

S2 7.3

STANDARDS

HULL & DECK 100% hand-laid fiberglass hull, 100% hand-laid fiberglass deck w/balsa core sandwich construction, internal lead ballast, horizontal hull/deck joint, S2 custom non-skid deck and cockpit surfaces, large cockpit w/contoured seats and backrest with two drain scuppers, exposed fuel tank cockpit locker w/hasp, large lazarette locker w/hasp, spade type rudder, teak weather-grooved bentboards, black anodized toe rail track, and a chrome plated bronze tiller head w/H & L varnished laminated tiller arm.

CABIN S2 exclusive: Six large weather-tight, bronze smoked acrylic main cabin windows, S2 clear acrylic foredeck hatch-double hinged & double dogged, S2 translucent acrylic sliding companionway hatch w/S.S. safety hand rail with brass lock, bi-fold hinged dinette table, "First mate approved" fabric covered foam berth cushions for four (choice of 2 colors), removable rubber-back cabin sole carpeting, six large under-berth storage lockers, forepeak locker w/teak floor and trigger lock, vinyl foam covered backrest cushions w/storage compartments in main salon, solid teak trim throughout cabin interior, S2 exclusive: moisture and mildew resistant hull and headliners.

GALLEY Cabinetry w/two storage doors, stowaway stove, S.S. sink w/hand pump and 15 gallon water tank.

HEAD Privacy area for future head w/bunk extension cover.

SAILS "North" mainsail with single reef, "North" 100% working jib.

SPARS, RIGGING & FITTINGS Heavy duty S.S. chain plates w/custom forward stem head plate, four 6" marinium cleats, two #7 Lewmar primary genoa sheet winches, genoa sheet blocks, genoa winch handle, Nicro Fico jib tack snap shackle, complete Samson "Yacht Braid" for running rigging and "XLS Halyard Braid" for halyards, 4:1 mainsheet system, mainsheet traveler system w/rubber cushioned adjustable stops, 2:1 Cunningham system lead off to cockpit, complete S.S. standing rigging — 5/32" 1 x 19 cable with #5 S.S. turnbuckles w/lock nuts, "Kenyon" black E.S.P. coated masthead spar, internal reef system, internal 3:1 outhaul system, internal halyards lead to aft cockpit, tubular shaped spreaders, S.S. hinged mast base for stepping ease, S2 burgee.

SAFETY Six custom S.S. lifeline stanchions thru-bolted w/S.S. back-up plates, with single lifeline cable and Pelican hooks, custom S.S. bow pulpit w/welded bases and thru-bolted, international navigation lights, master battery switch w/battery box, interior lighting package, S2 exclusive: 7" long recessed, "non-trip" teak hand rails w/S.S. supports.

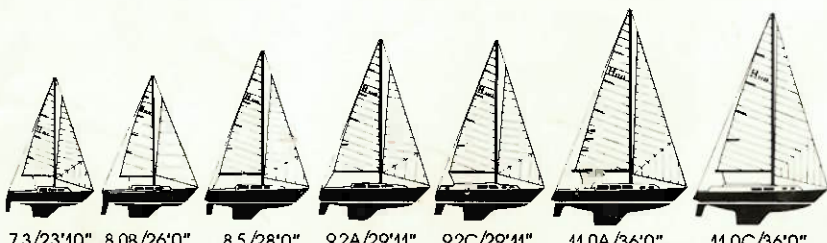
HULL/DECK COLORS White hull & deck, standard. Optional: Laguna Sand hull & deck; Khaki/white; Navy/white.

SPECIFICATIONS:

L.O.A.	23'10"
D.W.L.	18'6"
Beam	8'0"
Shoal Draft	2'10"
Deep Draft	4'0"
Displacement	3250 lbs.
Ballast Lead	1300 lbs.
Sail Area	251 sq. ft.
Mast Height Above D.W.L.	31'8"
Headroom	5'0"
Cockpit Length	6'10"

This brochure is based on product information current at the time of publication. Some boats pictured may show equipment other than standard. Because of continuous product improvement, S2 Yachts Inc. reserves the right to change specification, equipment, and color schemes or discontinue models at any time without notice or obligation.

©1984 S2 Yachts Inc., Holland, MI 49423



STANDING RIGGING All stays and shrouds are 5/32" oversize when compared to the industry as a whole, and all swaged to Johnson turnbuckles with safety locking rings — standard

COCKPIT VISIBILITY Comfortable cockpit depth and low profile cabin top are engineered for clear non-obstructed pilot visibility.

HULL AND KEEL CONSTRUCTION The S2 7.3 hull and keel are one piece as any great fiberglass yacht should be. At S2, tooling and mold-making are top priority. Then they're hand-laid with layers of fiberglass and resin for maximum glass to resin ratio. When the hand-laid hull is completed, the 1300 lb. lead ballast is lowered into the keel. Then a special epoxy resin is poured around and over the lead ballast, completely sealing and encapsulating the ballast as part of the hull/keel.

RIG The 7.3 carries a masthead rig which was designed to be structurally very sound, yet maintaining performance without sacrificing ease of handling. The main sail is a large portion of the sail area. This gives good performance on and off the wind, and also allows control of power by easily reefing the main, therefore minimizing headsail changes.

SAILS Standard North mainsail with single reef and 100% working jib. These are not made to a separate set of standards, they are the product of North's design and uncompromising standards through computer research.

LIFELINES AND STANCHIONS Lifelines are covered stainless steel cable. Stanchions are stainless steel with reinforced, S.S. welded bases moisture sealed and thru-bolted with S.S. backup plates.

BOW RAIL/PULPIT is custom made of stainless steel and the welded S.S. bases are moisture sealed and thru-bolted.

UNDERBODY The S2 7.3 has achieved a blend of performance features coupled with forgiving sailing characteristics for cruising. The hull itself is beamy, giving inherent stability with a large interior volume. The fin keel shape allows the boat to perform as well on the wind as off the wind. The spade rudder and gives added performance because of an ample area and shape plus structural integrity and its sound construction. Incorporate all of these features into one hull and it equals the greatest possible performance with sailing ease.

DECK As on all S2's, the deck is 100% hand-laid with balsa core sandwich construction. Also on all S2's the carefully planned non-skid areas are all moulded-in, not only that but different textures for different areas and purposes.

MAIN COMPANIONWAY HATCH The acrylic hatch has stainless steel reinforcement/handrail. Brass lock and weather-grooved solid teak bent boards complete the entry.

SIX CABIN WINDOWS Exclusive with all S2's, bronze acrylic windows are set in a special silicone sealant which virtually eliminates leakage due to the perfect seal created.

MAST BASE Custom stainless steel hinged mast plate.

RECESSED SAFETY HANDRAIL The solid teak rail is full cabin length, recessed into the cabin top and attached to S.S. supports.

FORWARD DECK HATCH S2's clear, flush, acrylic, double-hinged and double-dogged.

STEM FITTING Custom S2 stainless steel stemhead fitting.

FOUR MOORING CLEATS 6" marinium, thru-bolted with S.S. chafing plates.

