbuckles to the chainplates (single lower shrouds forward, upper shrouds aft). Adjust rigging tension by tightening the turnbuckles. When tuned, the forestay and backstay should be tight with the mast raked slightly aft. On the Seafarer 24 with divided backstay option the backstay tension is adjusted by means of a backstay adjuster which is shackled to one side of the divided backstay. The upper shrouds should be moderately tight and the lower shrouds slightly looser. This is so that when the boat heels, tension is put on the windward shrouds and the shrouds stretch slightly, the mast will be straight and both shrouds will be equally tight.

Since every skipper's tuning preferences are different Seafarer does not attempt to tune the standing rigging on the boats delivered sailaway and cotter pins are provided separately for you to use after you have tuned the rigging to your satisfaction.

Put cotter pins in the turnbuckles after they are adjusted. Do not sail the boat unless the cotter pins are in place. Wire rigging will stretch and for this reason check the tension on all rigging periodically and adjust as necessary. Be sure you use chafing tape on the spreader ends to avoid damaging overlapping sails. You should also use tape on the turnbuckles to avoid damage from the cotter pins.

6. RUNNING RIGGING (MAIN MAST)

If your Seafarer is to be shipped to you all the running rigging will be labelled and shipped in the rigging box in the boat. If sailaway the main and jib halyards, boom lift, downhaul, main sheet and, if ordered, the spinnaker halyard, spinnaker lift and flag halyard are installed; the rest are labelled and loose in the boat.

Before stepping the mast, install the main and jib halyard blocks in the holes in the masthead forward and aft closest to the mast tube, using the shackles provided. Lead the wire part of the halyards through the blocks with the shackle ends away from the mast tube (if jib roller furling is installed reverse the lead through the jib halyard block), then lead the main halyard to the cleat on the starboard side of the mast, lead the jib halyard to the port cleat. Install the boom lift shackle (up to 31') or block (34' and over) in the center aft hole in the masthead. Lead the lift through the shackle or block (shackle end away from the mast tube) and down to the cleat on the aft starboard side of the mast (below the main halyard cleat), the other end will be attached to the boom when it is installed. Install the spinnaker block, if ordered, through the hole furthest forward in the masthead. Lead the spinnaker halyard through the block then down to the cleat on the forward stbd. side of the mast (above the main halyard cleat), the other end is also lead to the cleat but will be attached to the spinnaker

when it is raised. Lead the spinnaker lift through the fairlead (up to 24') or block (29' and over) provided on the mast (shackle end at top) then down to the cleat on the forward port side of the mast opposite the spinnaker halyard cleat, the other end is also lead to the cleat but will be attached to the spinnaker pole when it is in use. If a mast-head flag halyard is provided (standard equipment 34' and over) lead this through the eye at the top of the mast to starboard and down to the small cleat to starboard above the main halyard winch.

When the mast is stepped install the boom on the mast and connect the boom lift to the lift tang at the aft end of the boom. Connect the main sheet boom block to the main sheet tang at the aft end of the boom and the main sheet deck block to the main sheet deck eye (or main sheet traveller slide, if installed.) On boats up to 24' the boom block is single with a becket and the deck block is double with a becket. On the Seafarer 24 if a traveller is not installed but a divided backstay is ordered, the main sheet is attached to an eye at the center of the main sheet bridle. The bridle is shackled to the backstay chainplate eyes P/S. Lead the main sheet through its blocks and hold tight using the jam cleat on the deck block.

The outhaul is shackled to the eye at the aft end of the boom and leads through the clew eye on the mainsail and back to the cleat on the boom. The downhaul block is shackled to the eye under the gooseneck. On boats up to 24' tie a knot in the end of the downhaul line, lead it through the center of the downhaul cleat, up to the block and down to the cleat. On boats 29' and over the downhaul goes from the becket on the gooseneck block, down to a cheek block, up to the gooseneck block and down to a cleat.

The jib sheet is attached to the jib by passing the mid point through the clew cringle then taking the two ends and passing them through the resulting loop. Pull the ends tight. They will not slip, but should you wish to disconnect the sheet this can be done quickly and easily. The jib sheets pass from the jib and through the fairleaders (up to 24') or blocks shackled to the deck eyes (29' and over) and to the cockpit cleats P/S. The jib sheets stay inside the lifelines.

The genoa sheet is attached to the genoa in the same way. It leads outboard of the shrouds, under the lifelines, through the blocks on the genoa tracks and to the cockpit cleats P/S. Tie a knot at each end of the sheet to stop it passing out of the blocks when tacking.

For further instructions in setting sails refer to any of the sailing primer books which are available in most book stores in sailing areas. A list of suggested books is in section 50 of this guide.

7. YAWL/KETCH RIGGING

To rig the mizzen mast, first connect the jaw ends of the mizzen shrouds to the tangs on the mizzen port and starboard (upper shrouds to upper tangs), using the clevis pins and cotter pins which are provided. Remove the cotter pins from the turnbuckles and fully open them.

Before stepping the mast install the mizzen halyard block in the hole in the masthead aft closest to the tube. Lead the mizzen halyard through the block and down to the cleat on the starboard side of the mast. Install the mizzen boom lift block in the hole in the masthead furthest aft. Lead the mizzen boom lift through the block and down to the cleat on the port side of the mast opposite the halyard cleat.

When the mast is stepped connect the mizzen shroud turnbuckles to the chainplates (upper shrouds to aft chainplates port and starboard). Tighten the turnbuckles so that the upper shrouds are moderately tight and the lower shrouds are slightly less tight. Install cotter pins in turnbuckles after they are adjusted.

Install the boom on the mast and connect the boom lift to the lift tang at the aft end of the boom. Connect the mizzen sheet boom block (single block with becket) to the mizzen sheet tang at the aft end of the boom and the mizzen sheet deck block (single block) to the mizzen sheet deck eye. Lead the mizzen sheet through its blocks and to the cleat on the underside of the boom. Connect the mizzen boom downhaul to the eye under the gooseneck and lead down to the cleat at the aft side of the mast. The mizzen outhaul is shackled to the eye at the aft end of the boom, it leads through the clew eye on the mizzen and back to the cleat at the aft end of the boom.

8. INBOARD ENGINE

Before starting the engine for the first time check that the propeller shaft is lined up accurately. This is necessary because your boat may have a slightly different shape when in the water than she had in the cradle at the plant and this may cause misalignment - or misalignment may have been caused by transportation. To check for alignment loosen the coupling fastenings slightly; the engine is lined up when a feeler gauge will fit equally all around between the coupling flanges.

Before starting the engine make sure there is oil in the crank case and that the seacock on the cooling water inlet is open. On fresh water cooled engines make sure that the fresh water system is full. Also, the fuel valve at the tank must be opened. If the engine fuel is gasoline first thoroughly ventilate the bilge with exhaust blower and use the choke when starting. Start the engine with the reverse gear in neutral. After the engine is running check the oil pressure, the charging rate and that cooling water is flowing out of the exhaust outlet. Check that the stuffing box is not leaking and that the stuffing box locknut is tight.

Leave the engine in gear to stop the propeller rotating when sailing. There will be least resistance if the propeller is in a vertical position. The shaft should be marked for this purpose and the engine always stopped with the propeller in the correct position.

When your Seafarer is delivered there will be 2 - 3 gallons of fuel in the tank. You should fill up as soon as possible.

Follow the manufacturer's recommendations for winter haulout and spring launching. In addition, check the stuffing box packing before launching each Spring and if worn replace it.

Always check the deck fuel fill plate for tightness after fueling. All Seafarers are fitted with non-sparking fuel fill plates which incorporate a rubber "O" ring to promote a good seal. Fill tank slowly. Do not overfill! Marine fuels expand with an increase in temperature. Therefore, fill to approximately 95% of capacity. If fuel is spilled, secure fill cap and wash deck down thoroughly until all traces of fuel have disappeared.

9. OUTBOARD MOTOR

Outboard motors are dependable if the manufacturer's recommendations are followed. Keep a spare set of spark plugs handy to use if the engine does not start promptly. A wrench is supplied for this. Be sure to use a small grease gun frequently on all grease fittings.

Retract the motor out of the water when not in use to avoid resistance while sailing and fouling when moored. The Seafarer Instantilttm well (available on Seafarer 29 and 31 Mark I models) has been engineered to make this easy. The motor is entirely hidden in the hull and can be protected by self-closing contour doors when not in use.

Always keep the boat level when underway under power! If the boat is not level it will not perform well and excessive water will enter the Instantilt compartment. This can easily be avoided because it is the result of one or both of the following conditions:

- (1) Bad weight distribution. If you have a cockpit full of people and nobody elsewhere in the boat, the boat is down by the stern. Re-distribute the weight so that the boat is level. This will help helm balance and performance under sail, too.
- (2) Too much power. The Seafarer 29 performs fine with a 10hp motor. The Seafarer 31-I certainly requires no more than 15hp. If you install a motor of more power and try to make the boat go faster than hull speed all that happens is (a) the stern squats and (b) the quarter wave rises. Both raise the water level in the stern compartment.

Keep weight distributed so the boat is level and keep the power output at just under what is required for hull speed. The stern compartment will not fill with water and you will get there just as fast and with much less fuss.

Please note that if your Seafarer is delivered with an outboard motor, there will be no fuel in the tank.

Seafarer yachts (except for the Seafarer 22 and 24) do not require long shaft motors, standard shaft length is correct. Instantilttm wells require that the motor be adapted to suit the well. A kit is available for this purpose. The Seafarer 22 and 24 require a long shaft motor but no other adaption.

10. SAFETY EQUIPMENT

Sailing is one of the safest of sports and can be absolutely safe if sensible precautions are observed. Federal law requires that all pleasure boats carry a life preserver for each person aboard, adequate fire extinguishers and a whistle or horn, and a bell if over 26' l.o.a. Race committees usually require additional safety equipment, particularly for long races, and such lists are a useful guide. Refer to the checklist at the end of this book.

For reasons of safety no Seafarer yacht is ever equipped at the plant with lifelines that reduce in height forward. Although this practice is found on boats manufactured by others it is not accepted by any offshore race committee or similar authority. The condition of lifelines should be checked periodically and in particular the locknuts on the turnbuckles should always be tight.

