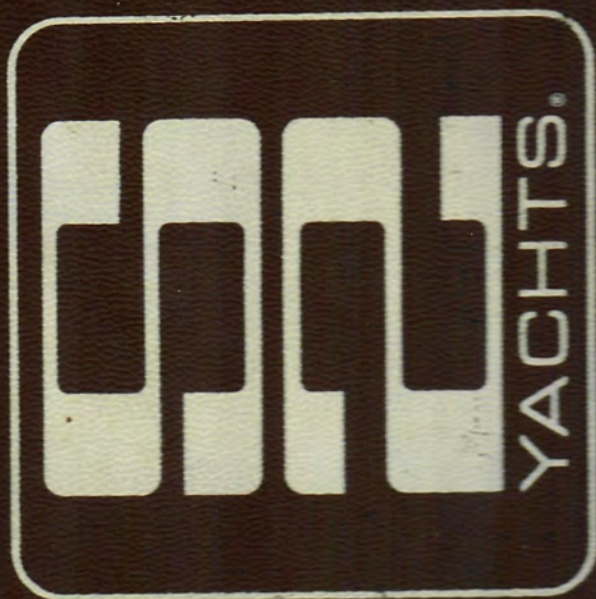


OWNERS MANUAL AND SHIPS LOG





9.2A

9.2 METER/AFT COCKPIT

SHIP'S NAME _____

REGISTRATION NO. _____ RADIO CALL NO. _____

HAILING PORT _____ YEAR BUILT 1980 Model 1 Year _____ HULL NO. SSU30299M80E

OWNER _____

ADDRESS _____

OWNER _____

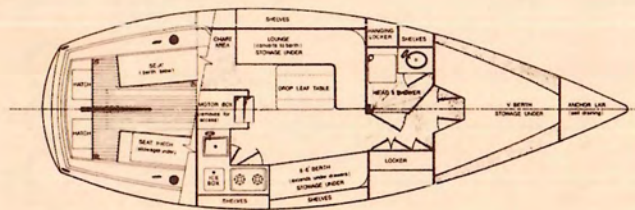
ADDRESS _____

OWNER _____

ADDRESS _____

SPECIFICATIONS:

| | | |
|------------------------|-------------|--------|
| L.O.A. | 9m 2cm | 29'11" |
| D.W.L. | | 25'0" |
| Beam | | 10'3" |
| Shoal Draft | | 3'11" |
| Deep Keel | | 4'11" |
| Displacement | 9,800 lbs. | |
| Ballast Lead | 4,000 lbs. | |
| Sail Area | 468 sq. ft. | |
| Mast head above D.W.L. | 43'6" | |
| Headroom | 6'3" | |
| Cockpit length | 8'0" | |





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

sailboats@S2yachts.com

df



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

SHIP'S LOG

| DATE | ENTRY |
|-----------|---|
| 8/15/15 | PURCHASED THOR - FROM CHARLEY & CHRIS (SON) WILLIAMS ENG HRS 420 HRS. EAGLE MOUNTAIN LAKE, TX |
| 8/17/15 | BOAT DELIVERED @ LAKE JACOBO, BLUE SPRINGS, MO. |
| 9/5/15 | BOAT LAUNCHED - MOTOR PROBLEMS - REPLACE PRIMARY - WATER SEPARATOR - HOUSING & FILTER SECONDARY FUEL FILTER BLEED SCREW ON SECONDARY FUEL FILTER RE-TAPED & SEALED FUEL LEAK. |
| 9/18/15 | INSTALLED ELECTRIC FUEL PUMP - LIFT PUMP REPLACED 2017 - NATE RICHARSON |
| 9/13/15 | MADE VOYAGE, SHEZ TUCKER, LUKE & HEATHER, GREAT SAIL DAY |
| 9/19/15 | MOTOR PROBLEM STILL EXSIST - MOTOR STOP'S |
| 9/25/15 | PUMPED EXCESS OIL FROM ENG. ADDED OIL TO PROPER OIL LEVEL - MOTOR RAN GREAT, NO OIL FROM EXHAUST |
| 9/27/15 | LUNAR ECLIPSE - SUPER MOON - BLOOD MOON - SHEZ & MICHELLE, TUCKER, BEN TUCKER LARRY & SUAY, RAFTED UP WITH 5 OTHER BOATS TO WATCH ECLIPSE |
| 9/26/15 | OFFICIATED PIRATE WEDDING @ LAKE JACOBO - TRAVIS & LISA GRIGGS |
| 10/20/15 | GREAT DAY SAILING - MAC - DAYREL MCKEE, JOHN |
| 11/19/15 | PLANNED PULLING BOAT FOR WINTER |
| 2016-2017 | BOAT REMAINED ON THE HARD - FOR BLISTERS ON HULL |

SHIP'S LOG

DATE _____

ENTRY

5/23/17 OIL CHANGED ENG HRS 451.6

5/24/17 SVC WATER PUMP IMPELLER LOOKED GOOD - NEW GASKET

6/16/17 LAUNCHED BOAT. KNOT METER THRU. HALL LEAKED. TIGHTENED NUT. LEAK STOPPED

7/2 MOTOR RUNNING FINE - NO NOTICEABLE FUEL IN OIL AFTER 1ST PUMP CHG

6/13/22 ENGRS. B27.7 Replaced RAW WATER PUMP - Start Switch Replaced

SHIP'S LOG

[illegible]

SHIP'S LOG

DATE _____

ENTRY

[illegible]