COCKPIT Large self-draining cockpit is carefully planned and has textured, contoured seats. One cockpit locker is exposed for fuel storage. The other is a large lazarette locker.

GENOA SHEET WINCHES Two #7 Lewmar primary genoa winches with handle.

HULL/DECK JOINT Joining the hull & deck is the S2 Horizontal Lap Hull/Deck joint sealed and screwed with non-corrosive screws. A rigid crash rail and low rail/genoa track are placed over the hull/deck joint and thru-bolted again. The final result is an aluminum low rail, rigid crash rail, and double fastened hull/deck joint around the entire boat.

S2
YACHTS®
7.3

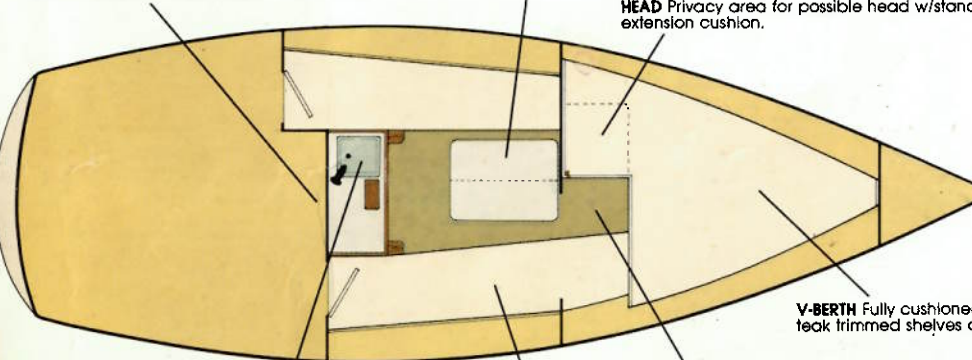




MAIN COMPANIONWAY With the first step through the wide companionway, one cannot help being impressed with the more than ample headroom and roomy openness of the 7.3 interior. Typically S2, you are surrounded by a graceful blend of mellow teak, carefree carpet, attractive mold & mildew resistant headliner and hull liner, and designer fabrics.

DINETTE Large table serves both sides when down. It is bi-fold hinged and takes only inches of space when attached up to bulkhead.

HEAD Privacy area for possible head w/standard berth extension cushion.



GALLEY Teak trimmed cabinetry w/two storage doors, stowaway stove, S.S. sink w/hand pump and 15 gallon fresh water tank.

V-BERTH Fully cushioned berth with storage under and teak trimmed shelves on port & starboard.

CABIN SOLE Removable rubber-backed carpeting (optional teak & holly floor is available).

LOUNGE SETTEE/BERTH S2 excellence is apparent in the comfortable lounges. Scotch-guarded fabrics are available in a choice of two designer colors. Storage areas under and behind cushions.

Now you don't have to choose between a 24-footer with the spirit, energy, and versatility for spur-of-the-moment fun and a small yacht with the tough constitution and serious rig for longer cruising. 7.3's got it all.

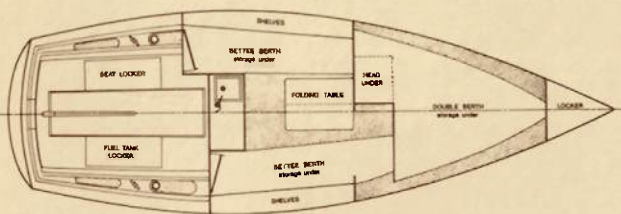
As an exhilarating daysailer or weekend cruiser, she offers a big, dry, comfortable cockpit that seats a daytime crew of eight, with a sociable teak trimmed interior that includes a standard dinette. Her wide beam and stiff, rugged hull mean she's stable and exciting to command, and she's outfitted and rigged for maximum efficiency, with all lines leading aft to the cockpit for optimal sailing ease. The optional shoal keel makes her a breeze to launch and trailer. She's trim and stylish, with the same clean lines and profile as her classic 30-foot cruising sister, the 9.2A.

That's why it should come as no surprise that the 7.3's also a substantial cruising sailboat. She's primed and ready for bluewater adventure just the way she is. Storage abounds in her hospitable, low-maintenance interior that sleeps a crew of four on plush upholstered berths. Sink and water system come standard. Her well-proportioned hull configuration and superb keel shape keep her stable and supremely responsive even in heavy air. She's proven her stamina and strength time after time in punishing weather from the Gulf Stream to the Great Lakes. The unsurpassed S2 construction and design heritage gives her toughness and weatherability plus lasting quality you can count on, in rough seas or at resale time.

S2 7.3 Daysailing excitement and cruising capability come standard. The option is yours.

SPECIFICATIONS:

L.O.A.	726cm	23'10"
D.W.L.		18'6"
Beam		8'0"
Draft:		
Shoal Draft		2'10"
Deep Draft		4'0"
Displacement:		
Shoal Draft		3,250 lbs.
Deep Draft		3,250 lbs.
Ballast Lead		1,300 lbs.
Sail Area		251 sq. ft.
Mast Height: Above D.W.L.		31'8"
Headroom		5'0"
Cockpit Length		6'10"



Dear S2 Owner:



All of us at S2 Yachts join me in telling you how pleased we are that you selected one of our products as your boat. Your S2 has been designed, engineered, and built with care and precision, as you undoubtedly noticed when you were making your purchase decision.

The following information in this, your owner's manual, has been assembled to assure you the maximum of use and sailing pleasure while aboard your S2 yacht.

Please let me include this personal notation. When I started this Company, I set as my goal to provide you, our customer, with the finest quality yacht available. Everything we have accomplished since that time has been with that goal in mind.

Thank you for selecting an S2 yacht. We all wish you many, many happy hours of sailing.

Very truly yours,

S2 YACHTS INCORPORATED

Leon R. Slikkers
Leon R. Slikkers
President



S2 YACHTS INCORPORATED / 725 EAST 40TH STREET / HOLLAND, MICHIGAN 49423 / 616-392-7163

WARRANTIES

Each S2 Yacht is built with care by competent craftsmen using top quality materials. Your sailboat was loaded for shipment by our plant personnel who have taken every precaution to make sure your boat reaches you in excellent condition.

Your Warranty and Boat Warranty Registration forms have been placed in the front cover pocket of this Owner's Manual. Please be sure you and your dealer have both signed the Boat Warranty Registration form and mail it back to us at once.

Engine and accessories are warranted by their respective manufacturers.

WARRANTY CLAIM REQUIREMENTS AND PROCEDURES

We believe it is important that you be completely familiar with our Warranty Claim Procedure so that in the event a warranty claim must be filed, it can be handled expeditiously and finalized with a minimum of paperwork and no misunderstandings.