Every boat should have a first aid kit on board. The requirements for this will generally vary with the length of the voyages to be undertaken. A suggested list for three categories of boat use is at the end of this book.

A horseshoe or ring bouy life preserver with 6' pole (with flag), high intensity flashing light and drogue attached should be stowed aft in an accessible position, ready at all times. Refer to the diagram at the end of this book.

1. SEACOCKS

All seacocks should be kept closed (handle perpendicular to water flow) when no one is on board the boat. The only exceptions are the seacocks for the cockpit scuppers which must be left open to allow rain water to drain from the cockpit. These seacocks should be operated each time the boat is used to make sure they are working properly.

When the boat is hauled each year all seacocks should be disassembled and lubricated with water pump grease. If this is not done, they will become inoperative. To disassemble, unscrew the nut on the bottom and remove the rotating part by pulling the handle up. If this is done while the yacht is afloat have a plug handy to stop the water flow.

Check whether there is any water in the bilge when boarding or leaving the boat. Remove any water with the bilge pump. Check the condition of hoses and connections periodically.

12. MARINE TOILET

Do not attempt to operate toilet with seacocks closed. Seacocks may be left open when persons are aboard but must most particularly be closed at other times because the toilet is an open loop and a failure of the toilet check valve could flood the boat. Operating the toilet is simple but guests should receive instructions when they board. An instruction plate is included with your Seafarer.

Holding tanks and/or self-contained toilets are available for all Seafarer yachts and can be installed to meet local regulations, if required.

13. FRESH WATER SYSTEM

Water tanks used on Seafarer yachts are linear polyethylene or fiberglass. If fiberglass they are manufactured with a completely smooth gelcoat finish on the inside. If water is left for long periods in any tank, it will become stale. For this reason any water remaining in the tanks should be pumped out periodically. Tanks are best cleaned by filling with a solution of baking soda and leaving overnight, at least. After cleaning, flush out with fresh water. Please note that when your boat is delivered, there will be no water aboard.

The plumbing used on all Seafarer yachts is clear polyethylene plastic. This is completely unaffected by exposure to salt and salt water. Wherever possible, hoses are pre-installed under the fiberglass interior so that no damage can be done to them when the boat is in use. All hose connections are made with stainless steel clamps which can be tightened with a screwdriver if leaks develop.

Your boat may have a manual or an automatic water system installed. If you lose prime in the manual system unscrew the bottom of the pump and verify that the ball check is seating properly. If it is not, the water will run back each time you stop pumping. On the Seafarer 24 and 29 the tank cap is drilled so that air will be allowed to enter and the water will pump smoothly. To test whether the vent hole is stopped up just loosen the cap slightly to provide additional venting.

The pump on an automatic system draws directly from the tank and supplies water to all faucets (via the water heater for hot faucets) on the output side. If water does not flow, check that there is electric power at the pump. If there is, bridge the pressure switch. If the pump then runs the pressure switch may need adjustment. Refer to the manufacturer's instructions for details.

14. BOTTOM PAINTING

Bottom paint will not stick to fiberglass unless the surface is etched first. This can be done with sandpaper, but will be done chemically if you order anti-fouling bottom paint applied to your boat at the plant. Seafarer uses Woolsey Vinelast anti-fouling paint. For best results, repaint with the same paint. If the bottom is painted on your Seafarer at the plant, a small can of paint is included for touching up areas in contact with the cradle when the boat is launched.

One of the most important elements in attaining speed under sail is a clean bottom. Use a long-handled brush between haulouts to remove underwater slime.

15. CHOICE OF WINCHES

Winches provide a means of multiplying the power applied to a load by use of a mechanical advantage. They also provide a means of "snubbing" a line, that is, holding it using only a fraction of the force being exerted by the load on the line.

Simple winches have plain bearings and ratchet devices to prevent anti-clockwise rotation. The next step upward in power is the introduction of needle bearings to reduce friction and thus increase mechanical advantage. The next step up is geared winches in which the handle rotates faster than the drum, thus further increasing

mechanical advantage. The ultimate step for most boats is 2-speed geared winches in which the drum rotates slower when the handle rotates in one direction than in the other. All winches have one thing in common, the drum rotates clockwise!

Choice of winches depends on the use to which the boat will be put and the composition of the crew that will normally be aboard. If youngsters are to operate jib sheets, for example, the winches installed should provide ample mechanical advantage. If the boat is to be raced, fast action is important as well as mechanical advantage.

It does not pay to start with inadequate winches and replace them later. Analyze your present and future needs carefully and install winches for halyards and sheets that will do the job. And, remember, winches require periodic greasing for efficient operation!

16. CHOICE OF SAILS

The traditional "starter set" is a mainsail and working jib. In place of the working jib some skippers prefer a #3 genoa which is a slightly larger sail and more likely to be appropriate in sailing areas where light to moderate winds predominate. A #1 genoa, generally the largest genoa used, is strongly recommended for inclusion in any basic equipment list except in sailing areas where moderate to strong winds can be counted on.

Seafarer sells imported sails as well as U.S. made sails from leading sailmakers. While the imported sails are carefully made and will last as long as U.S. made sails, they are technically inferior as far as performance is concerned. If you want your boat to sail at its maximum speed, and you yourself are prepared to make the effort to accomplish this, you should select U.S. made sails. Imported sails are a good buy for those who want a suit of sails for cruising only.

When setting sails be sure halyards are taut enough to maximize the efficiency of the aerfoil shape the sailmaker has sewn into the sail. This is essential if maximum boat speed is to be attained and usually requires a halyard winch, at least for the jib. Mainsail luff tension can be adjusted with the downhaul, but a winch is more convenient.

A sailmaker dimensional information sheet for your boat is available from Seafarer on request. For further information on sails for special applications and for racing talk to a sailmaker you trust or read Ulmer's booklet on sails and sailmaking, available from Ulmer free on request.

17. CARE OF SAILS

Dacron sails will not stretch or rot when wet and require very little maintenance other than occasional washing to get rid of salt and dirt. However, unnecessary exposure to the sun should be avoided since long exposure to ultra-violet light will cause damage. For this reason mainsails left furled on the boom should be protected by a cover. Sails should be sent to a sailmaker each winter for renewal of worn stitching and professional washing. This will prove economical in the long run.

18. CARE OF RIGGING

Clean rigging helps keep sails clean. A trip aloft periodically with damp rags takes care of this. While aloft, check the entire rig for loose fittings, cotter pins and chafe which may have resulted from hard sailing. Stainless steel elastic stop nuts are used on all Seafarer mast assemblies and for this reason it is unlikely that any will loosen, but it is wise to check. Periodic inspection of the rig from aloft is useful insurance against rigging and spar failure. Keep halyards tied away from the mast with shock cord when not sailing to avoid noise and damage to the mast surface.

Salt water will gradually stiffen Dacron line. Hosing with fresh water or soaking in warm soapy water will make the line soft and flexible again. Always keep lines stowed systematically and ready for immediate use.

The threads on turnbuckles should be kept greased so that they can be turned freely when adjustment is required. A plastic boot over the turnbuckles will keep the lubricant on the turnbuckle and off anything else; this will also eliminate the need for chafe tape.

19. CARE OF FIBERGLASS

Fiberglass does not require any structural maintenance and will never deteriorate structurally. In particular, white hulls maintain their new appearance if given reasonable care. However, the surface of any object exposed to weather will lose its shine and color and fiberglass is no exception. To retard this process we recommend waxing deck and hull surfaces three times per year - Spring, mid-Summer and Fall - with a good grade of car wax containing a U-V "screen". If this is done, the wax will take the brunt of the weathering process, not the surface underneath.

Minor scratches can be buffed out. Major gouges and voids should be filled with a 2-part automobile body filler and the surface then painted to match the surrounding area. Minor crazing occurs on many fiberglass moldings and is not structurally significant. The cans of gelcoat provided with every Seafarer yacht when new will not necessarily match the colors of the boat after the boat has been out in the sun for some time. Polyurethane paint mixed to match the color required works fine.

If your boat has a racing stripe on the deck or transom this can be replaced without difficulty. Write to Seafarer specifying the color you want (not necessarily the original color) and year and model of your boat. Application is easy and the cost is reasonable.

20. CARE OF TEAK

Teak is extremely resistant to deterioration and is consequently the choice for exterior wood on all high quality yachts. To maintain original appearance we recommend wiping or brushing on a sealer such as "Watco" periodically. This will close the grain and help maintain the original golden color of the wood.

21. CARE OF STAINLESS STEEL

All stainless steel will tarnish or stain to varying degrees when exposed to salt water spray and weather. This is a surface condition that can easily be removed, and can to a great extent be prevented by thoroughly washing down with fresh water after a trip. Remove any dullness with fresh water, a sponge and a household cleaner such as "Comet." Use a stainless polish on any stubborn stains.

22. BATTERY CARE

The battery on your boat is of the lead acid type, in that it consists of lead plates immersed in a solution of dilute sulphuric acid. When measured by a hydrometer the solution in a fully charged battery will have a specific gravity of approximately 1.280. A discharged battery will indicate about 1.150 on a hydrometer. You should never allow your battery to stand idle in a discharged condition. However, over-charging will also shorten its life.

For these reasons you should check the condition of your battery periodically using a hydrometer and charge it as necessary to bring it to a fully charged condition. You should also add distilled water if necessary to bring the fluid level 1/4" above the top of the plates. The batteries on all Seafarer yachts are in an accessible location so that this can be done without difficulty.

3. 12 V. ELECTRIC SYSTEM

The yacht's electric system is 12 v. D.C. The battery is charged by the alternator on the inboard engine, if installed, or by a battery charger and shore connection which is available for outboard powered models. The shore connection on the latter is connected directly to the charger and is designed only for that purpose - do not connect additional 115v. equipment to the system. Do not disconnect the battery when running an engine equipped with an alternator since this will damage the diodes on the alternator.