SHIP'S LOG

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SHIP'S LOG

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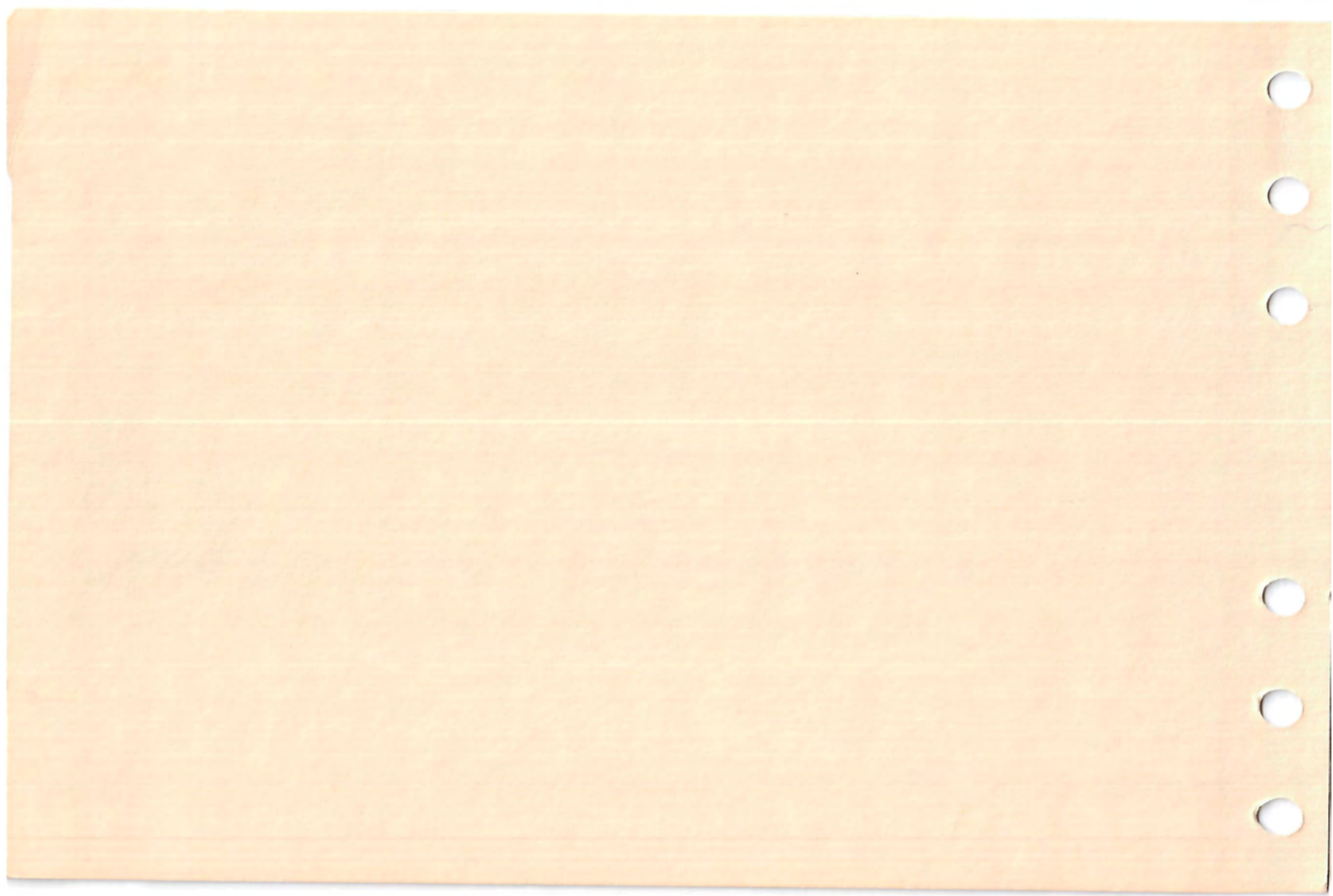
DATE _____

ENTRY

[illegible]

WARRANTIES / COMMISSIONING

NOTES:



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.

COMMISSIONING

LAUNCH RECORD

DEALER _____

NEW OWNER _____

BOAT NAME _____

DATE SOLD _____ DATE LAUNCHED _____ PRICE _____

DEALER _____

NEW OWNER _____

BOAT NAME _____

DATE SOLD _____ DATE LAUNCHED _____ PRICE _____

DEALER _____

NEW OWNER _____

BOAT NAME _____

DATE SOLD _____ DATE LAUNCHED _____ PRICE _____

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

SAILS & RIGGING

NOTES:

208
382
590

9.2M / SAIL STATISTICS

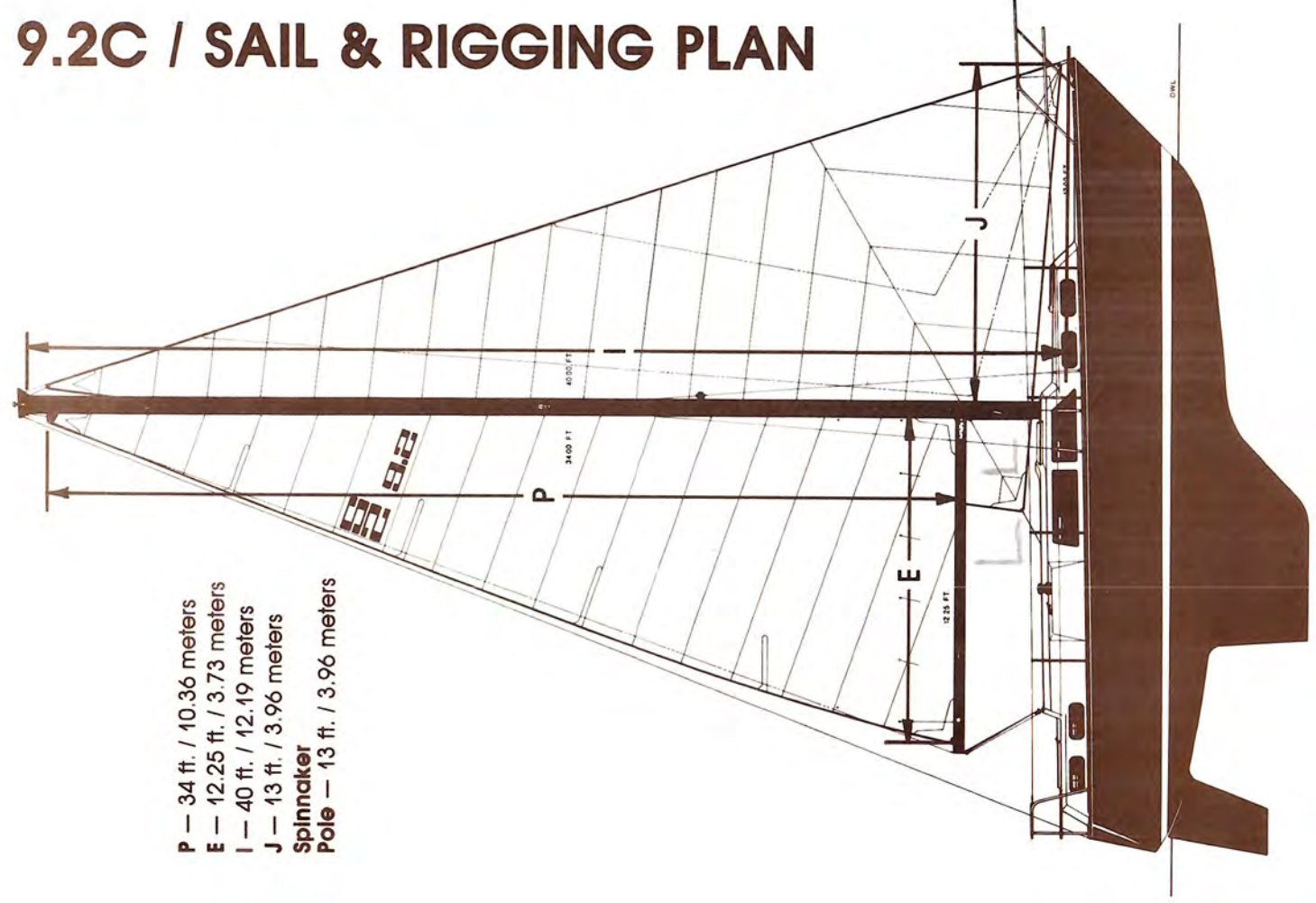
| SAIL | WEIGHT (OZ.) | AREA (SQ. FT.) | SAIL | WEIGHT (OZ.) | AREA (SQ. FT.) |
|---------------------------------------|-----------------|-------------------|-------------------------------------|-----------------|-------------------|
| MAINSAIL SEE OPTIONS BELOW | 6 | 208 | 110 GENOA Luff 40.0 | 6.5 | 300 |
| 170 GENOA (drifter or blooper) | ¾ - 1.5 | 464 | 105 GENOA Luff 40.0 | 6.5 | 286 |
| 170 GENOA | 2 - 3.8 | | 100 JIB Luff 40.0 | 6.5 | 272 |
| 170 GENOA | 4 - 5 | | 115 GENOA Luff 34.0 | 5.5 | 254 |
| 170 GENOA | 5.5 | | 95 JIB Luff 28.0 | 6.5 | 172 |
| 160 GENOA (drifter or blooper) | ¾ - 1.5 | 436 | STORM JIB OR STORM TRISAIL | 6.5 | 79 |
| 160 GENOA | 2 - 3.8 | | TALL SPINN. STAYSAIL (80) | ¾ - 1.5 | 197 |
| 160 GENOA | 4 - 5 | | TALL SPINN. STAYSAIL (110) | 2 - 3.8 | 271 |
| 160 GENOA | 5.5 | | DUAL STAYSAIL (110) | 4 - 5 | 271 |
| 150 GENOA (drifter or blooper) | ¾ - 1.5 | 409 | 100 GENOA STAYSAIL Luff 26.4 | 4 - 5 | 171 |
| 150 GENOA | 2 - 3.8 | | SPINNAKER (RADIAL HEAD) | .5 | 935 |
| 150 GENOA | 4 - 5 | | SPINNAKER (RADIAL HEAD) | ¾ | |
| 150 GENOA | 5.5 | | SPINNAKER (RADIAL HEAD) | 1.5 | |
| 140 GENOA Luff 40.0 | 6.5 | 382 | STARCUT OR TRI-RADIAL | .5 | |
| 130 GENOA Luff 40.0 | 6.5 | 354 | STARCUT OR TRI-RADIAL | ¾ | |
| 120 GENOA Luff 40.0 | 6.5 | 327 | STARCUT OR TRI-RADIAL | 1.5 | |

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

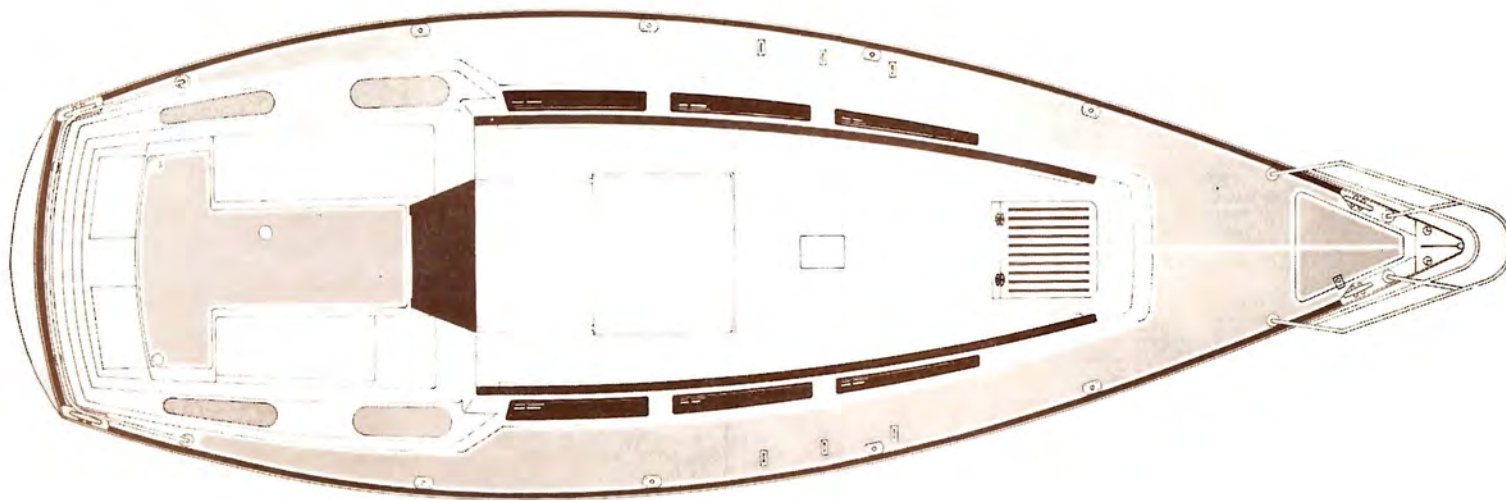
OTHER OPTIONS: Jib Reef/Tell-Tail Windows/Sail Numbers/ Spinn. Puller/Tacking Eye/Shape Stripes.