- (1) Your Boat Warranty Registration form must be on file with S2 Yachts. The warranty on S2 Yachts is validated by the return of the Warranty Registration card within fifteen (15) days from date of commission or delivery.
- (2) Warranty claims can only be processed by S2 Yachts when they are presented by your dealer on the Company's Warranty Claim form.
- (3) Your dealer is not authorized to commence work on warrantable items in excess of \$100.00 until he has received a written agreement from S2.
- (4) S2 will not accept or pay any warranty claim submitted by anyone other than an authorized S2 dealer.
- (5) All authorized warranty claims will be paid to your dealer within sixty (60) days.
- (6) Transportation to and from the point of repair, in-and-out of the water charges, will be the responsibility of the owner.

CHECKLISTS:

1. OPERATIONS BEFORE LAUNCHING:

- ☐ All hose clamps tight
- ☐ All thru-hull fittings OK
- ☐ Bottom clean and paint OK
- ☐ Hull sides clean and finish OK
- ☐ Decks clean and finish OK
- ☐ Interior finish OK
- ☐ Upholstery clean and fitted
- ☐ Mast clean and complete
- ☐ Thru-hull valves closed
- ☐ All bonds OK

2. OPERATIONS IN WATER:

- ☐ No leaks (thru-hulls, shaft log, rudder post)
- ☐ No leaks thru hull fittings when open
- ☐ Hose-test windows and cabin for leaks
- ☐ All electrical equipment operates
- ☐ Water pressure system operates
- ☐ Fuel and water tanks checked for leaks
- ☐ Check battery water level
- ☐ Stove system holds pressure
- ☐ Toilet operates OK
- ☐ Engine and shaft alignment OK

3. OPERATIONS UNDERWAY:

- ☐ Install any hardware to be installed by commissioner
- ☐ Running & standing rigging installed and tuned
- ☐ Owner's packet and accessory literature ready for owner
- ☐ Warranty card made out for mailing to factory
- ☐ Engine instruments register OK
- ☐ Check alternator output
- ☐ Sailing instruments register OK
- ☐ Mast alignment OK
- ☐ Quick reef and outhaul OK
- ☐ Boat steers and balances under sail
- ☐ Stow any loose gear
- ☐ Put fuel in stove tank & light all burners

7.3 / SAIL STATISTICS

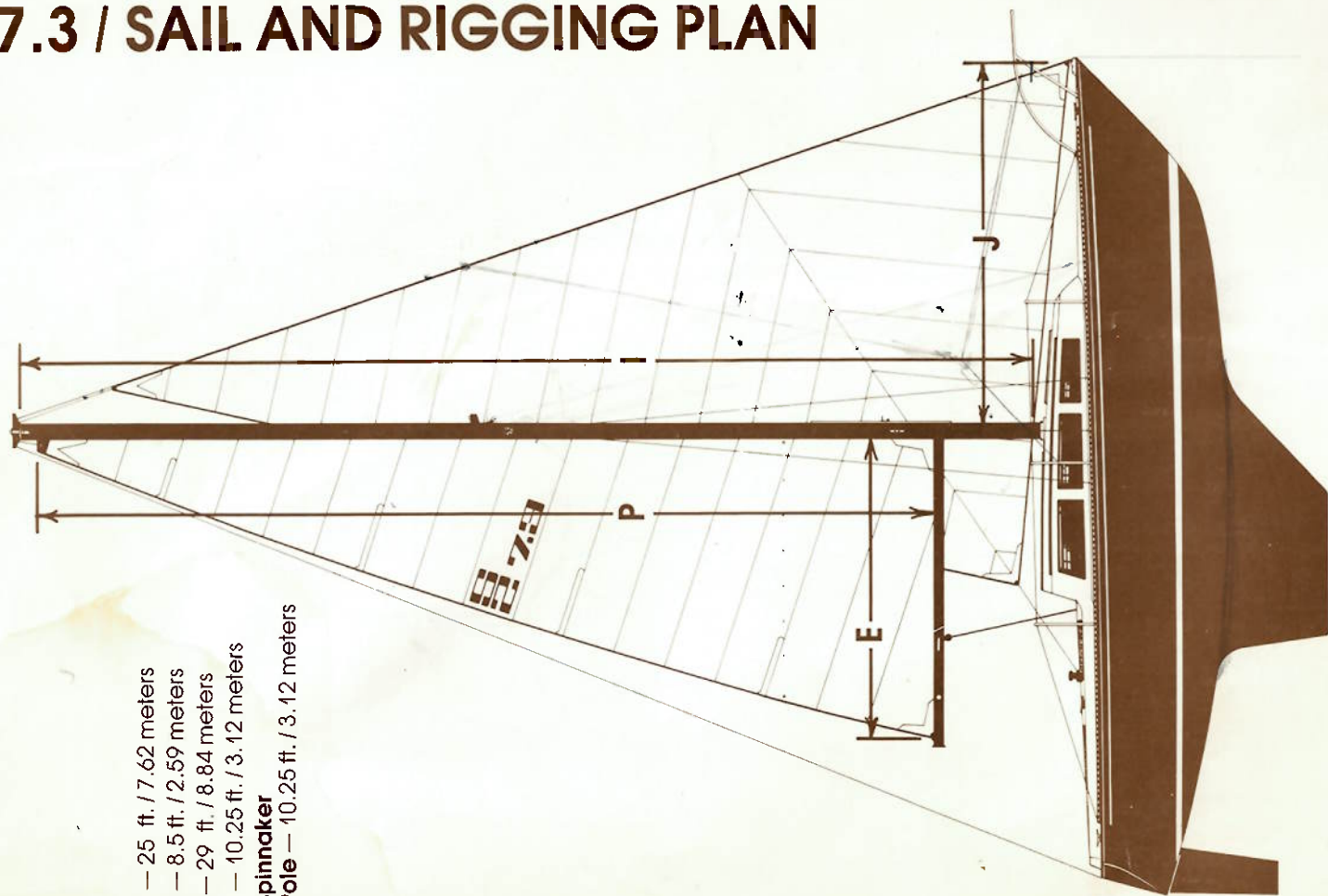
SAIL	WEIGHT (OZ.)	AREA (SQ. FT.)	SAIL	WEIGHT (OZ.)	AREA (SQ. FT.)
MAINSAIL SEE OPTIONS BELOW	5	106	110 GENOA	6.5	171
170 GENOA (drifter or blooper)	¾ - 1.5	265	105 GENOA	6.5	163
170 GENOA	2 - 3.8	265	100 JIB <i>Foot 11'4", Leach 25'9"</i>	6.5	156
170 GENOA	4 - 5	265	115 GENOA Luff 24.7 ft.	5.5	145
160 GENOA (drifter or blooper)	¾ - 1.5	249	95 JIB Luff 20.3 ft.	6.5	98
160 GENOA	2 - 3.8	249	STORM JIB or STORM TRISAIL	6.5	42
160 GENOA	4 - 5	249	TALL SPINNAKER STAYSAIL (80)	¾ - 1.5	112
160 GENOA	5.5	249	TALL SPINNAKER STAYSAIL (110)	2 - 3.8	155
150 GENOA (drifter or blooper)	¾ - 1.5	234	DUAL STAYSAIL (110)	2 - 3.8	55
150 GENOA	2 - 3.8	234	100 GENOA STAYSAIL Luff 19.1 ft.	4 - 5	98
150 GENOA	4 - 5	234	SPINNAKER (Radial Head)	.5	535
150 GENOA	5.5	234	SPINNAKER (Radial Head)	¾	535
140 GENOA	5.5	218	STARCUT or TRI-RADIAL	.5	535
130 GENOA	5.5	202	STARCUT or TRI-RADIAL	¾	535
120 GENOA	6.5	187	STARCUT or TRI-RADIAL	1.5	535

NOTES: All genoas have 29.0' luff unless specified otherwise. If specified, sail numbers are included on Main and Spinnakers. Spinnakers include Spinn. Turtle.