All electric cables on Seafarer yachts have polyvinyl chloride insulation. This is completely unaffected by salt air and salt water exposure. All inner cables are color coded so that circuit tracing is easy. Wherever possible, electric cables are pre-installed between the fiberglass headliner and the deck so there is no chance that damage can occur to the cables when the boat is in use. However, all connections are accessible so that repairs can be made if any breaks develop in use.

Fuses protect all circuits and are easily replaceable. The navigation lights are stainless steel; the bulbs can be replaced when necessary by removing the three stainless steel screws which hold the cover in place. Spare fuses and bulbs should be on board at all times.

A dual battery system is installed if specified by the Owner. In this case the selector switch should be used so that the engine and navigation lights run off one battery; cabin lights and all accessories run off the other. Both are connected when charging. The result is that the engine starting battery is always ready for use regardless of the drain imposed by cabin light use, etc. when cruising.

Battery selection is usually made by means of a selector switch but, alternatively, this can be accomplished by a relay which automatically connects two separate battery systems only when the engine alternator is charging.

24. WHEEL STEERING

The wheel steering on Seafarer yachts operates with a sprocket, chain and cables so that you retain the "feel" of the boat through the wheel. As the cable stretches, play will develop in the wheel and the cables must be tightened using the adjustments provided on the quadrant. Stow your emergency tiller (included with every Seafarer yacht having wheel steering) in a place where it can be used quickly should it ever be needed.

25. ANCHORING

The scope of an anchor rode should be 5-7 times the depth of the water. Always use a length of chain on the anchor to help it dig in and to help take up surge loads. Nylon is the best line for anchor rodes because its elasticity will also resist surge loads, but it chafes very easily and for this reason chafe guard should be used on bow chocks. This applies equally to dock lines.

Anchors can be stowed in the following locations: (a) below (certainly when racing), (b) in chocks on deck or cabin top, (c) in chocks on the bow pulpit (handy for cruising) or, (d) on a bowsprit (if installed). The anchor rode should be led through the deck into the forepeak using a rope deck pipe. For further information refer to Danforth's book on anchoring available from Danforth free on request.

26. COMPASS

The compass installed on your Seafarer yacht was adjusted before it left the manufacturer's plant. Since there is so little fixed magnetic material on board it is likely that the compass will not require further adjustment. To check this after your Seafarer is launched, line up the boat with two navigation marks. Check the bearing as shown on the compass (after allowing for magnetic deviation) with that shown for the marks on the chart. Reverse direction and check again. Try this for another set of marks lying on an approximately perpendicular bearing. If your compass reads correctly on all four bearings it does not need adjustment. If it does not read correctly it will have to be adjusted professionally. Movable magnets are provided on the compass for this purpose.

All compasses installed on Seafarer yachts are internally lighted. The light will come on when the navigation lights are turned on.

27. INSTRUMENTS

A wide range of instruments is available to provide information which will enhance your use of your Seafarer.

A depth finder will tell you the depth of water you are in. Since this instrument reads the distance to the bottom over a relatively narrow arc, you will not receive accurate readings when heeled. This situation can be improved by installing two transducers, one port and one starboard with a mercury switch used to connect the correct one automatically. Be sure to allow for the distance your transducer is mounted below the surface of the water.

A speedometer will tell you your speed through the water. Be sure to deduct current speed when calculating distance travelled. Similarly, a log will tell you how far you have travelled through the water but not what distance you have made good over the bottom. Some speedometers have a delta scale which allows you to read increase or decrease in speed from a predetermined norm. This is particularly helpful when racing.

A relative wind direction indicator will tell you the relative bearing of the wind from your vessel. But the faster you move in relation to the speed of the wind, the more the speed of your vessel will change the reading you get. The same is true of a wind speed indicator.

Instruments can be mounted: (1) at the forward end of the cockpit on the cabin trunk; (2) in a console which is an integral part of the optional main hatch box; or (3) on "pods" just forward of the steering wheel, if a steering pedestal is installed. You should select the location which suits you best.

28. RADIOTELEPHONE

Instructions for operation of the radiotelephone and for obtaining an operator's license are provided by the manufacturer. When your yacht is delivered the radiotelephone will be installed by Seafarer and be in operating condition, correctly tuned and with the antenna connected. Your radiotelephone is a convenience when plans change and a safety measure in case of emergency. For this reason it is separately fused and powered by a direct feed from the battery.

29. ROLLER REEFING /JIFFY REEFING MAINSAIL

Roller reefing provides an easy, quick way to reduce mainsail (or mizzen) sail area. First, head up into the wind and let the sheets go slack, then free the downhaul. Turn the boom to wind the sail on to it. As this happens the gooseneck will slide up the mast. When the gooseneck reaches the top of the track release the halyard sufficiently so that the boom will drop down into its previous position, then secure the halyard. This process is repeated until sail area is reduced as much as desired.

Crank operated roller reefing makes turning the boom much easier than manual roller reefing (standard equipment on Seafarer 22, 24, 29 and 31 Mark I), which requires that the boom be turned directly, but both systems produce the same result. Crank reefing is an option on all Seafarer yachts. Crank reefing gears should be lubricated periodically to keep friction to a minimum.

There are various versions of jiffy reefing, which is primarily a racing-oriented means of shortening mainsail area. It works as follows: A line runs from an eye on one side of the boom aft, up perpendicularly to a cringle located in the leach of the mainsail approximately 12% of the way up the sail, down perpendicularly to a cheek block on the other side of the boom, and forward to a winch located at the forward end of the boom or on the mast. Hooks are located at the forward end of the boom port and starboard, and there is a cringle in the luff of the mainsail corresponding to the cringle in the leach.

To reef, first the halyard is loosened so that the cringle in the luff can be engaged by one of the hooks at the forward end of the boom (or a fixed lanyard with a hook can be used for this purpose), then the halyard is re-tightened. Next, the line running through the leach cringle is pulled tight. This process can be repeated for larger reefs if there are additional pairs of cringles in the sail and corresponding lines with correctly located eyes and cheek blocks aft.

30. ROLLER FURLING JIB

This is a cruising convenience in that the jib or genoa can be furled without leaving the cockpit. However, a partially furled genoa is not an efficient substitute for a working jib and should not be so regarded.

Attach the swivel to the jib halyard shackle. Attach the bottom of the drum to the special deck eye aft of the bow chainplate. Attach the head of the sail to the swivel and the tack to the top of the drum. A special sail with a stiff luff wire is necessary.

The control line which operates the drum is led from the drum through the fairlead on the arm of the drum then through the fairleads on deck and back to a cleat on the starboard forward cockpit coaming. To unfurl, release the control line and pull the sheet. To furl, release the sheet and pull the control line. Make sure that the control line rotates the sail in the direction which tends to tighten the lay of the sail luff wire.

31. CLUB FOOT JIB

A club foot jib is self-tending while tacking and is a considerable convenience when sailing single handed or cruising with a short crew. If desired, roller furling gear can be used in conjunction with a club foot jib with a minor modification to the clew outhaul rig.

The forward end of the jib boom is hooked into the special eye on deck which is on the centerline approximately 3' aft of the bow. The club foot jib sheet boom block shackles to the eye on the underside of the boom near the aft end. The club foot jib sheet deck block shackles to the eye at the bottom forward side of the mast. Lead the jib sheet through the blocks and through the fairleads on the cabin top aft to the cleat just forward of the cockpit.

Attach the clew outhaul to the clew of the sail, using the shackle provided, then lead through the outhaul block, which is shackled to the eye at the top aft end of the boom, and forward to the cleat at the center of the boom top port side.

32. HINGED MAST STEP

To operate the hinged mast step first attach all standing rigging to the mast. Attach the backstay and shrouds to the chainplates, with turnbuckles open, before raising the mast. Position the base of the mast on the hinged mast step and secure the hinge pin.

Tie one end of the jib halyard to the jib tack eye using a rope extension, the other end is led to the jib halyard winch. Alternatively, one end is secured to the halyard cleat on mast, the other end is led through a block shackled to the jib tack eye and aft, using an extension, to a jib sheet winch.

First lift the mast off then deck as high as possible by hand, then pull the mast up the rest of the way by means of the jib halyard using the jib halyard winch or jib sheet winch. When the mast is up secure headstay and tune rigging.

33. VENTILATORS AND OPENING PORTS

Opening ports should be secured while sailing to avoid spray entering the cabin. Also, since ports are frequently positioned over berths they are usually closed if rain is anticipated overnight. The rubber gaskets on opening ports gradually deteriorate and must be renewed to avoid leaks.

To avoid these problems, provision is made on all Seafarerer yachts for Dorade (water trap) ventilators. These let in air at all times but do not let in water. This is accomplished by building a water trap box below the vent cowl. The cowl will let water and air enter. The trap in the box will allow air into the boat but water is discharged through a hole in the side of the box, hence back into the sea. In extremely rough conditions, use the snap-in closure cap provided to entirely seal the ventilator. Angle the vents for maximum effect depending on the prevailing wind. One vent should be set to extract air, the other to introduce air.

In addition, a cowl vent can be installed on the foredeck. This may be left in position, except in extremely rough conditions, provided it is set to extract air. If a few drops of water land in the forepeak (usually where the anchor rode is stowed) this will not be critical.

34. GALLEY STOVES

The most popular galley stove is the alcohol type. Alcohol is safe fuel in that when evaporated it is lighter than air and therefore leaves the boat. This is not true of gasoline or kerosene which are potentially dangerous in that their fumes are heavier than air and can collect in the bilge. However, alcohol stoves require care in starting, even if pre-heat tablets are used, and for that reason butane and electric stoves are sometimes selected.

Butane fuel presents the same hazard as gasoline and for this reason it is stored in a tank above deck and is shut off at both the tank and the stove when not in use. Electric stoves are convenient and present no fuel hazard but of course a shore connection or generator is required to power them.

Instructions for operation of stoves are provided by the manufacturer and should be adhered to.

35. ICEBOXES AND REFRIGERATORS

The traditional icebox is the best solution for almost all yachts. On most Seafarer designs a top-loading icebox is installed because this is the most efficient for conserving ice on long cruises.

