

 9.2 owners
manual

S2

Ship's Name _____

Hailing Port _____

Year Built _____

Number _____

Owner _____

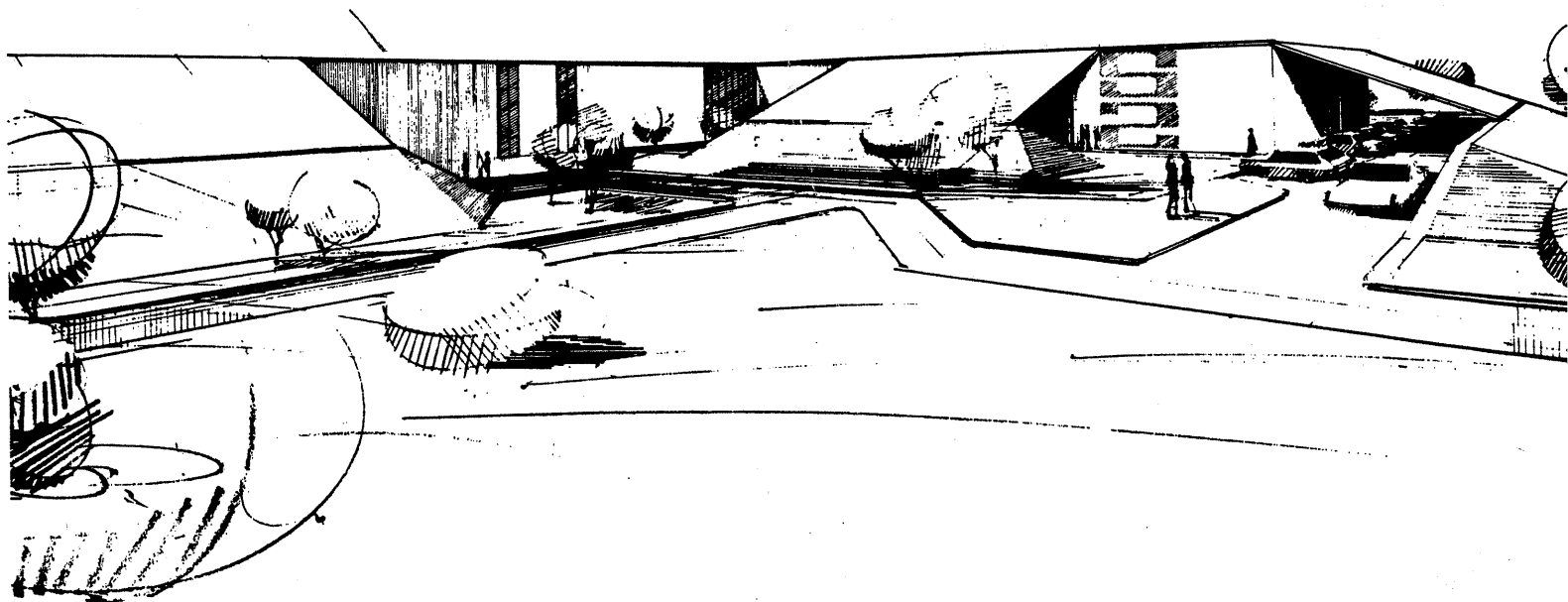
Address _____



S2 YACHTS INCORPORATED

725 EAST 40TH STREET

HOLLAND MICHIGAN 49423



S2 YACHTS INCORPORATED

725 EAST 40TH STREET

HOLLAND MICHIGAN 49424

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, 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

Contents

This Owner's Manual also describes optional extras as far as this is required for their operation. As the scope of delivery is determined by the order, the equipment of your boat may deviate from the descriptions and illustrations to some extent.

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Warranty

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.

The Launching and Commissioning Record which follows is a point-by-point check-off sheet of the steps required to commission your boat.

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. A statement of S2's Warranty Claim Requirements and Procedure follows your Launching and Commissioning Record.

Engine and accessories are warranted by their respective manufacturer.

Warranty Claim Requirements and Procedures
(Warranty & Boat Warranty Registration Forms
in Pocket, Inside Front Cover)

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 misunderstanding.

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 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.

S2 YACHTS INCORPORATED
Launching and Commissioning Record

DEALER Bay Yacht Agency, Inc. - Annapolis, Maryland 21403

OWNER _____

HULL NUMBER SSU31109M77F

DATE SOLD _____

OPERATION
BEFORE LAUNCHING:

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

With Boat 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 O.K.	☐
Engine and shaft alignment O.K.....	☐

Starting Engine

Gas engines - run blower 5 minutes.....	☐
Open valve for engine cooling water.....	☐
Open fuel valve - start engine.....	☐
Check exhaust system for water or exhaust leaks..	☐
Oil pressure and exhaust water flow O.K.....	☐
No fuel leaks, fittings, carburetor, filters.....	☐
No engine water leaks.....	☐
No engine oil leaks.....	☐
Reverse gear shift through all positions.....	☐
Adjust inside stuffing box & lock nut.....	☐

Water-Test Boat

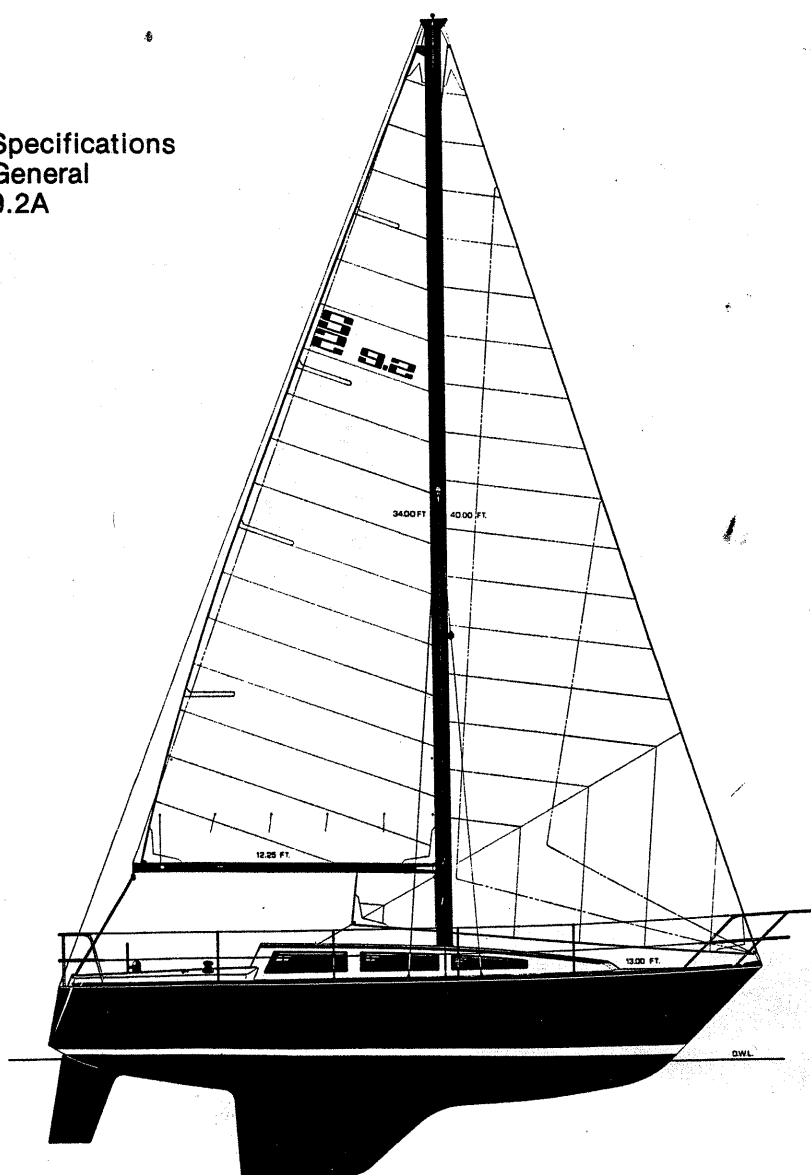
Install any hardware to be installed by commissioner...
Running & standing rigging installed and tuned
Owner's packet & accessory literature ready for owner..
Warranty card made out for mailing to factory
Engine instruments register O.K.
Check alternator output.....
Sailing instruments register O.K.....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