MAINSAIL OPTIONS: Zipperless Shelf / Quick Reef / Flattening Reef / Cunningham / Cover.

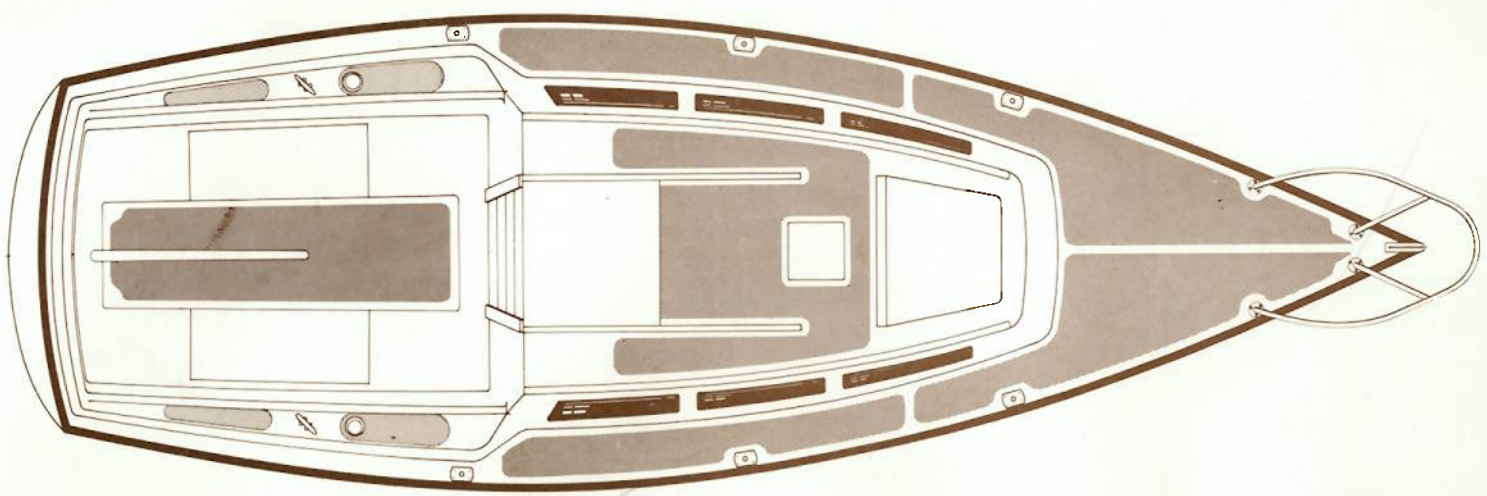
OTHER OPTIONS: Jib Reef / Tell-Tale Windows / Sail Numbers / Spinn. Puller / Tacking Eye / Shape Stripes.

7.3 / SAIL AND RIGGING PLAN



P — 25 ft. / 7.62 meters
E — 8.5 ft. / 2.59 meters
J — 29 ft. / 8.84 meters
J — 10.25 ft. / 3.12 meters
Spinnaker
Pole — 10.25 ft. / 3.12 meters

7.3 / DECK PLAN



7.3 / STANDING RIGGING

7.3	FORESTAY	BACKSTAY	UPPERS	SINGLE LOWERS
Cut-Off Length	29' 9½"	31' 1"	28' 2½"	15' 3"
With Turnbuckle*	30' 8"	31' 11½"	29' 1"	16' 1½"
Upper Fitting	#5 E	#5 E	#5 Jaw	#5 Jaw
Cable Size	1 × 19 5/32"	1 × 19 5/32"	1 × 19 5/32"	1 × 19 5/32"
Boom Hanger Location		86"		
Hanger Length		39"		

* Measurement is taken from pin to pin with turnbuckle two-thirds extended

7.3 / RUNNING RIGGING LENGTHS

STANDARD

MAIN HALYARD	1 - 65' × 3/8" XLS W/Splice
MAIN SHEET	1 - 30' × 3/8" Yacht Braid W/Splice
CUNNINGHAM	1 - 15' × 3/8" Yacht Braid
OUTHHAUL	1 - 6' × ¼" Yacht Braid
REEF LINE	1 - 12' × ¼" Yacht Braid
GENOA HALYARD	1 - 65' × 3/8" XLS W/Splice
GENOA SHEET	2 - 35' × 3/8" Yacht Braid

OPTIONAL

SPINNAKER HALYARD	1 - 60' × 3/8" Yacht Braid W/Splice
SPINNAKER SHEETS	2 - 50' × 3/8" Yacht Braid W/Splice
SPINNAKER POLE LIFT	1 - 40' × 3/8" Yacht Braid W/Splice
SPINNAKER FOREGUY	1 - 40' × 3/8" Yacht Braid W/Splice
BOOM VANG	1 - 30' × 3/8" Yacht Braid W/Splice
ROPE TO WIRE HALYARD	1 - 34' × 3/8" XLS Spliced to 30' 7 × 19 1/8" cable

7.3 / RIGGING

Now let's go to the lower shrouds. Just snug them up, pulling out any sideways bend that might be in the mast. A good way to sight up the mast to see if it is straight is to sight up the mainsail track. The track should appear as one straight line. Any sideways deflection will show up here. The tension of the lower shrouds should be a little less than the uppers, but still fairly snug.

NOW, LET'S GO SAILING!

Pick a day that has an apparent wind of 8 to 10 knots and calm seas. These are the best conditions to tell how the boat's helm is balanced. If it has a weather helm (the boat rounds up into the wind when the tiller is released), then sails are developing too much drive behind the boat's pivoting point and the mast should be tilted a little farther forward. If it has a lee helm (the boat falls away from the wind when the tiller is released), then sails are developing too much drive forward of the pivot point and the mast should be tilted a little farther aft. Of course, this is an over simplified explanation of everything that is happening, but will help get the boat sailing very well. A slight amount of weather helm is preferable helping the boat's pointing ability when going to weather. While sailing is also the time to re-check if the mast is remaining in column while under a load. It may be necessary to re-adjust the lower shrouds to accomplish this. Once the mast has been satisfactorily tuned, all turnbuckles should be pinned and taped to keep them from loosening up or ripping a sail.