590

9.2C / SAIL & RIGGING PLAN



9.2A / DECK PLAN



9.2M / STANDING RIGGING

| 9.2C | FORESTAY | BACKSTAY | UPPERS | SINGLE LOWERS | FORWARD LOWER | AFT LOWER |
|----------------------|----------|----------------------|----------|---------------|---------------|-----------|
| Cut-Off Length | 40' 4½" | 41' 8" | 38' 7½" | | 19' 6½" | 19' 8½" |
| With Turnbuckle* | 41' 5½" | 42' 9" | 39' 8½" | | 20' 7½" | 20' 9½" |
| Upper Fitting | #8 Eye | #8 Eye | #8 Eye | | #8 Eye | #8 Eye |
| Cable Size | 1 x 19¼" | 1 x 19¼" | 1 x 19¼" | | 1 x 19¼" | 1 x 19¼" |
| Boom Hanger Location | | 80½" Up From Cut-Off | | | | |
| Hanger Length | | 29" | | | | |

| | | | | | | |
|----------------------|----------|---------------------|----------|--|----------|----------|
| 9.2A | | | | | | |
| Cut-Off Length | 40' 3" | 41' 6½" | 38' 5½" | | 19' 5" | 19' 7½" |
| With Turnbuckle* | 41' 4" | 42' 7½" | 39' 6½" | | 20' 6" | 20' 8½" |
| Upper Fitting | #8 Eye | #8 Eye | #8 Eye | | #8 Eye | #8 Eye |
| Cable Size | 1 x 19¼" | 1 x 19¼" | 1 x 19¼" | | 1 x 19¼" | 1 x 19¼" |
| Boom Hanger Location | | 79" Up From Cut-Off | | | | |
| Hanger Length | | 29" | | | | |

Turnbuckle
pin 7/16"

*Measurement is taken from Pin to Pin with Turnbuckle two-thirds extended.

9.2M / RUNNING RIGGING LENGTHS

STANDARD

| | |
|--------------------------|--|
| MAIN HALYARD | 1 - 40' x 3/8" XLS Spliced to 40' 7 x 19 5/32" Cable |
| MAIN SHEET | 1 - 75' x 3/8" Yacht Braid W/Splice |
| CUNNINGHAM | 1 - 18' x 3/8" Yacht Braid |
| REEF LINE | 1 - 24' x 5/16" Yacht Braid |
| FIXED TOPPING LIFT | 1 - 6' x 1/4" Yacht Braid W/Splice, 37' 7 x 19 5/32" Cable |
| GENOA HALYARD | 1 - 40' x 3/8" XLS Spliced to 40' 7 x 19 5/32" Cable |
| GENOA SHEETS | 2 - 45' x 3/8" Yacht Braid |

OPTIONAL

| | |
|-----------------------------|-------------------------------------|
| SPINNAKER HALYARD | 1 - 90' x 3/8" Yacht Braid W/Splice |
| SPINNAKER SHEETS | 2 - 60' x 3/8" Yacht Braid W/Splice |
| SPINNAKER POLE LIFT | 1 - 45' x 3/8" Yacht Braid W/Splice |
| SPINNAKER POLE FOREGUY | 1 - 45' x 3/8" Yacht Braid W/Splice |
| BOOM VANG | 1 - 30' x 3/8" Yacht Braid W/Splice |
| ROPE HALYARD | 1 - 100' x 3/8" XLS W/Splice |

9.2M / RIGGING

9.2 RIGGING AND HARDWARE

The S2 9.2 meter 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.

RIGGING THE 9.2 MAST

When rigging the mast, a good first step is to make sure that the halyards are all in their proper locations. 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 base of mast, double checking for tangles. This sure beats a ride up in the Bos'n's chair.

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 the spreader brackets which are fastened to the middle of the mast section on both sides into the end of the spreaders. The bolt which is supplied can then be inserted and securely tightened. If there are spreader lights, be sure to make the proper connection at this time. The connection should also be taped for moisture protection and to keep them from working apart.

UPPER SHROUDS

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

9.2M / RIGGING

BACKSTAY

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

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 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 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.

9.2M / RIGGING

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. The mainsail track up the aft edge of the mast should appear as one straight line. Any bend in the mast will show up here. Once the spar has been straightened with the forward lowers, snug up the aft lowers, checking to make sure the mast is still straight. The tension of the lower shrouds should be a little less than the uppers, but still fairly snug.

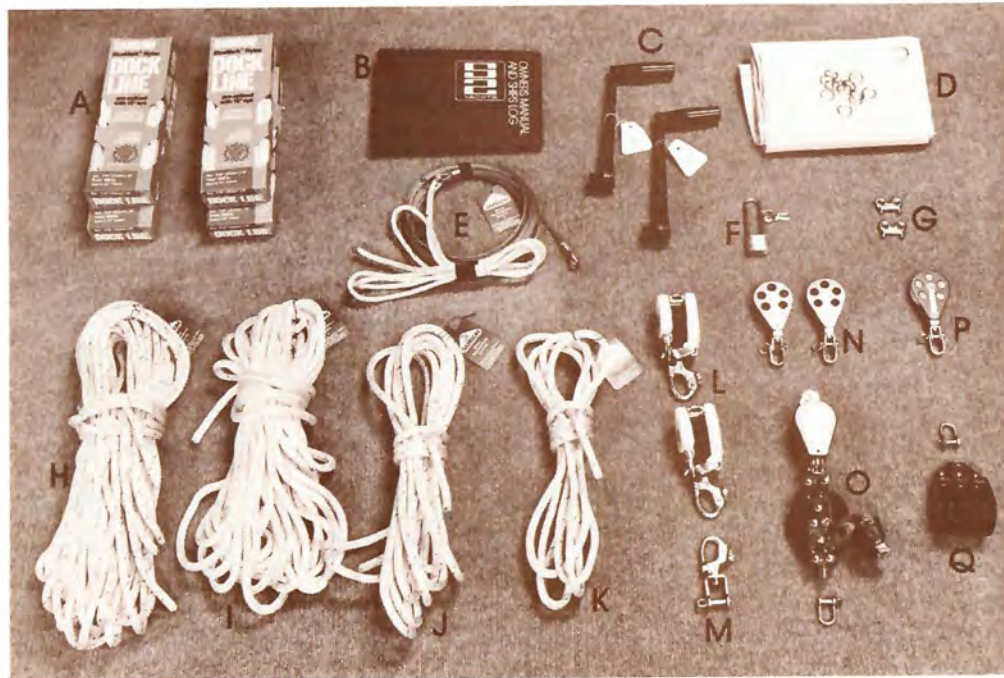
NOW, LET'S GO SAILING!

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.