COMMENTS: _____

DATE: _____

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Specifications
General
9.2A



SPECIFICATIONS

L.O.A.	9m 2cm — 29'11"
D.W.L.	25'0"
BEAM	10'3"
SHOAL KEEL	3'11"
DEEP KEEL	4'11"
DISPLACEMENT	9,800 lbs.
BALLAST LEAD	4,000 lbs.
SAIL AREA	468 sq. ft.
MAST HEIGHT ABOVE D.W.L.	43'6"
HEADROOM	6'3"
COCKPIT LENGTH	8'0"

Designed by Arthur Edmunds, Naval Architect



S2 Yachts Inc.
725 East 40th Street
YACHTS Holland, Mich. 49423

Specifications
General
9.2C



SPECIFICATIONS

L.O.A.	9m 2cm — 29'11"
D.W.L.	25'0"
BEAM	10'3"
SHOAL KEEL	"
DEEP KEEL	"
DISPLACEMENT	9,800 lbs.
BALLAST LEAD	4,000 lbs.
SAIL AREA	468 sq. ft.
MAST HEIGHT ABOVE D.W.L.	43'6"
HEADROOM	6'2"
COCKPIT LENGTH	6'0"

Designed by Arthur Edmunds, Naval Architect



S2 Yachts Inc.
725 East 40th Street
Holland, Mich. 49423

Sail Specifications

SAIL	DACRON	LUFF	LEECH	FOOT	AREA sq. ft.
MAIN	6.50 oz.	34.00	36.10	12.25	208.25
80% JIB	6.50 oz.	33.50	29.00	12.25	174.00
100% JIB	6.50 oz.	38.00	34.75	14.25	247.00
140% GENOA	6.50 oz.	38.75	36.60	19.50	352.00
160% GENOA	3.30 oz.	38.75	36.50	22.10	403.00
SPINNAKER	.75 oz.	40.00	40.00	23.40	750.00

Running Rigging

RIGGING	ROPE DIA.	ROPE LENGTH	WIRE DIA.	WIRE LENGTH
CUNNINGHAM	3/8 in.	18 ft.		
REEF LINE	3/8 in.	24 ft.		
TRAVELER LINE	3/8 in.	14 ft.		
OUTHAUL	3/8 in.	8 ft.		
TOPPING LIFT	1/4 in.	6 ft.	1/8 in.	37 ft.
MAIN SHEET	3/8 in.	75 ft.		
MAIN HALYARD	3/8 in.	55 ft.	5/32 in.	42 ft.
JIB SHEET	3/8 in.	45 ft.		
JIB HALYARD	3/8 in.	55 ft.	5/32 in.	42 ft.
SPINNAKER SHEET	3/8 in.	65 ft.		
SPINNAKER HALYARD	3/8 in.	80 ft.		
POLE TOPPING LIFT	3/8 in.	40 ft.		
POLE DOWNHAUL	3/8 in.	40 ft.		

Standing Rigging 9.2C

	HEADSTAY	BACKSTAY	UPPER SHROUD	FWD. LOWERS	AFT LOWERS
LENGTH	41'-5"	42'-8 1/2"	39'-7 1/2"	20'-6 3/4"	20'-9 1/2"
WIRE SIZE	1x19x1/4"	1x19x1/4"	1x19x1/4"	1x19x1/4"	1x19x1/4"

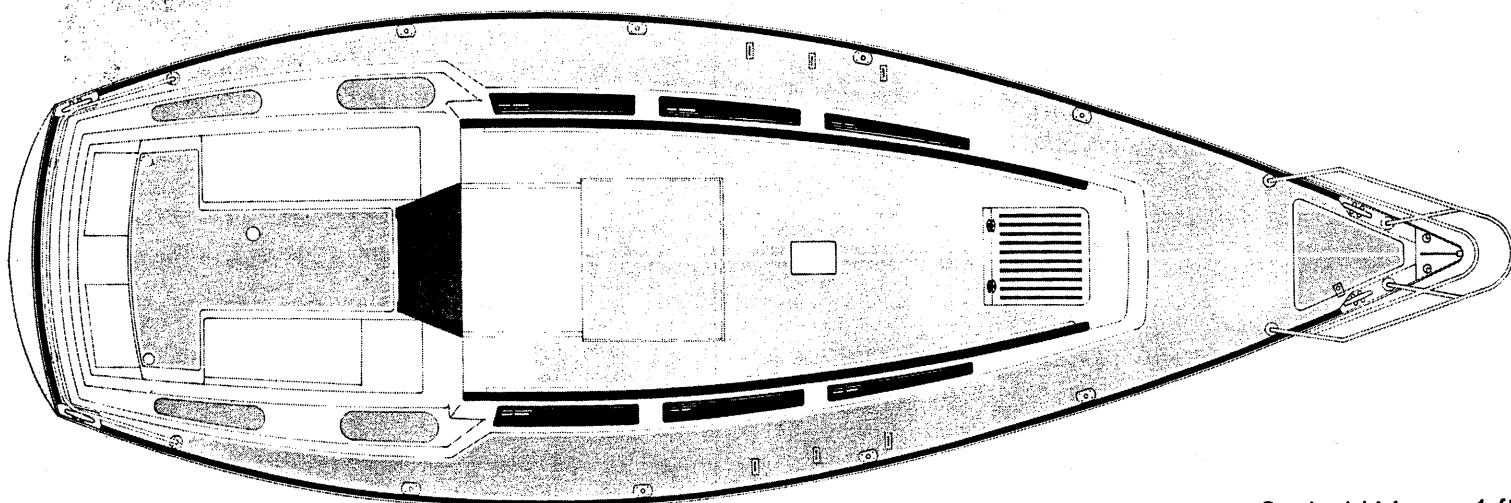
NOTE:

All lengths are a measurement of the shrouds from center of pin to center of pin with the turnbuckle two-thirds extended.