We are often asked why there are no drains on Seafarer iceboxes. Here are the alternatives:

1. Let icebox drain into bilge. Result: a smelly bilge (and the water must be pumped overboard).
2. Do not provide a drain but provide a separate, installed icebox pump. Result: added expense for something many people do not want, and space in the icebox used up.
3. No drain and no pump. Result: water must be removed using a cup or other similar utensil (or a portable pump) with water being transferred into the sink to drain overboard.

We have picked alternative (3). You can have alternative (1) by drilling a hole and alternative (2) by installing a pump.

Conventional electrically operated refrigerators are of little use on boats since the temperature will rise inside them once the boat leaves dockside and power is removed. Normal batteries do not provide sufficient power to run refrigerators. Hold-over plates in conventional refrigerators have limited capacity and take up substantial space. The Cold Pump system which involves a large compressor driven directly off the engine (or indirectly by means of a generator and electric motor), a high capacity heat exchanger, a special box (usually divided into a freezer and a chill box) and large holdover plates is expensive but will provide satisfactory refrigeration if the system is run approximately one hour per day. This system is not practical in boats under 31' l.o.a.

36. 115 v. ELECTRIC POWER

115v. electric power can be used on a boat for galley stoves, water heaters, refrigeration, air conditioning and small appliances.

Shore power can be provided directly by means of a dockside cable. For safety reasons this must be a three wire grounded connection, all outlets must have a grounding receptacle and all 115v. electrical equipment used must be grounded. On all Seafarer yachts a polarity indicator light is provided which lights when power is connected and the polarity of the electrical connections on the boat does not match those on dock. If the light comes on, the connections must be reversed. All 115v. circuits on Seafarer yachts are provided with separate circuit breakers so that a short on any circuit will not blow the circuit breaker on the dock, thus shutting off all power to the boat.

37. HOT WATER/SHOWERS

Water can be heated on a boat using a water heater operating from a heat exchanger utilizing hot water from the inboard engine cooling system, or 115v. power, or both. Exchanger water heaters operate from engine heat when offshore. Electric water heaters operate on shore current while at dockside.

All Seafarer yachts 29' and over have provision for a shower. The shower operates through a single lever hot/cold/volume selector valve which is connected to the pressure hot and cold water system. A 12v. electric pump, operated by a push button in the toilet room, is used to discharge the waste water from a sump.

38. SHORE WATER CONNECTION

The fresh water system on your boat can be augmented by a shore water connection which operates while at dockside. Shore water is connected via a hose to a valve located in the cockpit which feeds the boat's hot and cold water systems via a pressure reducer. Unlimited water is available for use at dockside, however, the on-board tank is not filled since the water enters on the output side of the ship's pressure water system. A shore water connection cannot be used with a manual water system.

Do not leave the boat unattended with the connector valve in the cockpit turned on as any failure in any part of the ship's plumbing system will result in dockside water entering the boat and ultimately sinking it.

Opening the connector valve when the shore supply is not connected will provide water from the on-board system in the cockpit.

39. CABIN HEATERS

Cabin heaters using charcoal as fuel are a useful feature for cold weather cruising or overnighting and are available in several compact designs. They are vented through the cabin top using a small waterproof stack.

While at dockside 115volt electric heaters can be used. A small fan-powered type will quickly warm up a boat cabin.

40. LIGHTNING PROTECTION

The risk of your boat being struck by lightning is very small. Consequently, the rigging on your Seafarer yacht is not grounded (unless you have had this done by special order). Your insurance carrier does not require such grounding and there is no special insurance credit if you have it. Basically, there are two ways to provide lightning protection, permanent and temporary.

Permanent protection requires #6 bare copper cable leading from backstay, headstay and upper shroud chainplates directly, without sharp bends, to a copper plate on the exterior submerged surface of the hull at least one foot square in area and 1/2" thick. Do not install a lesser system, it will increase your risk of being struck, without providing adequate discharge.

Temporary protection can be obtained by using four lengths of 1/4" chain shackled respectively to the backstay, headstay and upper shrouds, led directly down outside the hull and into the water with their bottom ends submerged 2 feet. If you are caught out in an electrical storm, this system will give you excellent protection at minimal cost.

41. DECK LEAKS

All seals which depend on compound ultimately leak, no matter what the manufacturer of the compound says.

When leaking occurs, the source of the leak must first be identified. To do this, use a hose to selectively wet down specific areas of the deck on a progressive basis to determine the correct source of the leak. This is necessary because the entire underside of the deck of your Seafarer is covered by a one-piece fiberglass reinforced headliner molding. Water can run in the air space above this from the place where the water comes through the deck to the place where it enters the interior.

After the leak has been located, remove the fitting involved. If this is a window, the small screws in the outer frame will permit removal. Simply replace the compound around the entire frame and reinstall. Note that stanchion sockets and mooring cleats have fastenings that are glassed in. They cannot leak and cannot be removed. If the leak is under a wood part and the fastenings are plugged, remove the plug carefully so they can later be reinstalled when the part is replaced after new compound has been applied to the underside of the part.

42. CENTERBOARD REMOVAL

All centerboard Seafarer yachts incorporate Rediboardtm. This is a system which makes it possible to remove the centerboard without any possibility of leaks, whether the boat is in the water or out of it. This is accomplished by providing a fixed 1" dia. stainless steel hinge pin permanently glassed into the centerboard trunk, which is in turn an integral part of the fiberglass hull. In order to remove the centerboard, a stainless steel plate must be unscrewed from the outside forward end of the centerboard slot. This permits the board to swing further than it regularly does and makes possible removal of the board by pushing it upwards and forwards, then upwards and backwards. When this is done the board will come right out of the centerboard trunk. The whole operation takes less than five minutes. Thus, such chores as spring painting of the centerboard and centerboard trunk can be accomplished easily.

43. HOUSEKEEPING

All the interior surfaces of your Seafarer have been designed for easy housekeeping. All lockers have smooth, wipe-clean surfaces impervious to stains or marking. Wood surfaces are protected by 6 mil. of vinyl, vacuum formed and heat bonded at the Seafarer plant to provide permanent protection and easy wipe-clean maintenance. For the same reason medicine cabinets are one piece with glass shelves. The cabin sole is a single fiberglass unit with no crevices where dirt can collect. Normal maintenance can be done with a vacuum cleaner; a damp rag will take care of spills.

The carpet in your Seafarer is "Acrilan". It is not damaged by moisture but it should be brought out on deck periodically for drying. In wet going the carpet can be rolled up and stowed in a locker. Your cushion covers are "Herculon", a durable, treated fabric. Fabric is far superior to "Naugahyde" and similar vinyl material for berth covers in that it is more comfortable to sit or lie on, looks better, and does not pick up dirt as easily. The covers can be removed using the zippers provided if cleaning or repairs are required. The foam inside is not damaged by water but if it gets wet, the zippers should be opened to let air inside for drying.

All Seafarer yachts 24' and over may be ordered with a stainless steel garbage container with a lid and carrying handle situated inside a locker door in the galley. This can readily be removed for unloading. Most marinas and yacht clubs have convenient garbage disposal arrangements. If you keep your boat where a service is not available - or when cruising - you can take the garbage container ashore for disposal.

The non-skid pattern on the deck and cabin top of your Seafarer was carefully selected to be as easy as possible to clean. Stubborn stains or marks can usually be removed with acetone, which will not damage the surface if used as a cleaner. However, do not let acetone lie in puddles on the fiberglass surface.

44. LOCKING UP YOUR BOAT

All cabin hatches on Seafarer yachts have hasps or, in the case of forward and midships hatches, lock securely from inside. Brass padlocks to fit the hasps on all hatches can be supplied on order.

Outboard motors in Seafarer Instantilttm wells are protected from theft when the lazarette hatch is locked. On the Seafarer 22 and 24 the outboard motor should be padlocked to its bracket. If it is stowed inside the boat, any resulting gasoline fumes in the interior of the boat must be ventilated.

When leaving the boat raise the tiller to a vertical position so it will not chafe. Secure the main sheet from the boom to the jib sheet cleats port and starboard to prevent the boom swinging back and forth. All Seafarer yachts are equipped with a boom lift controlled from the base of the mast to hold the boom up at any desired height.

45. NAUTICAL CHARTS

Nautical charts provide information essential to safe navigation. No yacht should be navigated without reference to a current edition of a chart of the area being sailed.

The U.S. Coast and Geodetic Survey's compact, accordian folded, Smallcraft Charts are designed for convenient use on pleasure boats. They provide many special features such as large scale inserts of harbor areas, lists of available facilities, tide tables, current tabulations, weather data, course bearings and illustrations of whistle and distress signals. These are generally replacing the conventional charts for small craft use.

On the Seafarer 31 Mark II, 34 and 38 provision is made for a chart table and navigator's station for those who desire this. On other models the dinette table can be used as a chart table.

Large charts can conveniently be stowed under berth cushions, systematically arranged for easy reference.

46. FEDERAL DOCUMENTATION

All Seafarer yachts except the Seafarer 22 and Seafarer 24 centerboard model can be federally documented. This means that the owner has a federal title, not a state registration. Numbers are not displayed on the bow but the documentation number must be permanently fixed inside the boat according to specifications. When the boat is sold a federal document must be given by the purchaser to the buyer using the prescribed government form. Documentation is free but does not exempt the owner from any state sales taxes.

In order to document a new vessel, the owner must obtain a "Master Carpenter Certificate" from the builder. This is available free of charge from Seafarer, provided it is requested in advance of delivery, and will be given to the new owner when the boat is delivered.

47. WINTER STORAGE

The bottom of the boat should be thoroughly scrubbed immediately when the boat is hauled. This will save many hours of work later and, if done thoroughly, the surface will be ready for anti-fouling paint in the Spring.

All standing and running rigging, including fittings, should be carefully checked when the boat is hauled and worn parts replaced. All water must be drained from the tanks and piping, the engine, the toilet and the bilge. If a water heater is installed, this must be drained as must any water remaining in the bilge or fresh water pressure system pumps. Drain any water left in the inboard engine muffler. The toilet and engine or outboard motor should be prepared for lay-up in accordance with the manufacturer's recommendation. A winter cover will protect the boat during the winter, but make sure it sheds snow and ice and is secure so that it cannot damage the boat when caught by the wind.