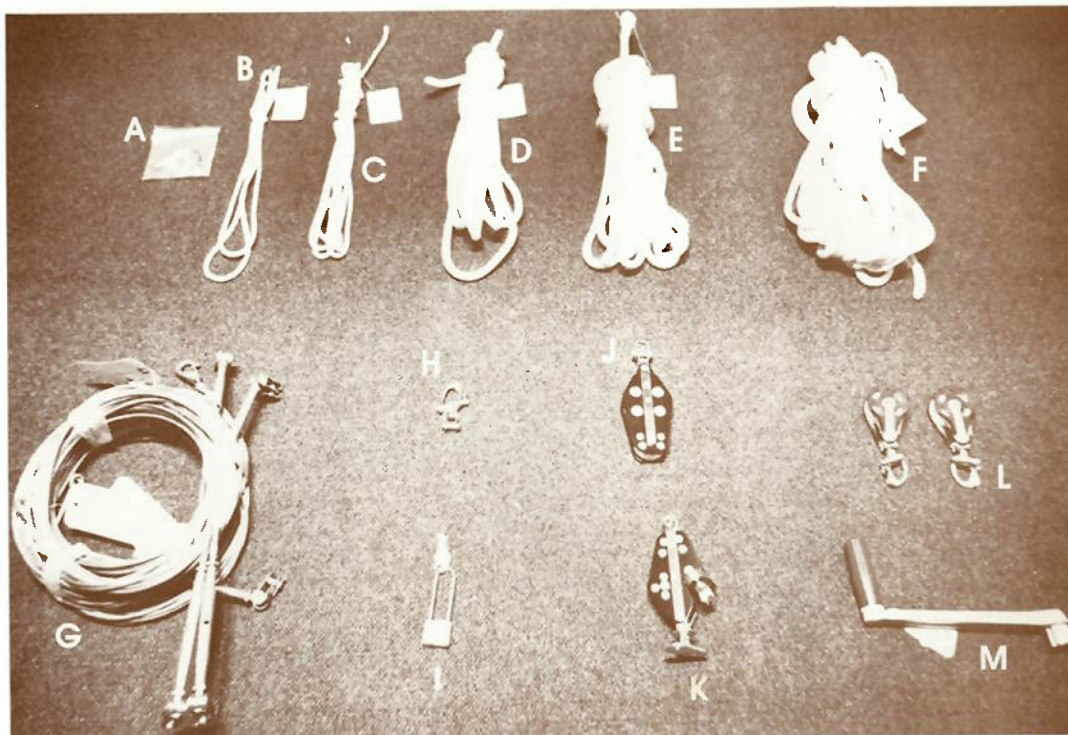
It is this type of tinkering with the rigging that helps a skipper acquire a thorough knowledge of how his boat will react and perform through a wide variety of wind and weather conditions. A true sailor will always be looking for better ways to improve sail shape through tuning and sail handling, thus increasing the boat's performance and ease of handling.

7.3 / SHIP KIT

- A Clevis Pins & Cover Keys
- B Out Haul Line
- C Reef Line
- D Cunningham Line
- E Main Sheet
- F Genoa Sheets
- G Standing Rigging (w/turnbuckles)
- H Genoa Tack Snap Shackle
- I Cabin Lock (w/two keys)
- J Main Sheet Fiddle Block
- K Main Sheet Traveler Block
- L Genoa Sheet Snatch Blocks
- M Winch Handle

NOT SHOWN

- North Main Sail
- North Working Jib
- Mast
- Boom
- Spreaders
- Owner's Manual



7.3 / ENGINE AND FUEL

WE ARE LISTING GENERAL PROCEDURES FOR OPERATING GAS AND DIESEL ENGINES — FOR SPECIFIC INFORMATION PLEASE REFER TO YOUR ENGINE OWNERS MANUAL.

PRE-START

- (1) Read the procedures as outlined in the engine operating manual.
- (2) Check your fuel supply. Know the cruising radius your supply will allow.
- (3) Make sure the valve for engine cooling water is open.
- (4) Open the fuel valve.
- (5) Check engine oil level.
- (6) Turn the Safety Main Switch. With a two-battery system, turn the Safety Main Switch to the "1", "2", or "both" position. This switch will select the battery of your choice, or, if necessary, both batteries.

CAUTION: When engine is running, do not change position on the Safety Main Switch as this will severely damage the alternator.

- (7) Run the bilge blower for at least five (5) minutes (Gas engines only).
- (8) Check for bilge fumes. If gasoline or diesel fumes or liquid fuel oil or gasoline are present in any form, do not start engine, smoke, use electrical appliances, or light stove. Correct the situation and then proceed.

STARTING ENGINE

(NOTE: Starting instructions are in summary only — they may vary by model and manufacturer.)

GAS ENGINE STARTING PROCEDURE:

- (1) Turn the engine ignition key to the "ON" position.
- (2) Pull out the choke.

- (3) Place throttle lever at ¼ open position.
- (4) Make sure clutch lever is in neutral.
- (5) Press starter button, or turn key (varies with engines).
- (6) When the engine starts, push the choke in slowly until running smoothly.
- (7) With the engine at idle, check oil pressure and battery charge.
- (8) Check the exhaust outlet to be sure that cooling water is being discharged steadily.
- (9) When boat is in motion, bilge blower may be turned off.

DIESEL ENGINE STARTING PROCEDURE:

- (1) Place the clutch handle in "Neutral" position.
- (2) Place the accelerator lever in the "half" position.
- (3) Place the decompression lever in the "No Compression" position. (Electric starter: place in "compression" position.)
- (4) Turn the starting handle 5-6 times to start the flywheel revolving on its own power.

Pull the decompression lever down to the compression position. Turn 2-3 times in this condition without easing up, to start engine.

(Electric starter: Press starter button to start engine after step 3)

- (5) Make sure water is coming out of cooling water outlet pipe.
- (6) Warm up engine for more than 5 minutes.

STOPPING ENGINE

- (1) Gas engines: Idle down. (Engine should be in neutral). Diesel engines: Idle and race before stopping. (See manual).
- (2) Turn ignition switch to "OFF".
- (3) Close the engine cooling water valve and fuel valve.
- (4) Turn off battery switch.

7.3 / ELECTRICAL SYSTEM

The standard switches for the 7.3 electrical system are shown below. Due to the versatility of the 7.3, its electrical system is available with a number of variations. To simplify the explanation, all available standards and options are covered separately on the following pages. Refer only to those descriptions that apply to your boat.

STANDARD 7.3

(no electrical options)

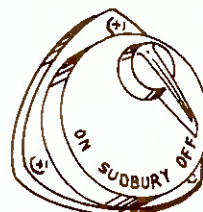


NAVIGATION LIGHTS

(push-pull switches)

- (1) **BOW LIGHTS** - 12 volt red light and green light located at tip of bow.
- (2) **MID-MAST RUNNING LIGHT** - 12 volt white light midway up the mast, to be used only when boat is under power after dark, in conjunction with Bow Lights.

MASTER SWITCH FOR SINGLE BATTERY SYSTEM



This supplies power from the single battery to the switch circuits. This must be in the "ON" position in order to use any of the other circuits and should be in the "OFF" position when your boat is left unattended.