Standing Rigging 9.2A

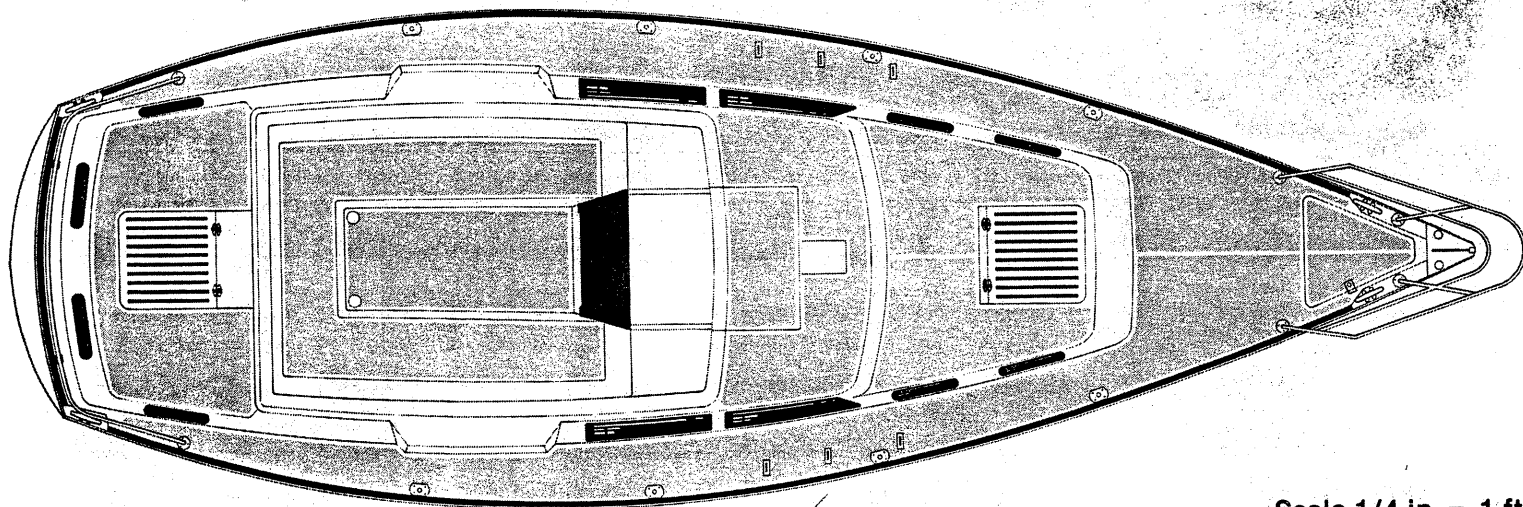
	HEADSTAY	BACKSTAY	UPPER SHROUD	FWD. LOWERS	AFT LOWERS
LENGTH	41'-6 1/4"	42'-10"	39'-9 1/2"	20'-8 1/4"	20'-10 3/4"
WIRE SIZE	1x19x1/4"	1x19x1/4"	1x19x1/4"	1x19x1/4"	1x19x1/4"

Deck Plan View 9.2A



Scale 1/4 in. = 1 ft.

Deck Plan View 9.2C



Scale 1/4 in = 1 ft.

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9.2A and 9.2C Rigging and Hardware

The S2 9.2 sloop carries a masthead rig which was designed to be structurally very sound, yet maintain performance without sacrificing ease of handling. From its 1/4" stainless steel standing rigging, to the internal halyards, which are led aft, the 9.2's rig will be able to meet the needs of racers and cruisers alike. Through proper tuning and maintenance the mast, together with the sails, will be the main source of power for your 9.2, sailing season after sailing season.

We have listed the basic steps in rigging and tuning the mast. Some of this information will be new to those just learning to sail, and some may be old ideas. Either way, the information is here for anyone who needs it. We hope it may be beneficial to your sailing.

Rigging the 9.2 Mast

Halyards

When rigging the mast, a good first step is to make sure that the halyards are all in their proper location. Be sure to check the halyards thoroughly for any chafing or damage to the line, splice and wire that might have occurred during the previous sailing season. Replace any worn or damaged halyards at first indication of fatigue. Before stepping the mast, secure all halyard shackles to the base of mast, double checking for tangles. This sure beats a ride up in the Bos'n's chair.

Once the mast is stepped, the halyards can be led aft to their proper cleats.

Lower Shrouds

The second step should be attaching the marine eye of the lower shrouds to the tang located just below the spreader brackets on each side of the mast. There is a difference in length between the forward lower shrouds and the aft lower shrouds, so install accordingly. Once stepped, their turnbuckles will be pinned to the fore and aft plates of the side chain plates.

Spreaders

To install the spreaders, insert their ends into the spreader brackets which are attached to the middle of the mast section on both sides. There are two clevis pins per spreader; they both must be pinned and taped to prevent sail damage. If there are spreader lights, be sure to plug them into the sockets provided on the spar. These plugs should then be taped together for moisture protection and to keep them from pulling apart.

Upper Shrouds

The marine eyes on the upper shrouds can be pinned to the upper tangs located on the side of the masthead. Then, lead the shrouds down to the spreaders and insert them into the spreader tip. Safety wires should be wrapped around both to prevent the possibility of the shroud jumping out while under sail. A spreader boot or tape should then be applied to prevent sail damage. Once stepped, the upper shroud's turnbuckles are attached to the center plate of the side chain plates.

Headstay

The marine eye of the headstay should be inserted and pinned to the toggle supplied on the front of masthead. After the mast is stepped, the forestay's turnbuckle will be attached to the chain plate on the front of the tack plate on the bow.

Backstay

Again, the marine eye of the backstay should be attached to the aft toggle on the masthead. The turnbuckle will be attached to the aft chain plate on the stern. If there is any type of backstay adjuster supplied, it will be pinned to the aft chain plate and then the backstay will be pinned to the adjuster.