Seafarer cradles are welded steel and have hull support pads which are adjustable on threaded posts. They will survive longer than wooden cradles and can be adjusted at all pressure points after the boat is stored for the winter to eliminate localized stress on the hull.

48. SHIP'S GEAR

Although an almost unlimited amount of ship's gear is available for your boat, only a few items are essential. The Safety Equipment group options available for each Seafarer yacht include the basic required gear. Other items are available in the Ship's Gear group option. A Seafarer representative would be glad to discuss the utility of any equipment item in your individual needs.

49. OPTIONAL EQUIPMENT KITS

Seafarer offers additional equipment in kit form for installation by the owner or a boatyard after the boat leaves the factory. This provides another way to spread out the cost of purchasing a boat, as an alternative to factory installation and financing. The list of additional equipment kits for each model is constantly being expanded and is available on request.

50. BIBLIOGRAPHY

The following is a short list of books which answer most of the basic questions connected with boat handling, cruising and racing. All are available by mail order from the Ship Shop, New York Avenue, Huntington, NY 11743. If you order by mail, please include 50¢ additional to cover postage and handling (per order).

- "Piloting, Seamanship & Small Boat Handling" by Chapman (\$7.95)
- "Sailing Theory & Practice" by C.A. Marchaj (\$15.00)
- "Royce's Sailing Illustrated" by Pat Roy (\$4.00)
- "The Woman's Guide to Boating & Cooking" by Lael Morgan (\$5.95.)
- "The New Yacht Racing Rules" by Robert N. Bavier, Jr. (\$5.95)
- "How to Navigate Today" by Marion Hart (\$2.50)
- "Handbook of Knots" by R. Graumont (\$1.75)

51. NOTES

(Enter additional information here)



WARRANTY PROCEDURE

Seafarer has a simple, effective warranty program. Our first objective is to eliminate trouble before it starts. To this end we ask you to visit our plant when your Seafarer is completed to make an inspection and advise us if you find anything wrong. Use the first section of our Inspection Report and Receipt (F88) for this. You should retain a copy. We will correct any reported defects prior to shipment.

Next, we ask you to inspect your Seafarer when it is delivered and, at this time, use both sections of the Inspection Report and Receipt form. You should also sign the Warranty Validation (F337). If you bought your boat through a Seafarer Factory Representative, he should be present when your inspection is made and should also sign the report and the Warranty Validation. Any item reported short on the inspection report will be shipped promptly. Our warranty requires that all claims for shortages be reported within 7 days of delivery, but if we know an item is short when we ship, we send a Delivery Shortage Sheet (F264) with the boat. Any items listed thereon need not be reported but will be sent freight prepaid as soon as they are available.

If you have a workmanship complaint which occurs after delivery, you should in the first place contact your Seafarer Factory Representative (if you bought your boat through one) or contact the factory for advice. It is possible that the problem can be solved by a minor adjustment. If, however, the problem cannot be solved in this manner, we will usually ask you to obtain an estimate from a boatyard for repair of the defect. You should also use a Warranty Claim (F293) to confirm to the factory that the problem exists. In some cases the boat must be returned to the factory.

When we receive the estimate from the boatyard, we will contact them promptly, usually by telephone. For this reason we need the name of someone to contact and a telephone number on all estimates. If we are satisfied that the claim is justified and the repair estimate is reasonable, we will immediately authorize work to proceed at our expense. We will be glad to discuss the problem by telephone with the boatyard to help them prepare an estimate if desired. When the work is done the boatyard should send their invoice to Seafarer with the signature of the owner thereon indicating that he is satisfied that the defect is corrected.

The exact wording of Seafarer warranty is incorporated in every Seafarer Customer Purchase Agreement. When a customer signs this Agreement he legally agrees to its terms.

"The yacht shall be fully guaranteed by Seller against defective performance arising from faults of workmanship and such guarantee shall extend for a period of one hundred eighty (180) days from date of delivery. This warranty shall further extend for an additional period of five hundred forty (540) days for any part of the fiberglass structure of the yacht defective by reason of faulty workmanship. Seller does not warrant parts not manufactured by the Seller which shall bear only the warranty of their manufacturer nor does Seller warrant paint, varnish, chrome, or gel coat finishes.

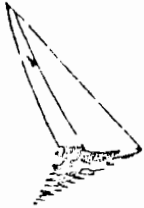
Seller will repair or replace, at its option, any part of the yacht found to be defective within the meaning of the above guarantee returned to it within the warranty period. Seller or its designee shall be free to inspect the yacht to verify any claim made by Buyer and may authorize, at its option, repair or replacement at any location which it deems expedient. Prior written authorization must be obtained from Seller for any work to be undertaken for which a claim under warranty is to be made.

The warranty referred to above, shall be in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on the part of the Seller, and Seller does not assume, nor does it authorize anyone else to assume on Seller's behalf, any other obligation or liability in connection with the sale or use of the yacht.

No claims for shortage shall be valid unless made within 7 days of delivery."

Please note that the owner is obligated under terms of the warranty to notify Seafarer of any claim and receive written authorization if he expects us to reimburse him for any expense involved.

In the case of boats sold by Seafarer Factory Representatives from stock and not used as a demonstrator, the period for warranty on workmanship starts on the date of delivery to the customer.



Seafarer

FIBERGLASS YACHTS INC

SAMPLE

760 Park Avenue • Huntington, New York 11743 • Phone 516-427-6670

475 - F88

OWNER INSPECTION REPORT AND RECEIPT

Owner name _____ Boat# _____

INSPECTION REPORT Date _____

I have inspected the above boat and find that it is satisfactory and complete both as regards the boat itself and all loose equipment, subject to the following exceptions:

RECEIPT

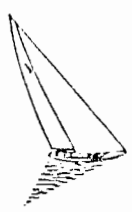
I have received the boat and loose equipment as specified above.

Owner signature

Instructions:

- (1) Use two copies.
- (2) Use this form for completion inspection and for inspection on delivery.
- (3) Owner write initials in appropriate boxes: Inspection Report section applies both when inspected on completion and when inspected on delivery; Receipt section applies only received on delivery.

SAMPLE



TO:

The Seafarer Fleet

760 Park Avenue, Huntington, L.I., N.Y. 11743 • Phone 516-427-6670

OWNER WARRANTY VALIDATION

1175-F337

Owner name _____

Address _____

City _____ State _____ Zip _____

Phone: Home _____ / _____ / _____ Office _____ / _____ / _____

Date of delivery _____ Type _____ Hull # _____

Statement by owner:

"I am satisfied with this boat and its equipment and with the service received from the Seafarer Dealer from whom I purchased this boat. I understand that by signing below the manufacturer warranty as specified on reverse side will go into effect"

(Date)

(Owner signature)

Dealer name _____

Address _____

City _____ State _____ Zip _____

- Check one: Delivered from dealer stock
 Delivered direct from factory

NAMEPLACE LETTERING REQUIRED (Maximum 20 characters and spaces)

Statement by Dealer:

"I certify that date of delivery specified above is correct. I have notified the owner to contact me if I can be of any help at any time"

(Date)

(Owner signature)

Instructions: Send to manufacturer when completed and signed. Nameplate with owner name specified above will be sent to owner by manufacturer (unless already supplied with boat).

NOTE: OWNER SIGNATURE MAKES WARRANTY EFFECTIVE. TERMS ARE SPECIFIED ON REVERSE.

COMPASS INFORMATION

Although Marine Compasses have been in general use for centuries, there still remains an air of mystery about them that concerns many skippers. In order to dispel some of this mystery and make the skipper more comfortable with his compass, we include below our answers to the most frequently asked questions about compasses. *

Question: Why do I need a compass on my boat?

Answer: If there is any chance you may run into fog, rain, haze or steer long courses over open water, get a good compass on board and learn to use it and rely on it in good weather. Until you have felt the unique bewilderment of being lost on the water you may not appreciate the need for an accurate compass. Be prudent, have your compass the first time that you need it. It will save you hours of anxiety and humiliation if nothing worse.

Question: Why do compasses have built-in error which must be corrected?

Answer: They don't! And this goes for all manufacturer's products. Error is induced or introduced by magnetic fields around the compass. After all, your compass is trying to follow the earth's very weak magnetic field. Objects in the vicinity of your compass may generate magnetic fields which are very strong. These stray fields will cause an error known as deviation which must be corrected. All OMM Powerboat compasses are equipped with built-in corrector systems to deal with this deviation. Sailboat compasses can also be so equipped.

A second source of compass error is known as variation. Variation is caused by the fact that the North Pole is not located at true north. On your charts of North America, you will find the variation for your area, and you can easily factor it into your navigation calculations.

Question: Why should I have my compass adjusted? It is somewhat expensive and anyhow, I can live with my deviation error.

Answer: As a rule of thumb, if errors exceed 7 degrees, they should be corrected for. True, if you don't compensate, you can create a deviation table for use in navigation. However, there will be certain courses in rough weather when an uncorrected compass with large errors will become erratic and "spin like a top" and be absolutely worthless when you need it the most. Again, when errors exceed 7 degrees, be sure to have your compass adjusted.

Question: Can my compass be adjusted to have no error at all?

Answer: In most cases the answer is no. Some error will remain necessitating the use of a deviation table. However, in most sailboats there will be no stray magnetic fields affecting your compass and you will be able to use a compass without correctors, or set your correctors to neutral and have no error to deal with.

Question: How should I care for my compass? It looks fragile and I'm afraid it will be ruined.

Answer: Your compass is a precision instrument and should receive proper care. On the other hand, it is well-built and doesn't need kid glove handling. Following a few simple rules will provide assurance of years of dependable use.

1. Choose a location for your compass where it will not be stepped on or bashed by spinnaker poles or boarding ladders, etc.
2. Clean your compass with fresh water only. Do not dry wipe a dirty dome or use salt water. The acrylic or Lexan[®] used in compass domes is strong but will scratch readily.
3. Store your compass inside in the winter. While your compass does contain an expansion system, leaving it outside in winter, or overly exposed to blazing sun in summer does not do it any good.

Question: What will throw my compass off even after I have had it adjusted?