9.2M / SHIP KIT

- A Dock Lines
- B Owners Manual and Ships Log
- C Winch Handles
- D Shower Curtain (9.2A only)
- E Fixed Topping Lift
- F Cabin Lock (w/two keys)
- G Fuel/Water Fill Keys
- H Genoa Sheets
- I Main Sheet (w/splice)
- J Reef Line
- K Cunningham Line
- L Genoa Sheet Snatch Blocks
- M Genoa Tack Snap Shackle
- N Halyard Turning Blocks (plastic sheave blocks for all rope halyards —aluminum sheave locks for rope to wire halyards)
- O Main Sheet Hexa-Cat Traveler Block (w/shackle)
- P Cunningham Block (plastic sheave)
- Q Main Sheet Triple Block (w/shackle)



NOT SHOWN:
 Mast, Boom, Spreaders,
 North Main Sail, North
 Working Jib, Main Sail
 Cover, Standard Head,
 Battery, Engine Crank
 Handle

()

()

()

()

()

()

ENGINE & FUEL

NOTES:

| | Hour | METER | FUEL ON BOARD | FUEL ADDED | GPH |
|------|------|-------|------------------|------------|------|
| 4-21 | 29.2 | | 22.5 | 6.0 | 3.07 |

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.)

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.

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.

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.

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!

9.2M / ELECTRICAL SYSTEM

12 VOLT DC ELECTRICAL SYSTEM

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 labelled on the 12 volt master control panel.

A SAFETY MAIN SWITCH is located on the left side of the 12 volt 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 "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 MASTER SWITCH POSITION TO "OFF" WHILE THE ENGINE IS RUNNING, AS THIS WILL SEVERELY DAMAGE THE ALTERNATOR.

The safety main switch should always be put in the "off" position whenever the boat is left unattended.

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

(A) CABIN LIGHTS - This switch controls the 12 volt cabin lights throughout the boat. With this switch in the "on" position, the lights can be operated at each fixture.

(B) RUNNING LIGHT - This switch controls the 12 volt white light mid-way up the mast, to be used only when the boat is under power after dark, in conjunction with the navigation lights.

(C) NAVIGATION LIGHTS - This switch controls the 12 volt red and green bow lights and the 12 volt white light at the stern.

(D) SPREADER LIGHTS - This switch controls the optional 12 volt lights on the spreaders to light the deck.

(E) ANCHOR LIGHT - This switch controls the optional 12 volt white light located on top of the mast, to be used only when anchored at night. (Anchor light "on", navigation lights "off" per U.S.C.G.)

(F) COMPASS - This switch controls the 12 volt light for the compass or any instruments wired thru this circuit.

(G) SPARE 1 - This switch is an optional 12 volt circuit that may be used for any 12 volt accessory.

(H) WATER PRESSURE - This switch controls the 12 volt water pressure pump. When left in the "on" position, the pump will run upon demand and will maintain the pressure within the water system. When in the "off" position, there will be no pressure within the water system.

(I) SUMP PUMP - This switch controls the optional 12 volt sump pump located in the bilge of the boat.

(J) REFRIGERATOR - This switch controls the power to the optional 12 volt refrigeration system. When the switch is in the "on" position, the refrigeration unit can operate upon demand. When it is in the "off" position, the refrigerator will not function.

9.2M / ELECTRICAL SYSTEM

(K & L) INSTRUMENT I & II - These two instrument switches can be used for operating any 12 volt accessory or instrument that might be installed at the factory or at a later date.

(M & N) SPARE 2, SPARE 3 - These two spare switches can be used for any 12 volt option that may be factory installed or at a later date.

(O) BATTERY MONITOR METERS - The charge condition of each battery may be checked by moving the two position switch located below the volt meter either to the left or right to check each respective battery.

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".

OPTION 110 - 115 VOLT A.C. ELECTRICAL SYSTEM

The 9.2 may be equipped with a 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 the 110V electrical control panel.

The A.C. panel reads as follows:

(P) MAIN SWITCH - The switch 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.

(Q) OUTLETS - This switch controls the power to the 110 volt receptacles located throughout the boat.

(R) BATTERY CHARGER - This switch controls the power to the optional 110 volt battery charger.

(S) WATER HEATER - This switch controls the power to optional 110 volt water heater.

CAUTION: 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 DAMAGE TO THE HEATING ELEMENT.

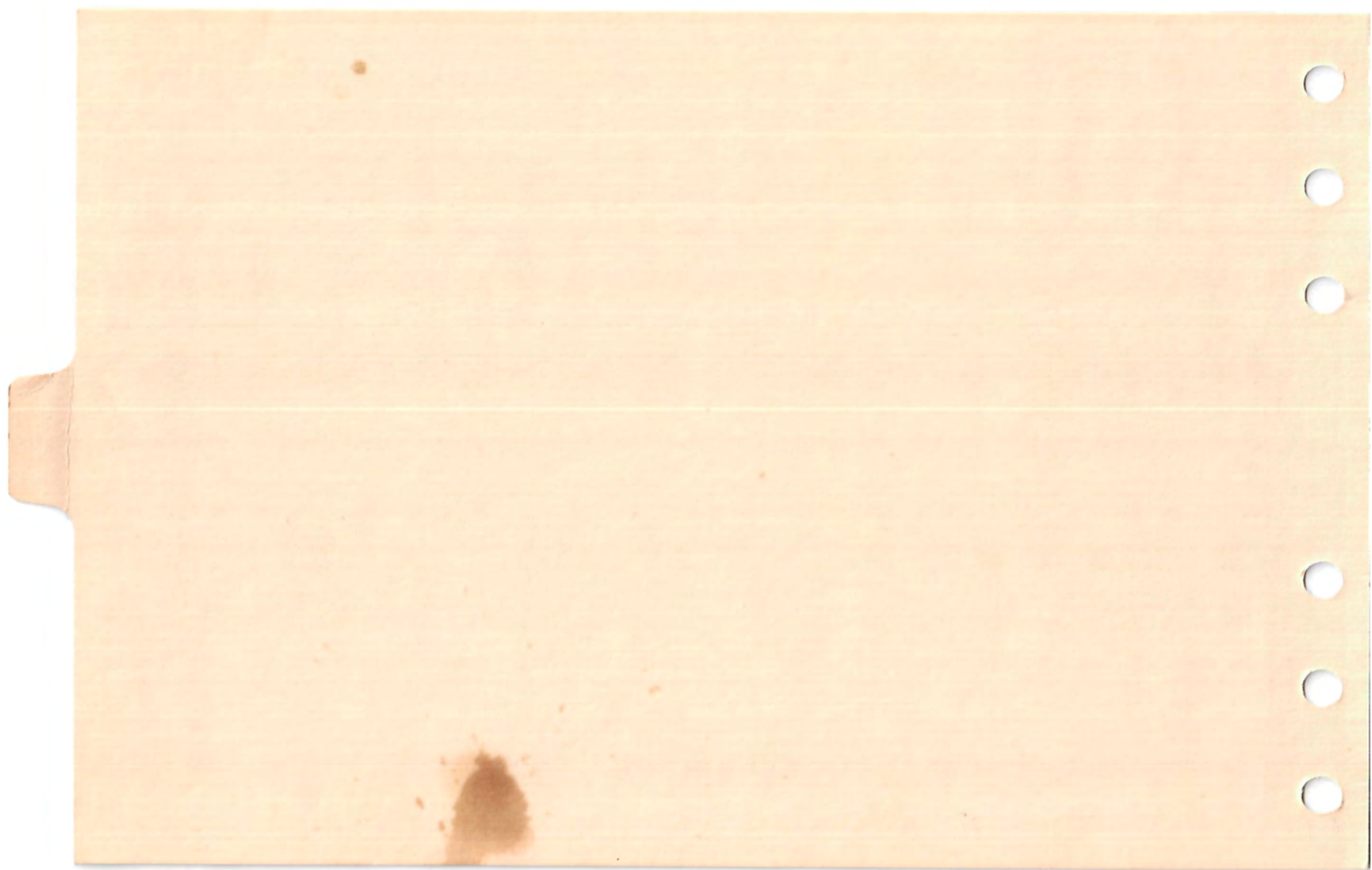
(T, U, & V) SPARES - There are three spaces available for the installation of any optional 110V systems.