Final Inspection

Before stepping the mast, a final inspection is a good practice, which may catch a small problem before it becomes a major one. You should take a careful look at all clevis and cotter pins; making sure they are properly bent and taped. This is for safety and to prevent any chafing or sail damage. It is also a good idea to check all lights on the spar to insure their proper working order. This can be done with any 12 volt battery charger, and this is the time to catch any bad bulbs or connections rather than waiting till the mast is stepped.

If it is the first time the spar is to be stepped, extend all the turnbuckles to their longest adjustment; pinning them to the chain plates is much easier when they are fully extended.

Finally, mount any weather vanes, antennas or spar flies to the mast just before stepping. These are very delicate so use caution when handling.

Hanging the Boom

Once the mast is stepped and pinned the boom can be brought on board and hung. It will be pinned at the gooseneck with the clevis and cotter pins provided, and then hung from the cap on the back of the boom by the snap clip attached to the backstay. The main sheet system can then be attached to the boom bail on the boom cap and to the traveler.

Tuning the Mast

It is the responsibility of every skipper to keep his rigging in the best of tune. To the beginning sailor this sounds like a tough job, but with a little time and understanding it can be quite easily accomplished. After all, your mast and sails are the main source of power for your 9.2. When properly tuned, they will provide maximum performance.

Let's start our tuning at the dockside while the boat is in her slip. First, make sure all the standing rigging is fairly loose, so that the mast is not being bent one way or another. Start with the fore and aft positioning of the mast. This is accomplished by either tightening or loosening the forestay and backstay turnbuckles. For now, we are trying to keep it as vertical as possible. Once it is placed about vertical, continue tightening the turnbuckles until the stays are very snug. They should, by no means, be "bar tight." We can now go on to the upper shrouds and do basically the same thing. We are trying to center the masthead over the boat by adjusting the length of the upper shrouds. You can get it very close just by sight, but try cleating the main halyard so that it can just touch the toe rail next to one of the upper shrouds. Now, without uncleating the halyard, take it around to the other side and see how it compares. By using this method you will be

It is through 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.

able to get the mast very close to center. The tension of the upper shrouds should again be "very snug" but with slightly less tension than the forestay.

Now let's go to the lower shrouds. We'll concentrate on the forward lowers first. Just snug them up, pulling out any sideways bend that may be in the spar. A good way of sighting up the mast to tell if it is straight is to look up the mainsail track. The track should appear as one straight line. Any bend in the mast will show up here. Once the spar is straight with the forward lowers, snug up the aft lowers, checking to make sure the mast is still straight. 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 oversimplified 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 asail.

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Electrical System 110-115 volt A.C.

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

The A.C. control panel reads as follows:

At the top is a breaker switch labeled MASTER. 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. Receptacles - This switch supplies power to all receptacles in the cabin area.
2. Battery Charger - This switch supplies power for the battery charger (if boat is equipped with same).
3. Spare - Any other equipment or appliances that require 110-115 volt A.C. service may be wired to this circuit.

CAUTION: If your boat is equipped with an optional water heater, it is wired to the spare switch. DO NOT TURN ON POWER TO THE WATER HEATER UNLESS THE FRESH WATER SYSTEM IS FULL AND PRESSURIZED. Failure to do so will result in the heating elements burning up.

Electrical System 12 volt D.C.

The 9.2 is equipped with a 12 volt Direct Current (D.C.) System throughout. All circuits are individually protected with a circuit breaker switch combination. The switches are conveniently located and labeled on the Master Control Panel. Also located and labeled on the Master Panel is the battery monitor meter. The charge condition of each battery may be monitored by moving the switch immediately below the meter to either the "1" or "2" position. (Additional battery optional)

A Safety Main Switch is located next to the Master Control Panel. 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.

CAUTION: Never change the Main Switch position while the engine is running, as this will severely damage the alternator.

The Safety Main Switch should be always put in the "OFF" position whenever the boat is left unattended.

The 12 volt control panel is labeled and reads as follows:

Cabin Lights - Controls all 12 volt lights in the cabin and engine compartment. With this switch in the "ON" position, the lights can then be operated individually at each fixture.

Instrument Light - Operates the 12 volt lights behind the instruments, engine gauges, and the electrical control panel itself.

Navigation Lights - This controls:

A. Bow Lights - 12 volt red and green lights located at the bow.

B. Stern Light - 12 volt white light located at the stern.

Mast Light - 12 volt white light midway up the mast.
This light is used in conjunction with the navigation lights between sunset and sunrise when the boat is under power.

Anchor Light - 12 volt white light located on top of the mast.
This light is to be used only when anchored at night.
(Anchor light "ON," navigation and mast light "OFF") per U.S.C.G.

Blower - 12 volt bilge blower (gasoline only)

CAUTION: Blower should be run at least five (5) minutes before starting the engine and after re-fueling to remove any possible fumes from the engine compartment. The blower should be on whenever the boat is not in motion and engine is left running. (gasoline only)

Radio - Provides power for a communications radio (Optional)

Water Pressure - Provides power for the 12 volt water pressure pump.

Spare - These switches may 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 each.)

NOTE: The sump pump is wired to the first spare.
Electrical power must be on in order for it to operate. When water fills sump, the pump starts automatically.

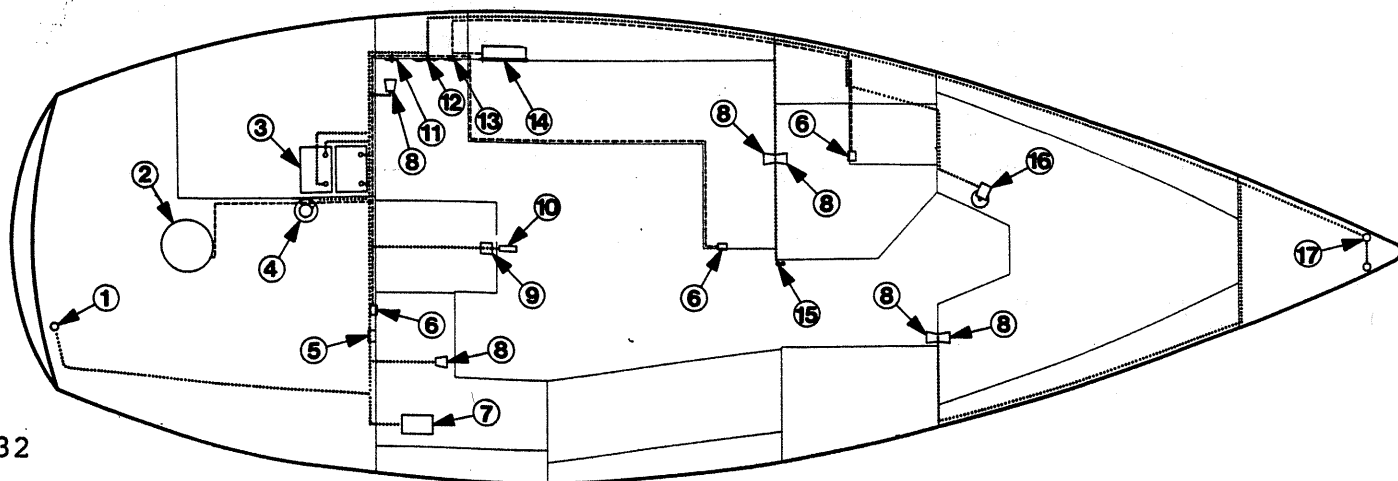
CAUTION: Put all switches in the "OFF" position when not in use or when leaving the boat. This precaution will help guard against battery drain. Always use electrical power sparingly to conserve the "battery charge."