Answer: Many things. You must constantly pay attention to objects brought on board and left in the vicinity of the compass while you are navigating. Portable radios, steel tools, C-B radios, etc. By the way, a so-called "aluminum" beer can with seams, set next to your compass, can throw it off 20 degrees or more; try it some time. Repeat, be careful what you place near your compass.

* For a comprehensive understanding of compasses, we recommend "How To Adjust Your Own Compass" by K. W. David & Associates, Sandusky, Ohio.

BASIC KNOTS AND HOW TO TIE THEM

OVERHAND KNOT



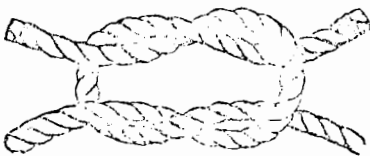
Use: mostly with string and wire, to keep it from pulling through a hole, pulley, or loop of another knot.

FIGURE EIGHT KNOT



Use: primarily, to keep the end of a rope from running through a block.

SQUARE KNOT

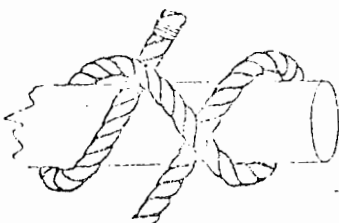


Use: largely for package tying, or wherever a simple knot is needed to join two ropes of equal size.



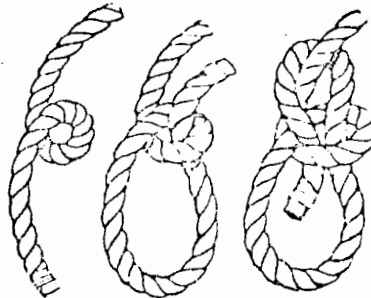
NOT THIS—a granny knot

CLOVE HITCH



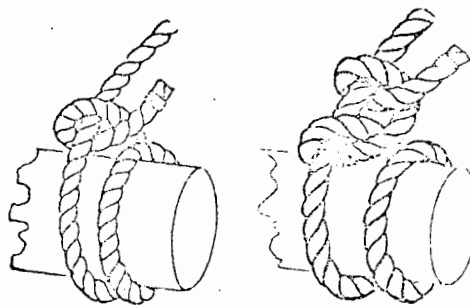
Use: to fasten a rope around an object. When tied at the end of a rope, a half hitch should be added around the standing part.

BOWLINE



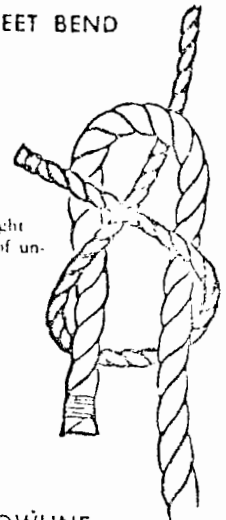
Use: anywhere a loop is needed which will not slip, as for mooring a boat.

ROUND TURN AND TWO HALF HITCHES



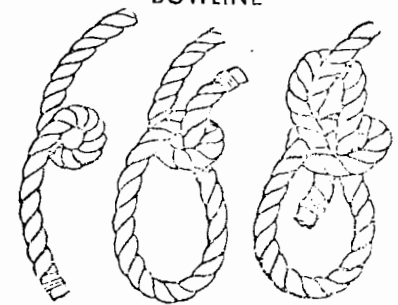
Use: wherever the end of a rope is to be fastened around a spar, or ring.

SHEET BEND



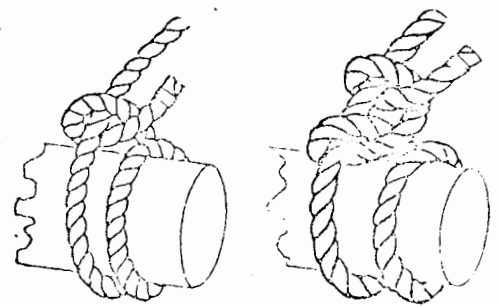
Use: to join two light ropes or two ropes of unequal size.

BOWLINE



Use: anywhere a loop is needed which will not slip, as for mooring a boat.

ROUND TURN AND TWO HALF HITCHES



Use: wherever the end of a rope is to be fastened around a spar, or ring.

EYE SPLICE

Use: In the end of a rope for mooring.



1—In brief, the eye splice is made like the short splice, except that only one rope is used. First step is to unlay the end of the rope for a short distance.



2—Form the desired size loop. Take middle strand of unlayed end and tuck through any strand of the "standing" part of the rope. Take adjacent strand marked "2" in picture. Pass over strand under which "1" is tucked, then pass under adjacent strand of the "standing" part.



3—Tuck remaining strand through last strand of the "standing" part of the rope, on other side.

4—Tuck each strand alternately over and under, as in the short splice, working against the lay of the rope. Taper off by halving the varns on the last two tucks.

5—Pound and roll. Then cut off remaining strands close to the rope.

BASIC FACTS ABOUT LIFE PRESERVERS

Why Carry Life Preservers?

Your life and those of your friends and loved ones may depend on use of life preservers. The ability to swim does not absolve this need. For your safety the law requires that no person shall operate or allow any person to operate any vessel unless such vessel has an approved life saving device (life preserver) for each person on board.

"Approved" Lifesaving Devices

An approved lifesaving device is one which meets the safety standards established by the United States Coast Guard.

General types which the Coast Guard has approved:

- 1) "Life Preserver". This term is used technically to identify the jacket type, which is worn like a coat.
- 2) "Ring Buoy". A circular type fitted with a grabrope permitting a person to maintain his hold.
- 3) "Buoyant Vest". Horse collar type, and worn like a bib.
- 4) "Buoyant Cushion". This type is both a cushion and a lifesaving device. The straps assist in tossing and provide a handhold.

Approval is shown on a tag or by a stenciled marking. This tag or marking shows the name and address of the manufacturer and the U.S. Coast Guard approval number. If the equipment is damaged, torn, rotted, or otherwise unserviceable, the equipment loses its approval despite the stencil or tag showing approval.

What is the Best Device?

That depends on your needs.

Life preservers give excellent flotation and are the type most generally in use.

Buoyant vests with collar or bib are designed to keep the user's head above water even if he is unconscious. This makes them especially good for children or nonswimmers.

Buoyant cushions are handy, and are generally available to toss to a person who has fallen overboard. However, they should not be worn on your back, as this would tend to force your face down.

Ring buoys may be used with lines attached to haul in the rescued person. Ring buoys may also be equipped with lights, which help in rescues after dark.

The life preserver is one of the most important pieces of safety equipment in boating. Treat it as such. Have every passenger check and try on his or her life preserver to make sure that he or she knows how to use it. Anyone who cannot swim should wear a preserver at all times when near the water and while the boat is underway.

BASIC FACTS ABOUT MARINE FIRE EXTINGUISHERS

Why Carry Fire Extinguishers on Boats?

Fire aboard your boat can result in explosion and heavy damage, or even in its total destruction. Most fires on boats are caused by ignition of fumes from gasoline or similar fuels. For your safety, the law requires that all boats having motors shall carry fire extinguishers of a type prescribed by the U.S. Coast Guard.

What Fire Extinguishers Have Been Approved For Boats?

The U.S. Coast Guard has approved the following three types for use in motor-boats:

- 1) Carbon Dioxide (CO₂) - This type is best in closed areas. It is effective on electrical and flammable liquid fires. It is not harmful to food or clothing.
- 2) Dry Chemical - This type is good in both open and closed areas. It is also effective on electrical and flammable liquid fires.
- 3) Foam - This type is good in both open and closed areas. It is effective on both ordinary combustibles and flammable liquid fires. It is not recommended for use on electrical fires.

Coast Guard approval is shown in two ways: The fire extinguisher will bear a label of the Underwriters Laboratories, Inc., indicating it has been inspected and tested for marine use and meets the U.S. Coast Guard type and size requirements. Or it will be labelled as "U.S. Coast Guard Approved".

Some Types of Fire Extinguishers Are Not Approved

Fire extinguishers using Carbon Tetrachloride or other toxic vaporizing liquids are not approved by the U.S. Coast Guard for marine use because their vapors are harmful when inhaled. Why not use water to put out fires on boats? Water is fine for wood, mattress, or rag fires. However, when used to fight gasoline or oil fires, it may spread the fire because these fuels float on water and will flow with it.

Care of Fire Extinguishers

Fire extinguishers must be checked and recharged immediately after use, and at periodic intervals.

Foam extinguishers should be inspected, and recharged annually.

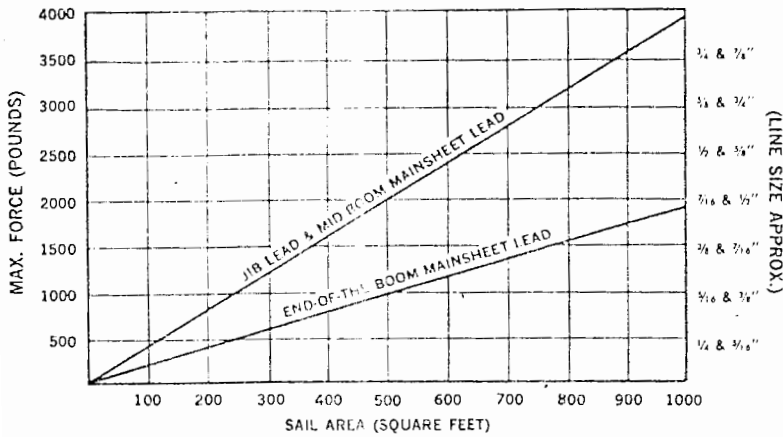
Dry Chemical extinguishers of the pressure gauge type should be checked annually for any indication of leaks, usage or damage.

CO₂ extinguishers must be recharged whenever the loss of weight is 10% or more of that shown on the container.

Fire extinguishers can be checked and serviced by regular fire extinguisher service companies. These are listed in the yellow pages of your telephone directory.