SAFETY MAIN SWITCH FOR DUAL BATTERY SYSTEM



This switch is used as a main disconnect for the entire 12-volt system; it also serves as a parallel switch between two batteries. Under normal operating conditions, this switch must be in either position "1" or "2". Position "2" cannot be used unless a second battery has been installed. Position "all" is for bringing both batteries into service. This should only be done in emergencies, as this will drain both batteries and leave no spare.

SAFE FUELING PRACTICES

- (1) Calculate the required amount of fuel before reaching the fuel dock and order only that amount. Fuel tank should not be filled to more than 90% of capacity to permit thermal expansion without overflow from vent.
- (2) The fuel fill deck plate is located on the cockpit floor. Care should be taken at all times that cap is securely in place to prevent foreign substances from entering the tanks, i.e.; sand or water.
- (3) Before opening the fuel fill cap:
 - A. Turn off engine.
 - B. Extinguish all open flames aboard, including galley equipment.
 - C. Forbid all smoking on board or on the fuel dock. Drown all cigarette or cigar butts.
 - D. Turn off master electrical switch to be sure there is no live electrical circuit on board during fueling. (Do not turn off Master Switch until the engine is stopped to avoid damage to the alternator.)
 - E. Close all hatches, windows, and doors, to prevent fuel fumes from entering cabin or bilge.
- (4) Watch the fueling closely. Be sure that only a non-automatic type of nozzle is used, compelling the operator's continuous hand pressure to keep fuel flowing. Insure that the operator maintains constant contact of nozzle to fuel tank fill opening to assure proper grounding.
- (5) When fuel tank has been filled, make sure that the cap closing is tightly closed. Wash down any spills. Check the vent opening to be sure that no fuel is being discharged at this point.
- (6) Open all hatches, doors, and windows.

- (7) Your boat, with its inboard engine, has been equipped with the proper ventilation, cowling, and ducting. An electrically operated bilge blower is supplied as standard equipment (gas only.) Master switch should now be turned on and blower operated for at least 5 minutes before starting engine.
- (8) Fully inspect all components of the fuel system personally to assure that there are no fuel fumes remaining in the boat. Only after this inspection should full electric service be restored and engine started. IF IN DOUBT, WAIT!

7.3 / ELECTRICAL SYSTEM

12 VOLT CONTROL PANEL

This option is supplied when specified or when two or more electrical options are specified.

(1) ANCHOR LIGHT - This switch controls a 12-volt white light located on top of mast, to be used only when anchored at night. (Anchor light "ON", running and mast light "OFF" per U.S.C.G.).

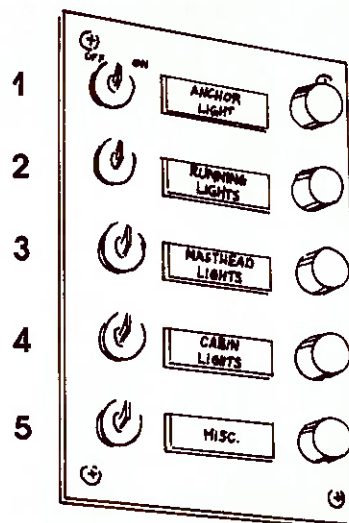
(2) RUNNING LIGHTS - This controls:

- A. Bow Lights - 12-volt red light and green light located at the tip of bow.
- B. Stern Lights - 12-volt white light located at the stern. This must be used when sailing after dark.

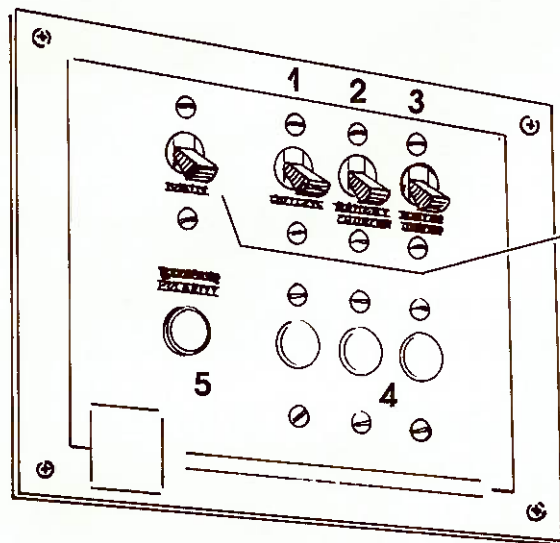
(3) MAST HEAD LIGHT - This switch controls a 12-volt white light mid-way up the mast, to be used only when boat is under power after dark, in conjunction with Running Lights.

(4) CABIN LIGHTS - This switch controls all 12-volt lights in cabin area. With this switch in "ON" position, cabin lights can then be operated at each fixture.

(5) MISCELLANEOUS - This switch can be used for operating any accessory or other 12-volt equipment that might be installed at the factory or at a later date. (Not to exceed 10 amps.)



7.3 / ELECTRICAL SYSTEM



110-115 VOLT AC CONTROL PANEL

Your boat may be equipped with an optional 110-115 volt A.C. dockside power system. This is a 30 amp service with all circuits protected by a circuit breaker switch combination on its own control panel.

At the top is a breaker switch labeled MAIN. This supplies power to all the other circuits on the panel. This must be in the "ON" position in order to use any of the other circuits and should be in the "OFF" position when your boat is left unattended.

(1) OUTLETS - This switch supplies power to all outlets in the cabin area. (See electrical diagram).

(2) BATTERY CHARGER - This switch supplies power for the battery charger.

(3) WATER HEATER - Any other equipment or appliances that require 100-115 volt A.C. service may be wired to this circuit.

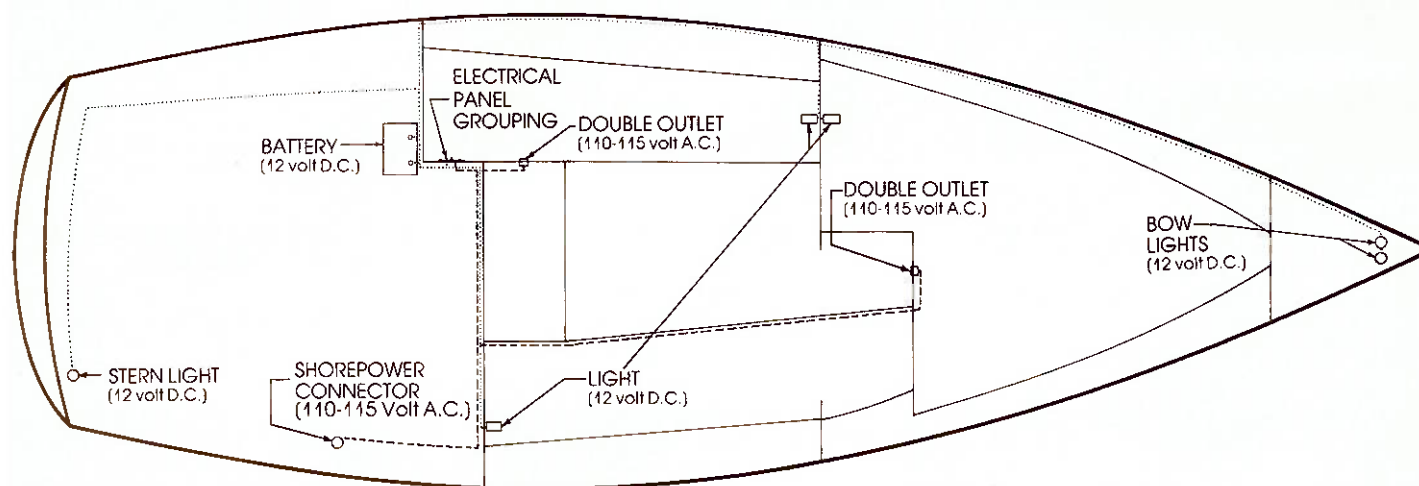
(4) SPACE for 3 additional circuits.