The following is a description of the wiring codes and specs 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

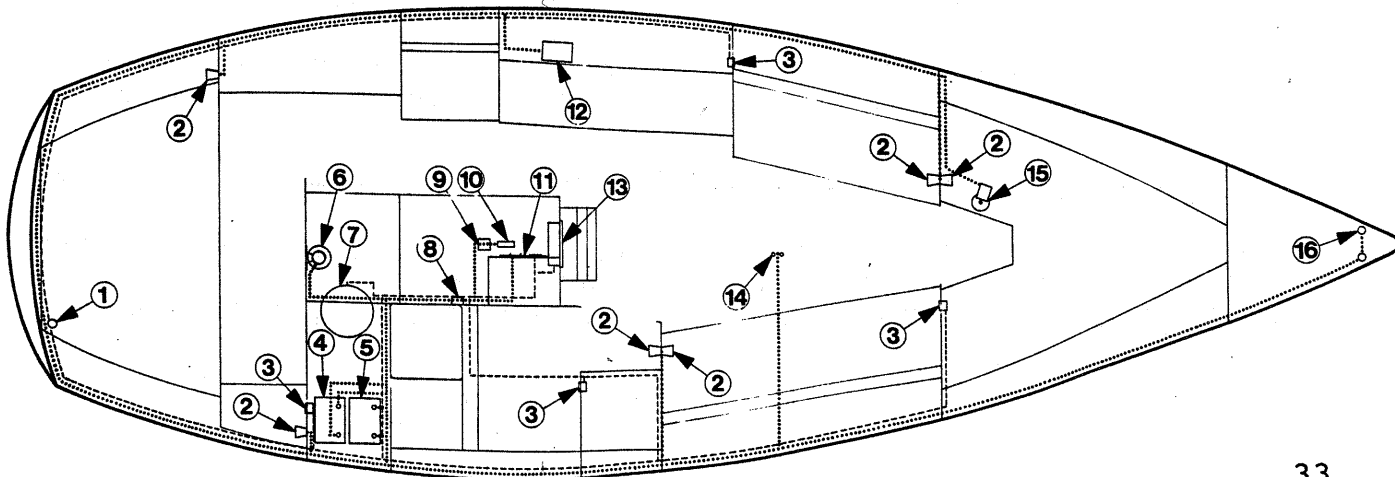
9.2A Electrical System

1. STERN LIGHT - 12 volt D.C.
2. WATER HEATER - 110-115 volt A.C. (Optional)
3. BATTERY - 12 volt D.C., 81 amp hr. (Second Battery Optional)
4. BLOWER - 12 volt D.C. (Gas Only)
5. LIGHT - 12 volt D.C., Starboard Stowage Locker
6. 110-115 volt A.C. Double Outlet (Optional)
7. GALLEY LIGHT - 12 volt D.C.
8. CABIN LIGHT - 12 volt D.C.
9. SUMP PUMP - 12 volt D.C.
10. SUMP PUMP ACTUATOR - 12 volt D.C.
11. SAFETY MAIN SWITCH
12. 12 volt SYSTEM PANEL
13. 110 volt SYSTEM PANEL (Optional)
14. ELECTRIC HEATER - 110-115 volts A.C.
15. THROUGH DECK PLUGS FOR MAST WIRING
16. WATER PRESSURE PUMP - 12 volt D.C.
17. BOW LIGHTS - 12 volt D.C.



9.2C Electrical System

1. STERN LIGHT - 12 volt D.C.
2. CABIN LIGHT - 12 volt D.C.
3. 110-115 volt A.C. Double Outlet (Optional)
4. ADDITIONAL BATTERY - 12 volt, 81 amp hr. (Optional)
5. BATTERY - 12 volt, 81 amp hr.
6. BLOWER - 12 volt D.C. (Gas Only)
7. WATER HEATER, ELECTRIC - 110-115 volt A.C. (Optional)
8. LIGHT, ENGINE COMPARTMENT - 12 volt D.C.
9. SUMP PUMP - 12 volt D.C.
10. SUMP PUMP ACTUATOR - 12 volt D.C.
11. ELECTRICAL PANEL GROUPING
12. GALLEY LIGHT - 12 volt D.C.
13. ELECTRIC HEATER - 110-115 volt A.C.
14. THROUGH DECK PLUGS FOR MAST WIRING
15. WATER PRESSURE PUMP - 12 volt D.C.
16. BOW LIGHTS - 12 volt D.C.



Engine Operating Instructions

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 FUMES OR LIQUID GASOLINE ARE PRESENT IN ANY FORM, DO NOT START ENGINE; SMOKE; USE ELECTRICAL APPLIANCES; OR LIGHT STOVE. CORRECT THE SITUATION AND THEN PROCEED.

Engine Operating Instructions (Continued)

STARTING ENGINE

1. Turn the engine ignition key to the "ON" position.
2. Pull out the choke.
3. Place throttle lever at 1/4 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 smooth.
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, the bilge blower may be turned off.

STOPPING ENGINE

1. Idle down. (Engine should be in neutral.)
2. Turn ignition switch to "OFF."
3. Close the engine cooling water valve and the fuel valve.

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 percent 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.

Safe Fueling Practices

1. 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 five (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!

Plumbing Systems

We have kept your plumbing system simple, but yet versatile, by incorporating as many individual drains into as few hull openings as possible.

All below-waterline thru-hulls are equipped with shut-off valves for maximum safety while docked between usages and to prevent any chance of sea water backing up into the sinks while sailing in heavy weather.

Following is a general description and plumbing diagram of the 9.2A and 9.2C. You should familiarize yourself with it and check all phases periodically to keep fresh water in your tank and sea water outside the hull.