LINE LOAD AND STRENGTH INFORMATION

MAXIMUM FORCE ON SHEETING GEAR VERSUS SAIL AREA



(STRENGTH)

DIAM.	1 x 19 STAIN- LESS STEEL	7 x 7 STAIN- LESS STEEL	7 x 19 STAIN- LESS STEEL	DA- CRON	NYLON	MANILA
1/16	500 8.5	480 7.5	500 7.5			
3/32	1200 20	920 16	1050 16			
1/8	2100 35	1700 28.5	1760 29			
5/32	3300 55	2600 43	2400 45			
3/16	4700 77	3700 62	3700 65			
7/32	6300 102	4800 83	5000 86			
1/4	8200 135	6100 106	6400 110	1650	1650	600
5/16	10300 170	7600 134	7800 139			
3/8	12500 210	9100 167	9000 173	2500	2500	1000
7/16	17500 300	12600 236	12000 243	3700	3700	1350
1/2	22500 400	16500 342	16300 356	5000	5000	1750
5/8	30000 530	21300 440	22800 458	6400	6400	2650
3/4	36200 640	26600 550	28500 590			
7/8	47000 825	32500 680	35000 715	10000	10000	4400
	67500 1190	45500 970	49600 1050	12500	14000	5400
	91400 1620	60200 1320	66500 1430			

Dock Lines ...

Boat Length	Dia.	Bow Line Length	Stern Line Length	Spring Line Length
up to 20'	3/8"	20'	10'	15'
20-30'	1/2"	25'	15'	20'
30-40'	1/2"	30'	20'	25'
40-70'	5/8"	35'	25'	30'

Anchor Lines ...

Boat Length	Power		Sail	
	Line Length	Line Size	Line Length	Line Size
up to 20'	75'	3/8"	100'	3/8"
20-25'	150'	3/8"	150'	3/8"
25-30'	200'	1/2"	200'	1/2"
30-40'	200'	1/2"	200'	1/2"
40-50'	250'	5/8"	300'	5/8"
50-70'	300'	3/4"	350'	3/4"

bold face: breaking strength (lbs.)
italics: weight per 1000 ft. (lbs.)

NORTH AMERICAN YACHT RACING UNION

Offshore Equipment Lists

1970

Introduction

The purpose of these lists is to establish uniform minimum equipment and accommodations standards for offshore racing events throughout North America. The lists are intended to provide uniform racing. Their use does not limit or reduce the complete and unlimited responsibility of the owner or master for the seaworthiness and safety of the yacht.

These lists are not intended to replace, but merely to supplement requirements established by governmental bodies, the Racing Rules, and the Measurement Rules. Owner's attention is called to restrictions on location or movement of equipment contained in Measurement and Racing Rules.

All equipment must function properly, be readily accessible and be of a type, size and capacity suitable and appropriate for the intended use and the size of the yacht. It is expected that all equipment and accommodations will meet modern standards of safety and good seamanship and current practice.

As a convenience, Race Committees may avail themselves of these lists to establish minimum equipment and accommodations by reference to the appropriate list in race circulars.

Definition of Offshore Racing Class Yacht

Offshore Racing yachts shall be self-righting hulls strongly built, properly rigged and ballasted, fully seaworthy and meeting the standards set forth herein.

Classification of Offshore Events

The detailed equipment and accommodations standards have been arranged in groups to conform to four categories of offshore of offshore events as follows:

1. Long distance offshore races in open ocean where the vessel must be completely self-sufficient - perhaps for extended periods - and capable of withstanding heavy storms.
2. Distance races of extended duration along shoreline or in large, relatively unprotected bays or lakes which require a high degree of self-sufficiency of crew and yacht.
3. Medium distance races which extend across open water which is relatively protected.
4. Short day or overnight races close to shore and in relatively warm protected waters.

Recommended Minimum Equipment and Accommodations Standards

Group A - Hull and Cabin

1. Completely strong and watertight hull capable of withstanding solid water and knockdowns without significant leakage.
2. Hatches, companionways and ports essentially watertight and capable of being closed securely with strong hardware.
3. Structurally strong, essentially watertight, self-bailing cockpit permanently incorporated as a structural part of the hull.
4. Cockpit companionways, if below main deck level, capable of being blocked off to deck level by solid, essentially leak proof and rigidly secured, if not permanent means.
5. Maximum cockpit volume over lowest coamings not to exceed $6\% \times \text{LOA} \times \text{Max Beam} \times \text{Freeboard Aft}$. Cockpit floor at least $0.02 \times \text{LWL}$ above LWL.
6. Cockpit drains adequate to drain cockpit quickly and not less in combined area than the equivalent of two $3/4"$ diameter drains. Yachts built after 1-1-71 must have combined area of drains not less than the equivalent of four $3/4"$ drains.
7. Rigid and strong coverings available for all windows more than two square feet in area.
8. Seacocks or valves on all underwater openings except for integral deck scuppers. This does not apply to openings in the hull to accommodate the shaft, speed indicator, depth finder, etc. However, a satisfactory means of closing these openings shall be provided when it becomes necessary to do so.
9. Life lines and pulpits:
 - a) Fixed bow pulpit (forward of headstay) and stern pulpit (unless life lines are arranged in such a way as to adequately substitute for a stern pulpit). Pulpits and stanchions must be thru bolted or welded. Taut double life lines with upper life line of wire to be secured to pulpits and stanchions. Pulpits and upper life line must not be less than 24" above the deck at any point. Stanchions shall not be spaced more than 7 feet apart, except in the way of shrouds when life lines are permanently attached to shrouds. Lower life lines need not be extended through pulpits. Life lines need not be affixed to the bow pulpit if they terminate at or pass through adequately braced stanchions 24" high set inside of and overlapping the bow pulpit.
 - b) Bow pulpit at least 18" above the deck.
 - c) Taut single wire life line securely attached with a minimum height of not less than 18".

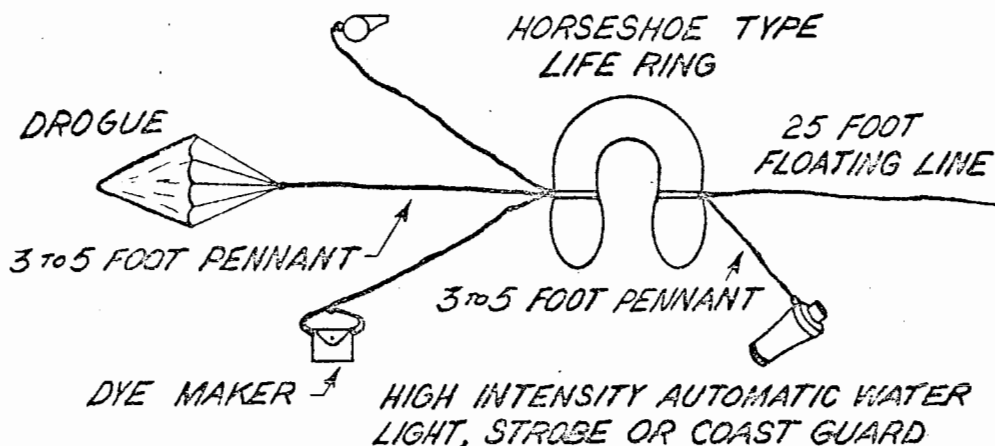


Note: Circle indicates item applies to that category

APPROVED MAN OVERBOARD GEAR

Suitable for all classes of Offshore Events

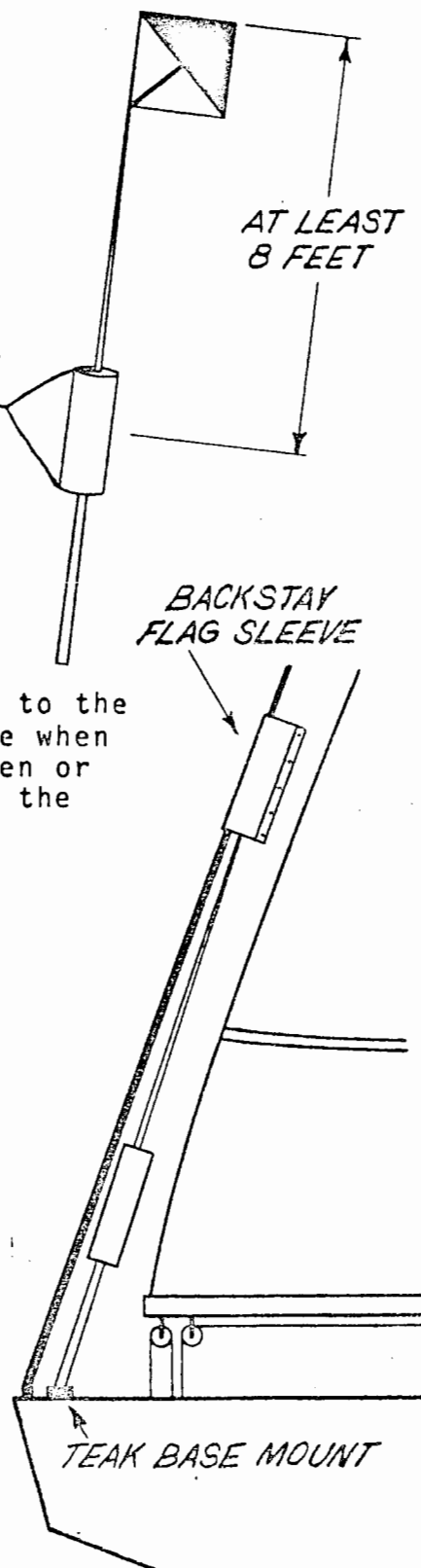
REFEREE TYPE WHISTLE



1. The Man Overboard Pole is most easily mounted to the backstay. Although the pole presents more windage when mounted in a vertical position, it cannot be broken or foul lines as often happens when it is mounted on the lifelines or deck.

2. The horseshoe life ring and additional gear is usually mounted on the stern pulpit ready for immediate use.

3. It is important that all Man Overboard gear be readily available in an emergency, however, not so loosely attached that it might break away from it's mountings in rough conditions.



How far does your imagination reach when you dream of real sailing? The Seafarer 26 can take you there. She's one of the best designed boats in the world. She'll live up to any challenge you can set... and more.

She is an easy boat, easy to handle, easy to maneuver, easy to live with. A compact craft, yet with all the basics and many luxuries built into her trim lines.