(W) REVERSE POLARITY WARNING LAMP - Indicates plug is incorrectly inserted in dockside power outlet. This plug must be rotated 180° and then reinserted.

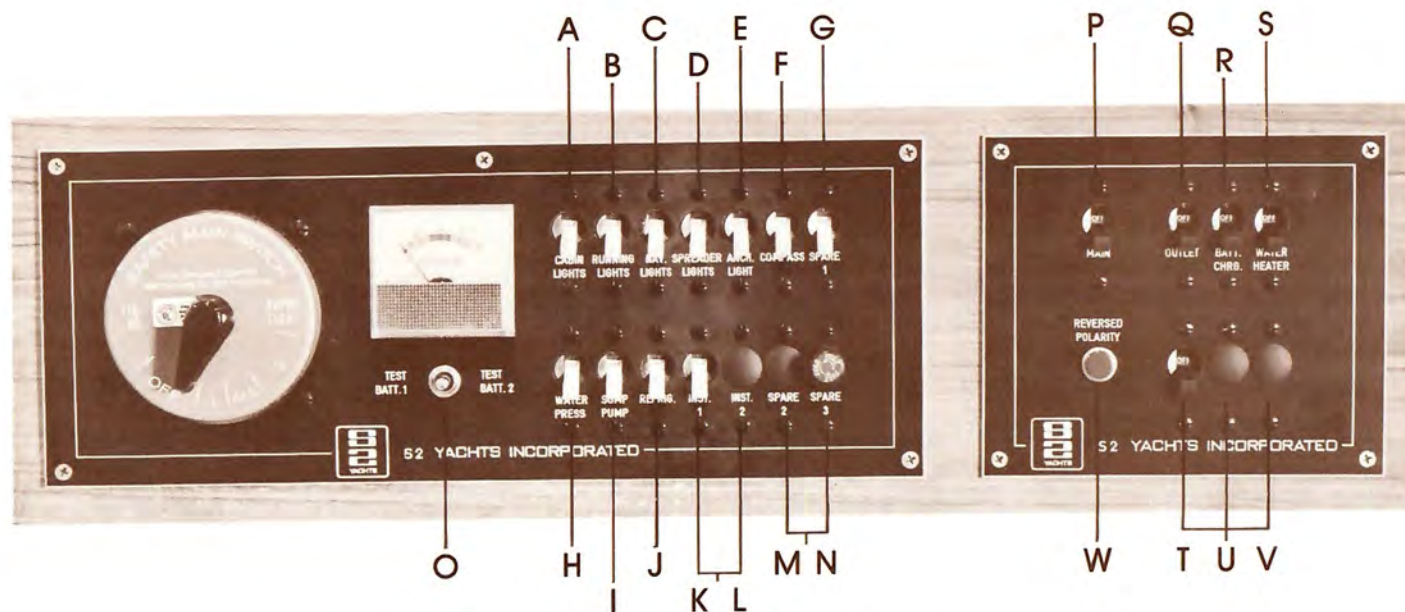
ELECTRICAL SYSTEMS

NOTES:

**ELECTRICAL
SYSTEMS**



9.2M / ELECTRICAL SYSTEM

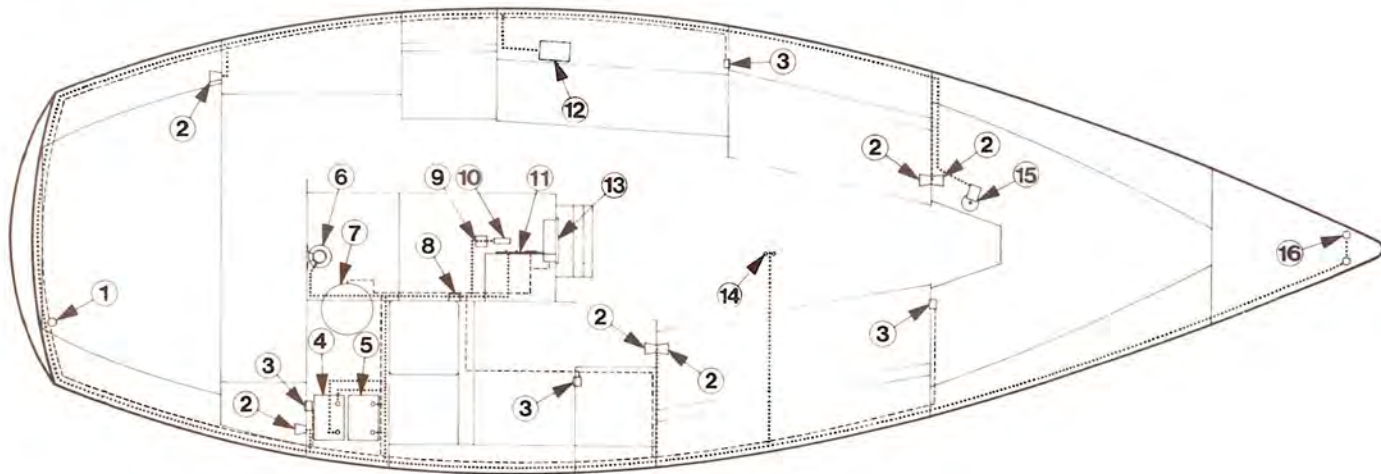


All circuits are color-coded in accordance with U.S. Coast Guard Regulations:
 RED - Positive lead from Safety Main Switch to control panel
 BLACK - Negative lead from engine to ground terminal bar
 GRAY - Positive feed to navigation lights
 BROWN - Positive feed to mast light
 BLUE - Positive feed to 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