Where freezing temperatures are expected, the entire system should be drained with special precautions being taken with the water tank and toilet. (See Winter Storage, page 51.)

Fresh Water System

A heavy-duty, aluminum fresh water tank is included as standard equipment on your 9.2 with a capacity of 37 gallons. It is located under the forward berth keeping in mind the weight distribution to insure the finest sailing characteristics of your boat. The water fill deck plate is located on the forward starboard gunwale and is clearly marked. The tank's vent line terminates in the forward anchor locker.

Water Pressure Pump

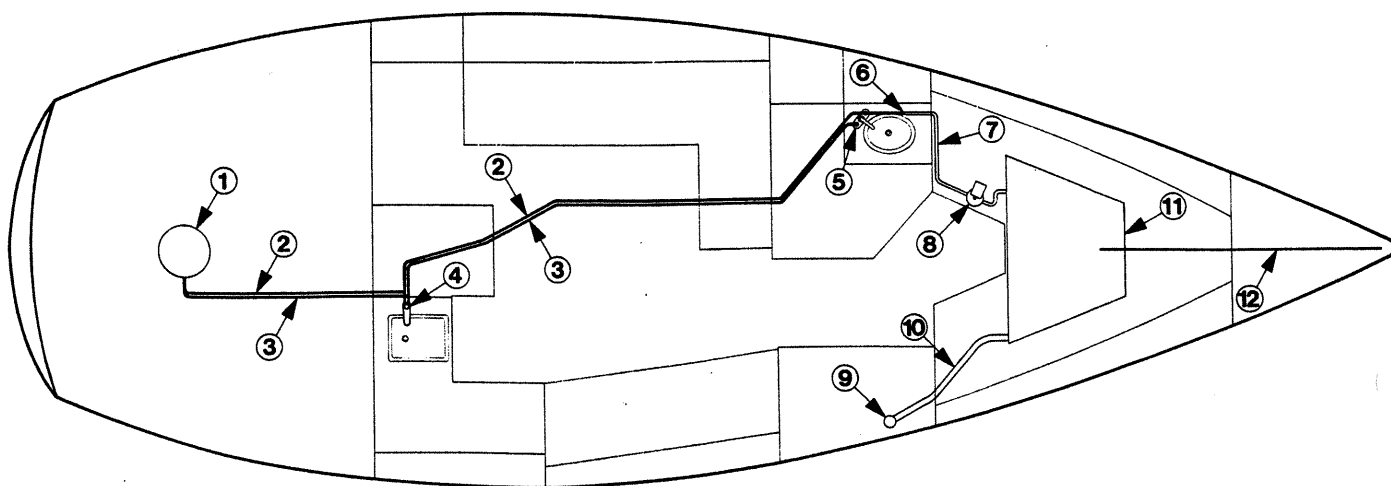
With the power on, the pressure pump automatically supplies your water needs. Operation and maintenance should be in accordance with manufacturer's recommendations included in the back pocket of this manual.

Head

Your boat has a portable marine toilet as standard equipment. A recirculating marine toilet is available as optional equipment. In either instance, operation and maintenance should be in accordance with manufacturer's recommendations included in the back pocket of this manual.

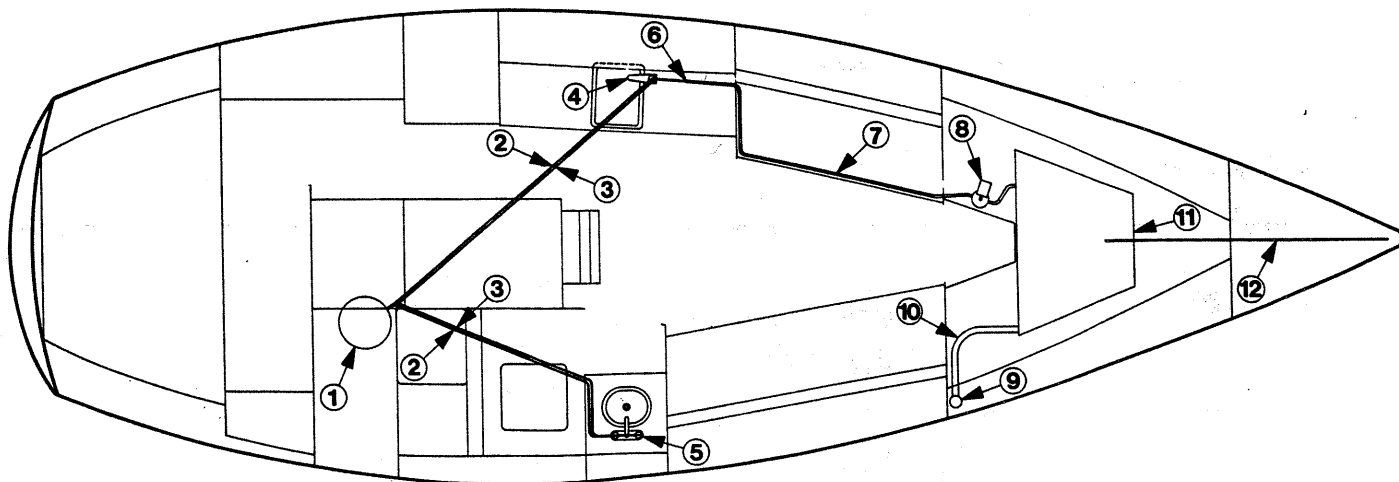
9.2A Fresh Water System

1. ELECTRIC WATER HEATER - 110-115 volts A.C. (Optional System)
2. COLD WATER SUPPLY LINE - In systems with optional water heater,
3/8 O.D. copper tubing is used in place of 5/16 I.D. plastic hose.
3. HOT WATER LINE - 3/8 O.D. copper tubing
4. GALLEY FAUCET
5. HEAD FAUCET
6. REDUCER COUPLING FROM 5/8 I.D. plastic hose to 3/8 O.D. copper tubing
7. 5/8 I.D. PLASTIC HOSE
8. WATER PRESSURE PUMP - 12 volt A.C.
9. DECK FILL FOR FRESH WATER
10. 1 1/4 I.D. FILL HOSE
11. FRESH WATER TANK - 37 gal.
12. VENT - 5/16 O.D. copper tubing terminating in forward anchor locker