McCurdy & Rhodes conceived her to perform and she does. She's graceful and sleek, balanced and beautiful and handles with the subtlety and precision of a finely honed machine. She's where speed and adventure begin—and where the world opens up. She is yours to command.

TOPSIDE: The Seafarer 26 exterior is handsome; a sailor's boat with wide, safe side decks angled to be horizontal to windward while under sail. Everything about her deck layout has been thought out and perfected. All deck hardware is corrosion resistant, through-bolted and glassed over inside to prevent leaks. The cabin trunk is low and streamlined for full cockpit visibility. She has teak handrails, non-skid decking and Dorade boxes for all-weather, below-decks ventilation.

Her cockpit is exceptionally large, 7 ft. long, "T" shaped, ideal for pedestal or tiller steering. A vented compartment under the aft seat is designed to house 2 outboard fuel tanks... or life preservers if Diesel inboard power is ordered. Two large port and starboard cockpit lockers put your sail inventory right at your fingertips. High, wide cockpit coamings are angled for comfort and sturdy enough to support all the winches and hardware you could desire. The bridge deck has a recess for a full-width traveller.

If you want to race in this 26' sailing machine, McCurdy & Rhodes have seen to it that everything you need is there. But if you want to cruise, relax, take a leisurely sail to anywhere—you've got one of the most comfortable, versatile and livable deck layouts on the water.

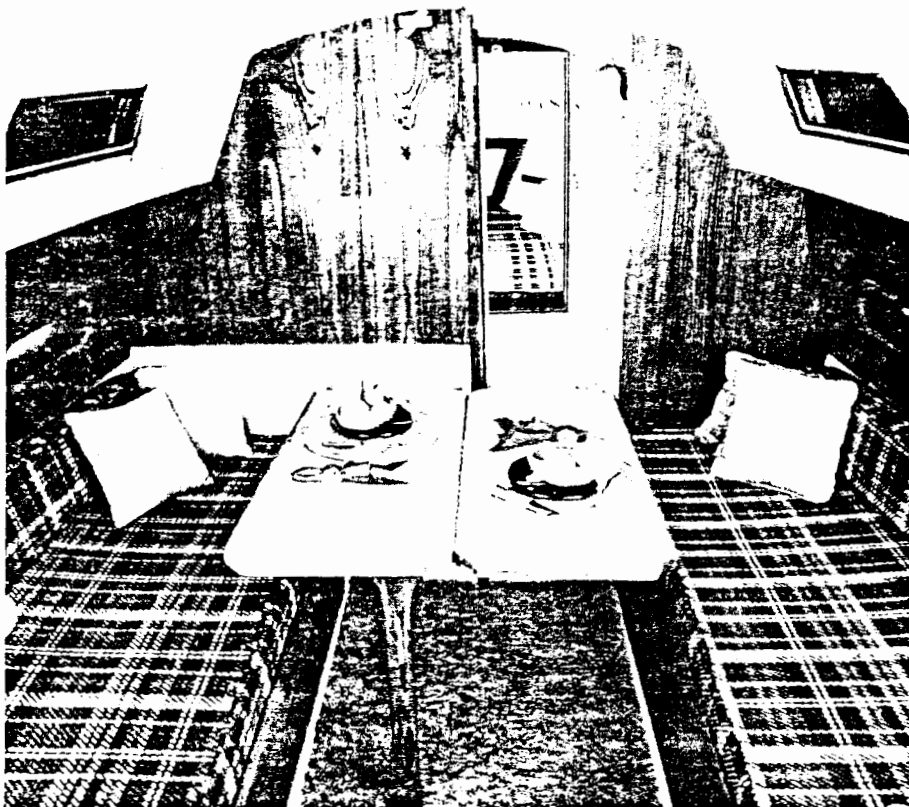
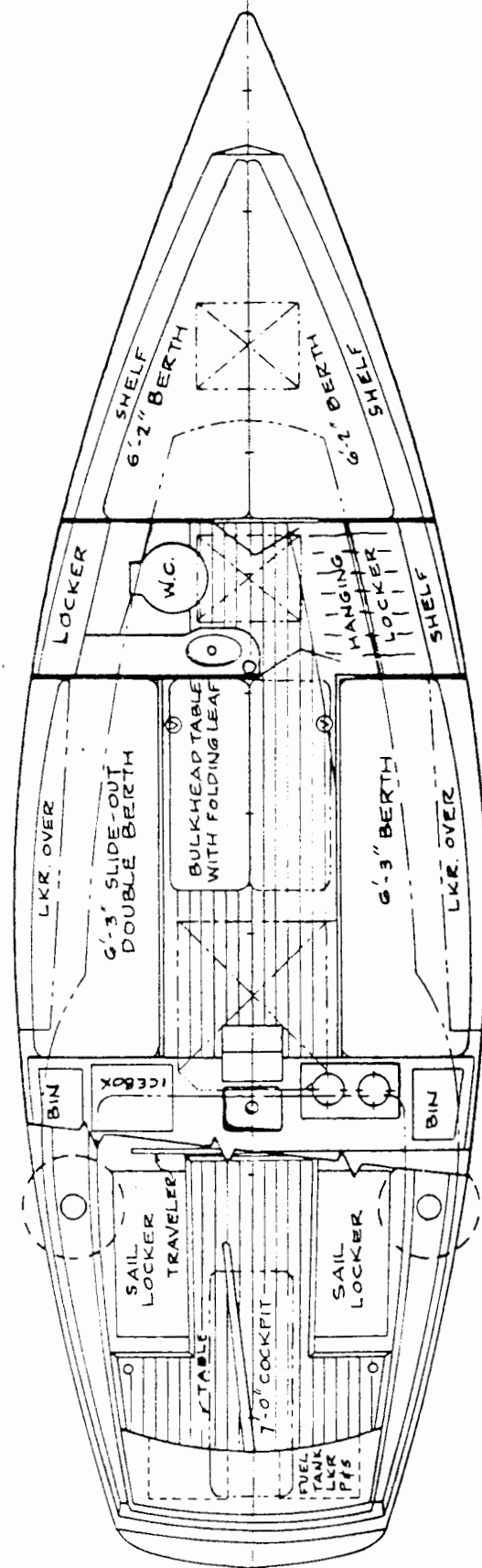
BELOW DECKS: The 62" double berth in the forward cabin is exceptionally roomy and can easily accommodate 2 adults or 3 children. Plenty of light and air enter through the hinged forward hatch. Optional port and starboard shelves make this a comfortable, cozy space. The anchor rode stores just ahead in the forepeak.

Moving aft is the toilet/dressing room area, which can be separated from the two cabins by optional doors. It is exceptionally large. There is a vanity with wash basin, 30" starboard hanging locker and room for a separate locker for toilet items. A hot/cold shower is optional.

Now, to the main cabin. It is large, luxurious and beautifully laid out. To port is a 6'3" slide-out double berth; to starboard is a single comfortable berth. A bulkhead mounted table transforms the cabin into a large dining area. Unfolded, the table makes an excellent chart table, yet it stores against the bulkhead when not in use.

The galley runs the full width of the ship and puts everything required for meal preparation within arm's reach. Starboard is a 2-burner stove, on centerline a big stainless steel sink and off to port a large icebox. Storage is excellent with recessed bins port and starboard for cooking utensils and tableware, a glass rack and shelves.

The Seafarer 26 is for sailing—as far and as wide as you dare. In heavy weather she's strong and stable, built to endure oceans. Yet she's quick to respond, easy to handle and fast as they come. A boat to live with, to enjoy. She can open up the world for you.



McCurdy & Rhodes

Seafarer designers McCurdy & Rhodes are two of the most respected marine architects in the world. Their names are known in racing circles everywhere for having produced,

among many others such famous winners as VELLATRIX, CARINA and KAHILI—a record of success that has made McCurdy & Rhodes a racing legend. But this team is recognized for more than just racing. Their design versatility is illustrated by a variety of high performance cruising sailboats up to 96' L.O.A. that are known for their ease of handling, safety and unparalleled passage making speed.

Seafarer Laminar-Flow™ Design

Seafarer Laminar-Flow™ design, created by McCurdy & Rhodes, is the epitome of modern design thinking whose objective is to obtain all out performance, safety and seaworthiness at sea. Seafarer Laminar-Flow means minimum wetted surface for coasting along in a breeze you can hardly detect; yet, at the same time, as a result of high ratio stability and efficient, balanced steering—it means solid, positive control the roughest and windiest conditions. Advances in naval architecture have been plentiful in the past few years; Seafarer's Laminar-Flow designs have set new standards of performance speed and handling that continue to keep Seafarer well out in front.

Girder-Bonded™ Fiberglass Structure

Seafarer pioneered the fiberglass sailboat 20 years ago and has been perfecting and improving its advanced fiberglass techniques ever since. All Seafarer hulls are hand laid-up using alternating layers of mat and woven roving fiberglass. This is combined with a computer developed, advanced technology polyester resin to provide one of the highest glass-to-resin ratio structural laminates in the industry. The resulting reduction in drag producing deadweight not only yields superior impact strength but also allows McCurdy & Rhodes to design better performance into the boat. The interior is an equally advanced concept—a light weight one piece fiberglass unit which combines with the hull to produce a unified high strength structure. Last, but by no means least, is the famous

Seafarer hull/deck joint, a reinforced integral fiberglass girder around the entire sheer line. This superior hull/deck joint is permanently leak proof and virtually indestructible and is, like the entire Seafarer fiberglass structure, guaranteed for as long as you own your boat.

Shoal Draft Model

The Seafarer 26 is available in high performance (illustrated) and shoal draft models. Steering configuration is unchanged on the shoal draft model, but the keel depth is reduced with consequent upwind performance reduction.

Trail 'N Sail

Notwithstanding the sales talk you may have heard from swing keel/centerboard salesmen, fixed keel boats will trail and launch easily. Their concentration of lead in the keel keeps them rock stable in transit. A trailer rolled into the water at the end of 30' rope connected to your tow vehicle makes an ideal, no-hassle float-off/float-on launcher. And, most important, nothing equals the safety, stability and sailing performance of a fixed keel boat.