(5) REVERSE POLARITY WARNING LAMP - Indicates plug is incorrectly inserted in dockside power outlet and should be turned and re-inserted.

GENERAL PRECAUTIONS:

CAUTION: On all systems, put all switches in the "OFF" position when not in use or when leaving the boat. This precaution will help guard against battery drain. Always use electrical power sparingly to conserve the "Battery charge."

7.3 / ELECTRICAL SYSTEM



All circuits are color-coded in accordance with U.S. Coast Guard Regulations:

RED - Positive lead from Safety Main Switch to control panel

BLACK - Negative lead from engine to ground terminal bar

GRAY - Positive feed to navigation lights

BROWN - Positive feed to mast light

BLUE - Positive feed to all cabin lights

LT. BLUE - Positive feed to recirculating head

WHITE - Negative return

GREEN - Bonding or lightning ground

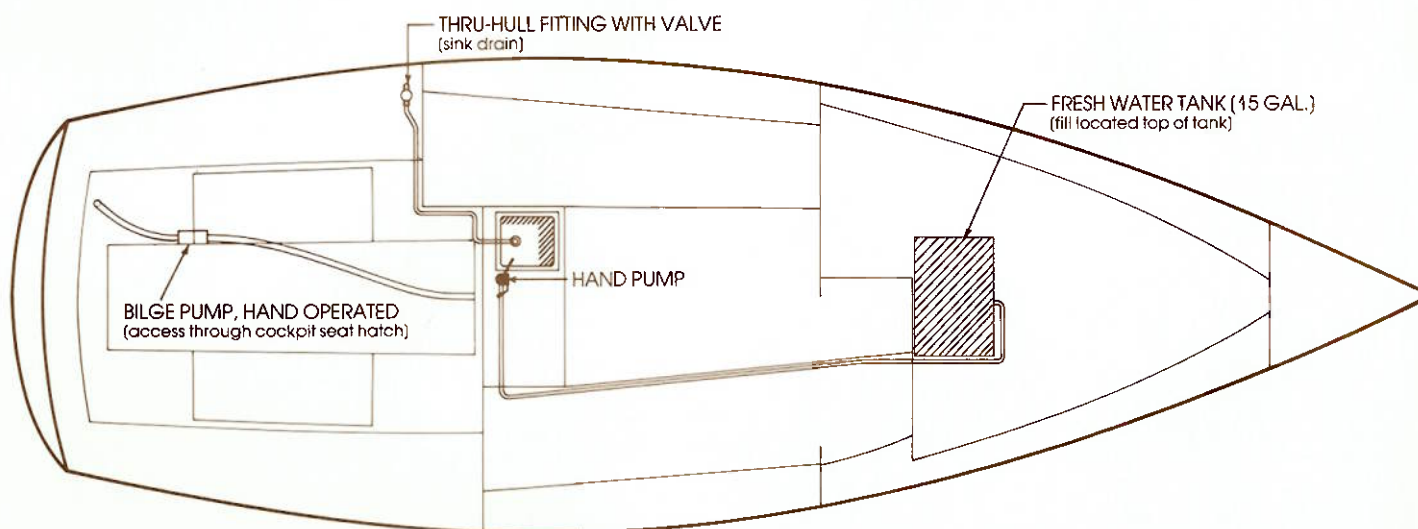
RED - Sump pump and pressure pump

YELLOW - Blower

ORANGE - Accessory

7.3 / PLUMBING

FRESH WATER AND DRAIN SYSTEM



MAINTENANCE

INTERIOR

You can treat everything below deck just like a home interior. Your interior teak should be oiled occasionally with a quality teak oil such as Teak Brite to maintain its "yacht-like" appearance. Keep the boat well ventilated, especially the bilges and lockers, and watch out for dampness. Leaving a couple of 100 watt light bulbs burning below will usually take care of any sweating and reduce that "clammy" feeling, especially during the winter months or during times of damp fog. It's a good idea to leave the bunk cushions on their sides and open up the lockers if you plan to be gone for a while. It might not look very neat, but it increases ventilation and allows everything to air out. Any time things get wet with salt water, rinse them off with FRESH WATER as soon as possible, and let them dry thoroughly. The salt crystals retain moisture, and the material will always remain damp until cleaned with fresh water. Air and sunlight are wonderful cleansers. Bring the vacuum cleaner aboard and get the cushions, blankets, sleeping bags, etc., up on deck in the sunshine while the vacuum picks up below. Spring cleaning should take place periodically, not annually, to keep the interior clean and bright.

Most of the equipment below deck is covered in other sections of this manual, with the exception of any other optional accessories you have installed.

Interior screws used to hold trim, etc. have a Reed and Prince head. Do not use a Phillips screwdriver, as it will tend to chew up the slots.

FIBERGLASS

The glossy outer surface of your laminated fiberglass boat is known as "gelcoat," a polyester resin into which coloring pigments and weathering retardants have been incorporated. It should be hosed with fresh water after every outing and routinely washed with a good detergent. Use a sponge free of sand on the smooth surfaces, while a stiff fiber brush will be helpful on the non-skid surfaces, followed by more fresh water to avoid streaking the topsides. Do not use abrasive cleaners, as they will rapidly dull the gelcoat surface and allow dirt to penetrate into the finish.

At least once a year the smooth gelcoat surfaces should be waxed and polished with a good automotive wax or a boat wax like Miguiar's Mirror Glaze that is especially formulated for fiberglass surfaces. A power buffer will make work on large areas like the hull easier, but take care must be taken not to cut through the gelcoat surface, particularly at corners and edges. Color in gelcoat, as in any materials exposed to direct sunlight, tends to **fade**, dull, or chalk, and will require heavier buffing to bring back the original luster. For power cleaning, use a light abrasive cleaner such as Mirror Glaze #1, while a heavier rubbing compound such as DuPont #7 may be used when polishing by hand. After buffing, wax and polish all surfaces except the non-skid areas.

Regardless of the amount of care lavished upon your boat, occasional scratches, cracks, or small gouges are bound to appear.