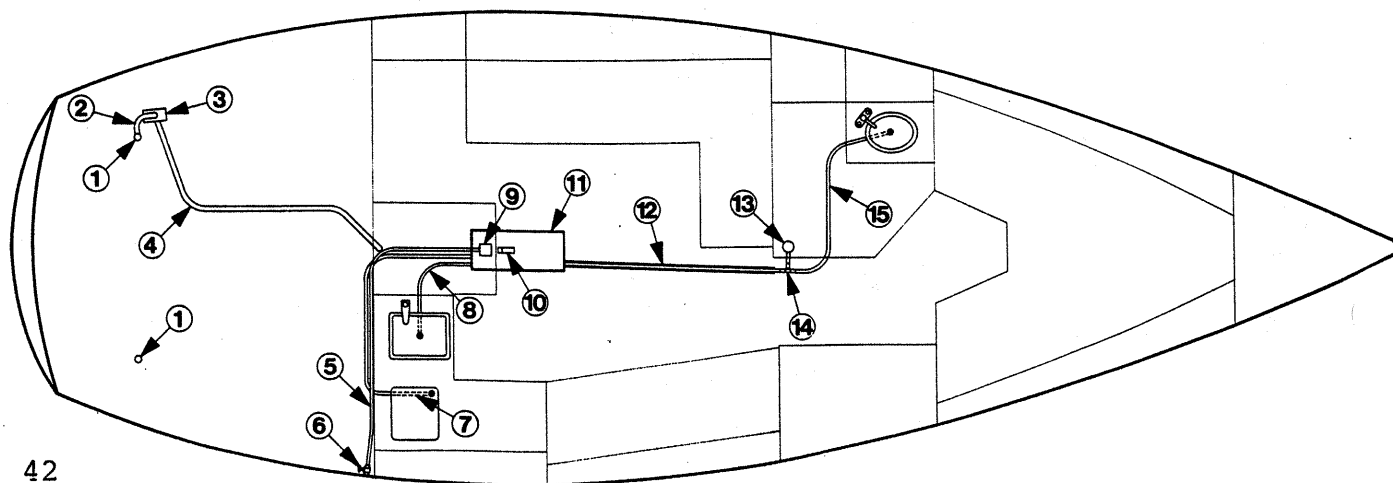
9.2C Fresh Water System

1. WATER HEATER - 110-115 volts A.C. (Optional System)
2. COLD WATER SUPPLY LINE - In systems with optional water heater, 3/8 O.D. copper tubing is used in place of 5/16 I.D. plastic hose.
3. HOT WATER LINE - 3/8 O.D. copper tubing
4. GALLEY FAUCET
5. HEAD FAUCET
6. REDUCER COUPLING FROM 5/8 I.D. plastic hose to 3/8 O.D. copper tubing
7. 5/8 I.D. PLASTIC HOSE
8. WATER PRESSURE PUMP - 12 volt D.C.
9. DECK FILL FOR FRESH WATER
10. 1 1/4 I.D. FILL HOSE
11. FRESH WATER TANK - 37 gal.
12. VENT - 5/16 O.D. copper tubing terminating in forward anchor locker



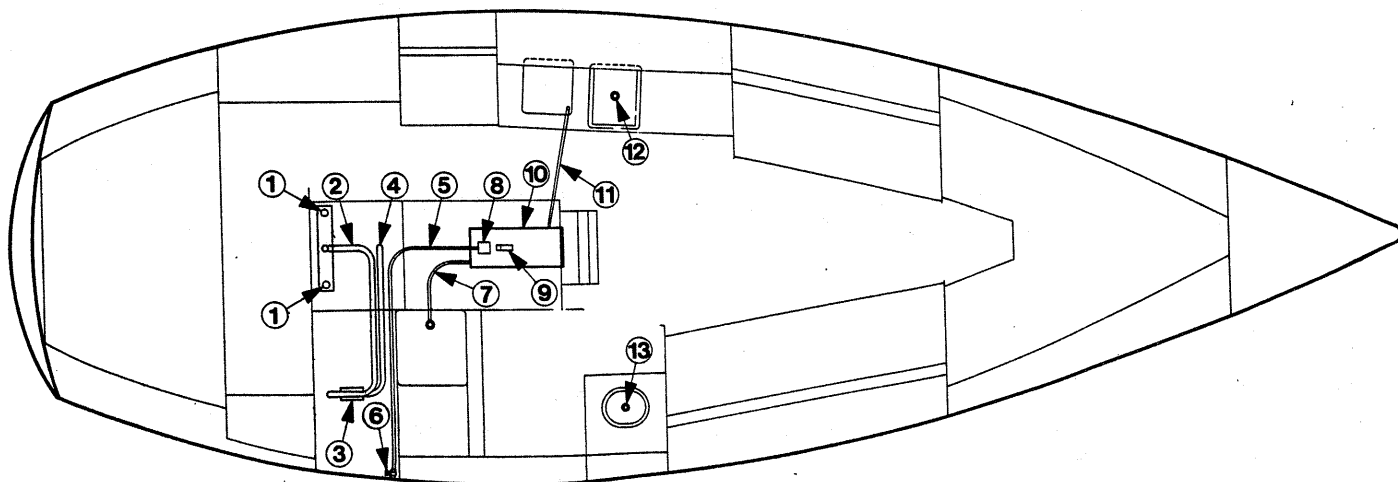
9.2A Drain System

1. COCKPIT FLOOR DRAINS
2. 1 1/2 I.D. Reinforced Hose from Bilge Pump to Cockpit Floor Drain
3. BILGE PUMP, HAND OPERATED
4. 1 1/2 I.D. Reinforced Hose from Bilge to Bilge Pump
5. 5/8 I.D. Clear Plastic Hose from Sump Pump to Thru-Hull Fitting
6. THRU-HULL WITH GATE VALVE
7. 5/8 I.D. Clear Plastic Hose from Ice Chest Drain to Sump
8. 5/8 I.D. Clear Plastic Hose from Galley Sink Drain to Sump
9. SUMP PUMP - 12 volt D.C.
10. SUMP PUMP ACTUATOR - 12 volt D.C.
11. SUMP
12. 1 1/2 I.D. Plastic Hose Conduit for 5/8 I.D. Clear Plastic Drain Hose
13. SHOWER DRAIN
14. T-FITTING for 5/8 I.D. Clear Plastic Drain Lines
15. 5/8 I.D. Clear Plastic Sink Drain Line



9.2C Drain System

1. COCKPIT FLOOR DRAINS
2. 1 1/2 I.D. Reinforced Hose from Bilge Pump to Cockpit Floor Drain
3. BILGE PUMP, HAND OPERATED
4. 1 1/2 I.D. Reinforced Hose from Bilge to Bilge Pump
5. 5/8 I.D. Clear Plastic Hose from Sump Pump to Thru-Hull
6. THRU-HULL WITH GATE VALVE
7. 5/8 I.D. Clear Plastic Hose from Shower/Tub Drain to Sump
8. SUMP PUMP - 12 volt D.C.
9. SUMP PUMP ACTUATOR - 12 volt D.C.
10. SUMP
11. 5/16 I.D. Clear Plastic Hose from Ice Chest to Sump
12. GALLEY SINK DRAIN - Drains directly overboard through Gate Valve
13. SINK DRAIN - Drains directly overboard through Gate Valve



Interior Appointments

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 awhile. 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 cleaners. 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 that you have installed. Included is an interior arrangement drawing for your boat.