MAINTENANCE

Included in the back cover pocket is a copy of "Fiberglass Boat Care and Repair Manual" by Owens-Corning Fiberglass Corporation that gives some very good basic information. Minor gelcoat touch-up and patching is not difficult. It takes a little study, practice, and, if possible, help from a knowledgeable person. However, if your boat should have the misfortune of a crushed section and/or a large hole, it is best to discuss the proper course of action with your dealer or a professional who is SKILLED IN THE REPAIR OF FIBERGLASS SAILBOATS.

WOODWORK

The exterior and interior trim is teak, one of the most durable and decorative of all hardwoods, but it must be maintained to keep it from splitting and discoloring. To help teak maintain its natural color and longer life, treat it regularly with a preparation such as Weldwoods "Wood Life" or Boatlife's "Teak Brite".

Caution: Never use steel wool instead of bronze wool or sandpaper. Small filaments of steel break off and cause rust spots that are very difficult to remove.

WINDOWS & HATCHES

The windows and hatches are of plexiglas, which is noted for its high impact resistance. Gritty cleaning agents such as cleaner will scratch the plexiglas. To clean, use a mild soap and water or plexiglas cleaner and polish. Do not use chemical solvents; notably, acetone and lacquer thinner. This will be injurious to the plexiglas and also have an injurious effect on the window sealant and hatch gaskets.

STORAGE

SAILS, SHEETS, AND LINES

Sails and lines should be removed at the end of each season and stored in a warm, dry place. If it is possible to dry them thoroughly, they should be rinsed with fresh water before storage.

SPARS AND STANDING RIGGING

The boom and spar are clear anodized and then painted with aircraft-type black Awlgrip. Wash and wax only. Use no abrasives.

The standing rigging should be stored in a cool, dry place.

ENGINE AND FUEL SYSTEM

Check the engine manual for maintenance guidance during the season and for the specific haul-out procedures necessary to winterize the engine. The exhaust pot should be drained and antifreeze added to it. Add a winterizing agent such as StaBil to the fuel tank.

HEAD

As with the engine, the specific procedures for winter storage and re-commissioning are contained in the Head Manual.

BATTERY

All batteries should be removed from the boat and given a full charge. Store them in a cool, dry place. Do not store batteries on a concrete surface — elevate them with pieces of wood. A fully charged battery will not freeze until well below zero degrees Fahrenheit; a discharged

FRESH WATER SYSTEM

The water tank and lines should be completely emptied in preparation for winter storage. For specific information, refer to your water pump manual included in the back cover pocket.

COVERING

If storing outdoors, a winter cover is recommended. It can be as simple as a rectangular piece of canvas forming a tent over the boat. A ridgepole formed by 2 x 4's along the centerline a couple feet above the cabin top, well supported along its length, is sufficient to support the canvas. Use carpeting to pad any areas of chafe. Lash the cover tightly to the cradle, avoiding any metal grommets in contact with the gelcoat.

VENTILATION

Leave some openings under cover so the boat can get air during the winter.

BILGES

Be sure to pump the bilge completely dry. Elevate the bow slightly so if any water has accumulated in the ballast area, it will drain to the keel bilge area. Remove all water before freezing.

CRADLE

Make sure that the boat is adequately supported and that any suspected weakness has been reinforced. The keel of the boat must rest solidly on the main beam. The

Actual Wind	Min-Max Wind	Description	Force No.	Max App Wind psf	Max Sail Total	Close Hauled	Max App Wind psf	Max Sail Total	Reach	Max App Wind psf	Max Sail Total	Down Wind	Max App Wind psf	Max Sail Total														
4-7 mph	Lt. Breeze		2	9	0.2	390	78	Full Main + 150% Genoa	8	0.16	556	88.96	Full Main + Genaker	4	0.05	556	27.8	Full Main + Genaker	8	0.16	556	89	Full Main + Genaker	13	0.4	556	222	Full Main + Genaker
8-12 mph	Gentle Breeze		3	15	0.53	390	206.7	Full Main + 150% Genoa	13	0.4	556	222.4	Full Main + Genaker	13	0.4	556	89	Full Main + Genaker	18	0.85	390	332	Full Main + 150% Genoa	24	1.4	262	367	Full Main + 100% Jib
13-18 mph	Moderate		4	22	1.43	262	374.7	Full Main + 100% Jib	19	0.95	390	370.5	Full Main + 150% Genoa	13	0.4	556	222	Full Main + Genaker	18	0.85	390	332	Full Main + 150% Genoa	31	2.4	156	374	100% Jib
18-24 mph	Fresh		5	28	2	130	260	Reefed Main + Storm Jib	25	1.5	262	393	Full Main + 100% Jib	18	0.85	390	332	Full Main + 150% Genoa	24	1.4	262	367	Full Main + 100% Jib	39	3.8	102	387.6	Trisail + Storm Jim
25-31 mph	Strong		6	35	3.1	102	316.2	Trisail + Storm Jib	32	2.6	130	338	Reefed Main + Storm Jib	31	2.4	156	374	100% Jib	39	3.8	102	387.6	Trisail + Storm Jim	44	6	60	228	Storm Jib
32-38 mph	Near Gale		7	42	4.4	60	264	Storm Jib	39	3.8	102	387.6	Trisail + Storm Jim	39	3.8	102	387.6	Trisail + Storm Jim	47	5.6	42	235.2	Trisail	49	6	60	228	Storm Jib
39-46 mph	Gale		8	49	6	42	252	Trisail	47	5.6	42	235.2	Trisail	47	5.6	42	235.2	Trisail	54	7.3	42	306.6	Trisail + sea anchor	54	7.3	42	306.6	Trisail + sea anchor
47-54 mph	Strong Gale		9	54	7.3	42	306.6	Trisail + sea anchor	54	7.3	42	306.6	Trisail + sea anchor	54	7.3	42	306.6	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor
55-63 mph	Storm		10	63	10	42	420	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor	63	10	42	420	Trisail + sea anchor

Note: Multiply hand-held wind meter speed by 1.5 to get wind speed at mast head (33 feet over water surface)

All wind speeds listed above are based on masthead windspeed. Coast Guard reported wind speed is based on this height.

Wind over open water may be 1.2 to 2.5 times wind speed at shore station.

Note: Multiply hand-held wind meter speed by 1.5 to get wind speed at mast head (33 feet over water surface)
 All wind speeds listed above are based on masthead windspeed. Coast Guard reported wind speed is based on this height.
 Wind over open water may be 1.2 to 2.5 times wind speed at shore station.

S2 7.3 Speed Chart LWL = 18.5' Sq Rt of LWL = 4.3

WL x	Knots	MPH	SM/Day
0.80	3.44	3.96	95
0.90	3.87	4.45	107
1.00	4.30	4.95	119
1.10	4.73	5.44	131
1.20	5.16	5.93	142
1.30	5.59	6.43	154
1.34	5.76	6.63	159
1.40	6.02	6.92	166
1.50	6.45	7.42	178
1.60	6.88	7.91	190
1.70	7.31	8.41	202

Maximum Trip Planning Speed

Maximum Speed