Interior Screws

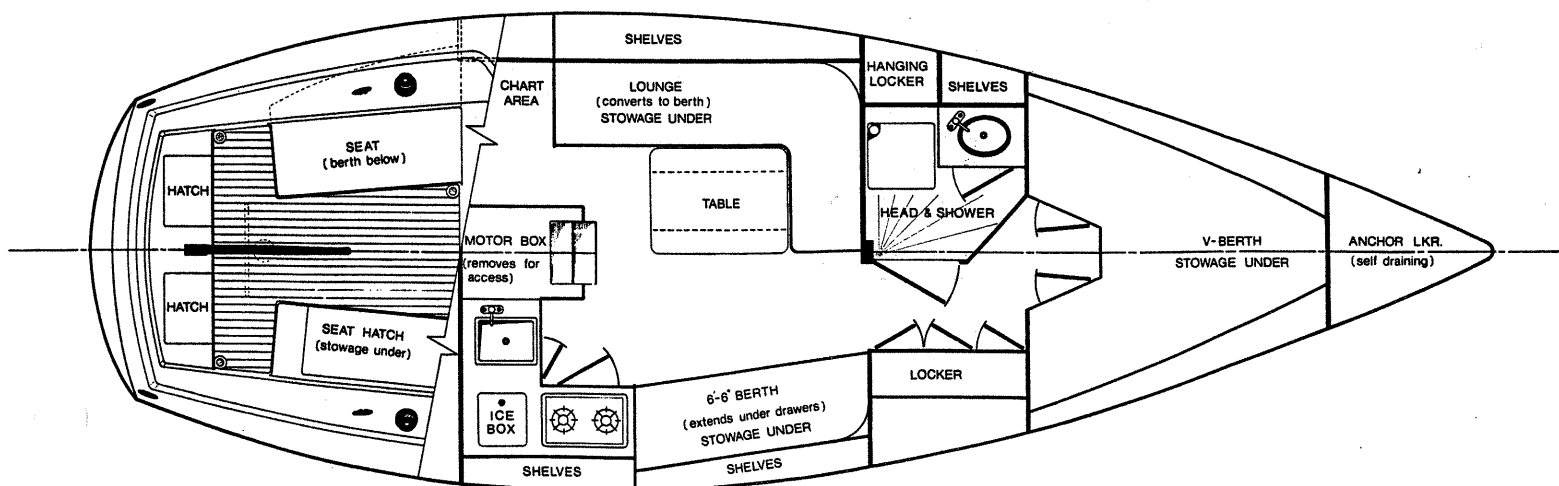
The brown colored screws used to hold trim, etc., have a "+" shaped Reed and Prince head. Do not use a Phillips screwdriver, as it will tend to chew up the slots.

Alcohol Stoves

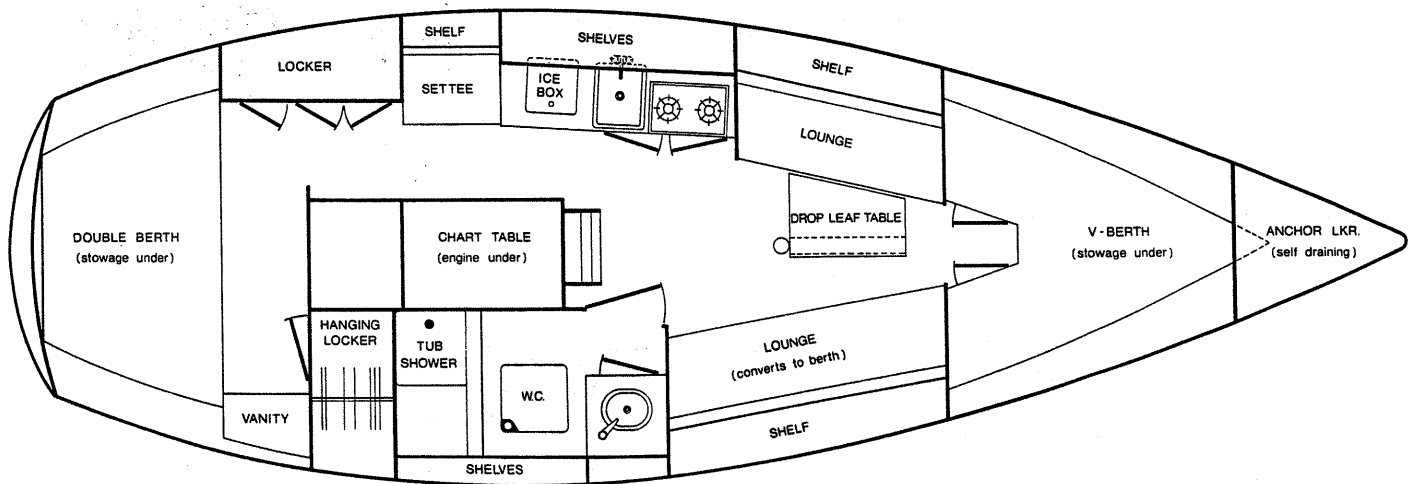
An alcohol stove is the most common installation on boats because it burns clean and has minimal fumes; also, an alcohol flame can be put out with water.

The instructions for operating are in the back cover pocket of this manual. Read all instructions before operating.

Interior Appointments 9.2A



Interior Appointments 9.2C



Maintenance and Care

Regular, preventive maintenance is required to keep any boat in "as new" condition. It starts with the day after delivery and continues throughout the year. The heaviest time commitment is, of course, in the spring, but one should always be observant of the condition of such areas as running rigging, through-hulls and their connecting lines and clamps, engine, head, finishes, and other moving parts of gear and tackle. The following comments are intended to serve as an initial guideline. You will no doubt want to develop a check list of your own.

Fiberglass Surfaces

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 care must be taken not to cut through the gelcoat surface, particularly at corners and edges. Color in gelcoat, as in any material 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 on your boat, occasional scratches, cracks, or small gouges are bound to appear.

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 Weldwood's "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 and Hatches

The windows and hatches are of plexiglas which is noted for its high impact resistance. Gritty cleaning agents such as cleanser will scratch the plexiglas. To clean, use 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.

Winter 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 battery freezes at about 20 degrees Fahrenheit.

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 4s 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 vertical risers are not intended to carry the load, merely to stabilize the boat.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears slightly aged or off-white. There is no handwriting or other markings on the page.