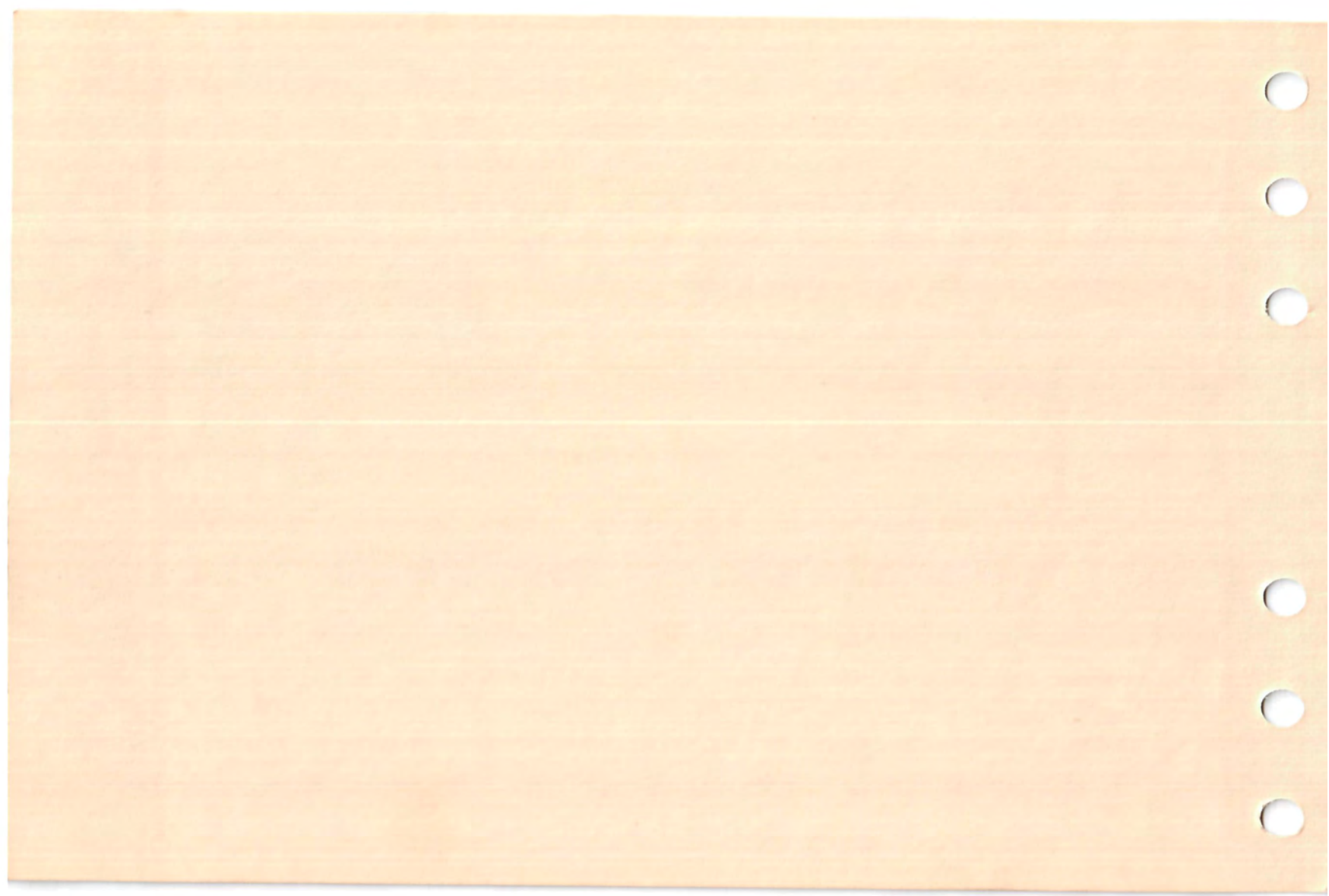
9.2C / ELECTRICAL SYSTEM

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.



PLUMBING

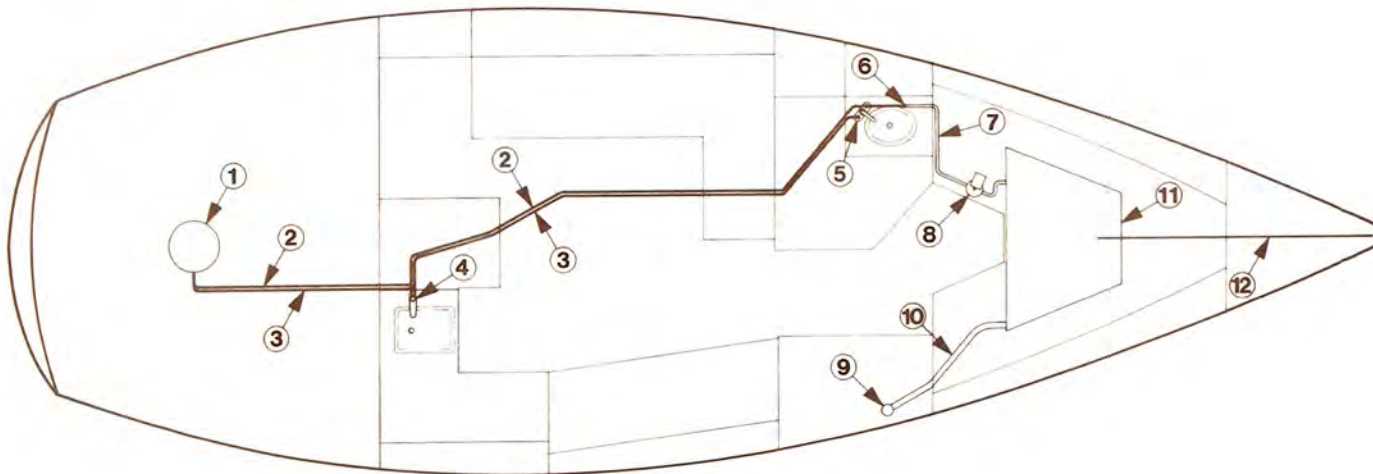
NOTES:



9.2A / PLUMBING

FRESH WATER SYSTEM

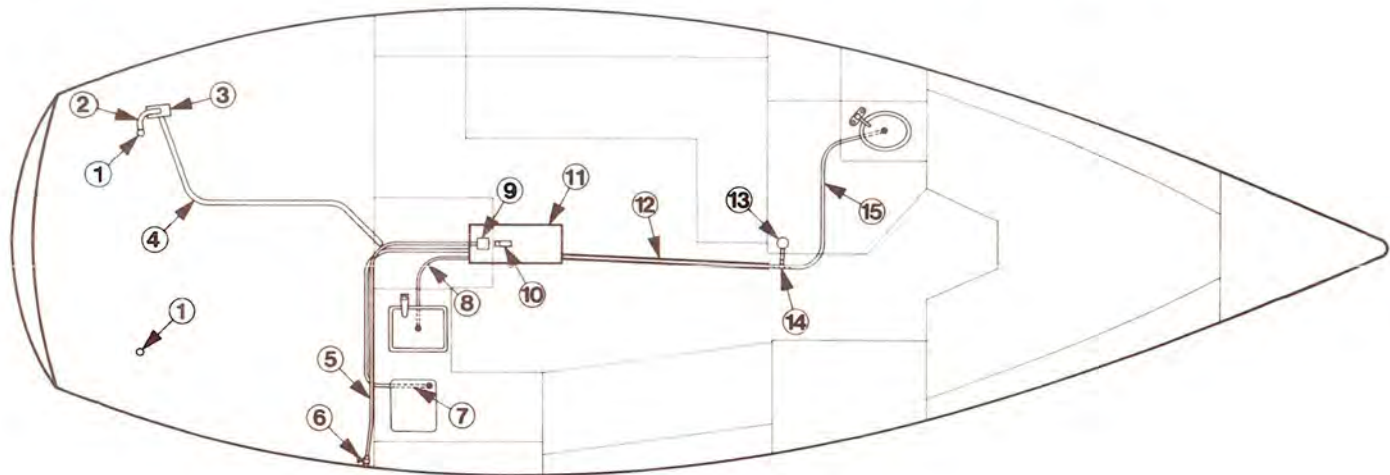
1. ELECTRIC WATER HEATER — 110-115 volts A.C. (Optional System)
2. COLD WATER SUPPLY LINE — In systems with optional water heater, 3/8 O.D. copper tubing is used in place of 5/16 I.D. plastic hose.
3. HOT WATER LINE — 3/8 O.D. copper tubing
4. GALLEY FAUCET
5. HEAD FAUCET
6. REDUCER COUPLING FROM 5/8 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



9.2A / PLUMBING

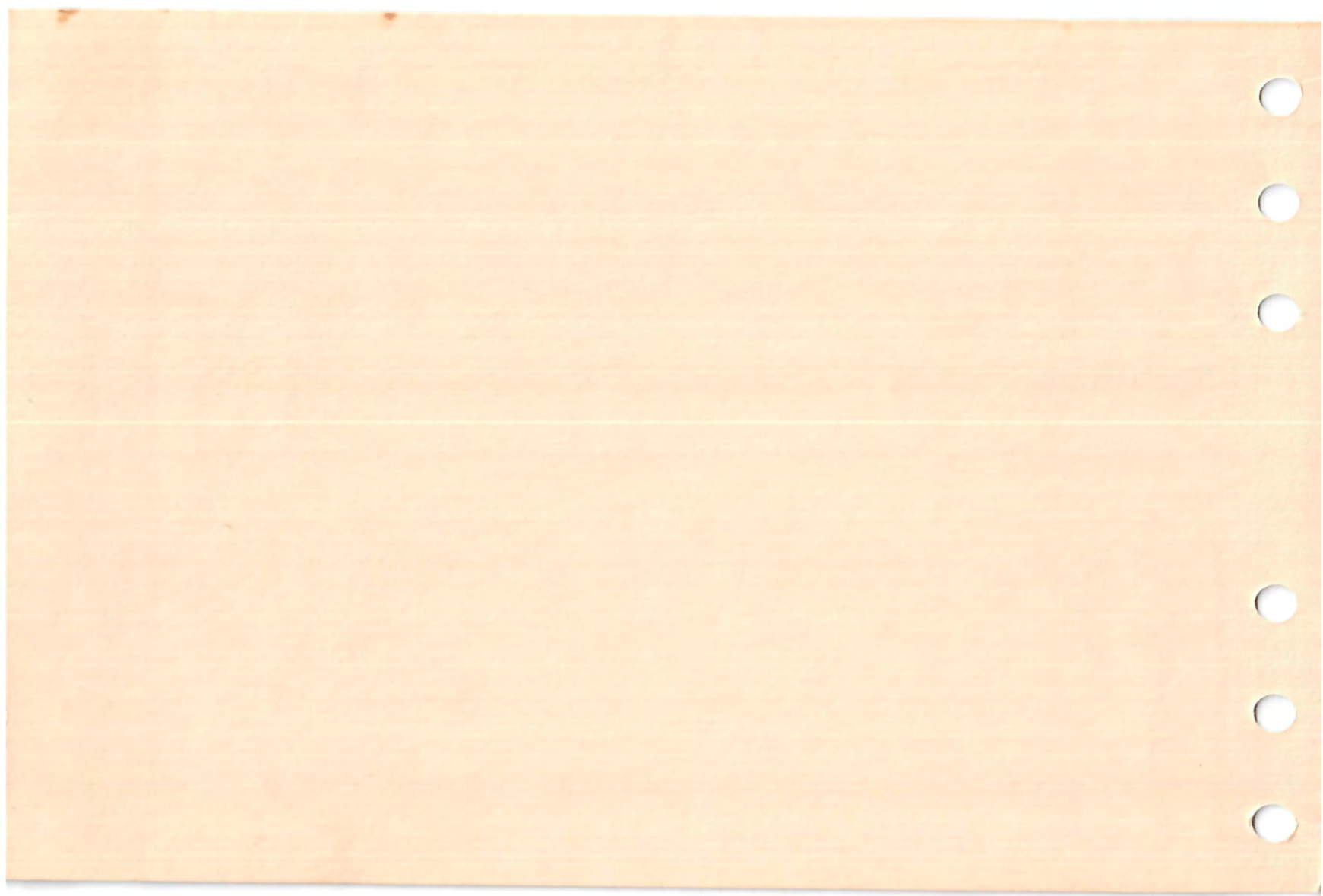
DRAIN SYSTEM

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



MAINTENANCE

NOTES:



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".

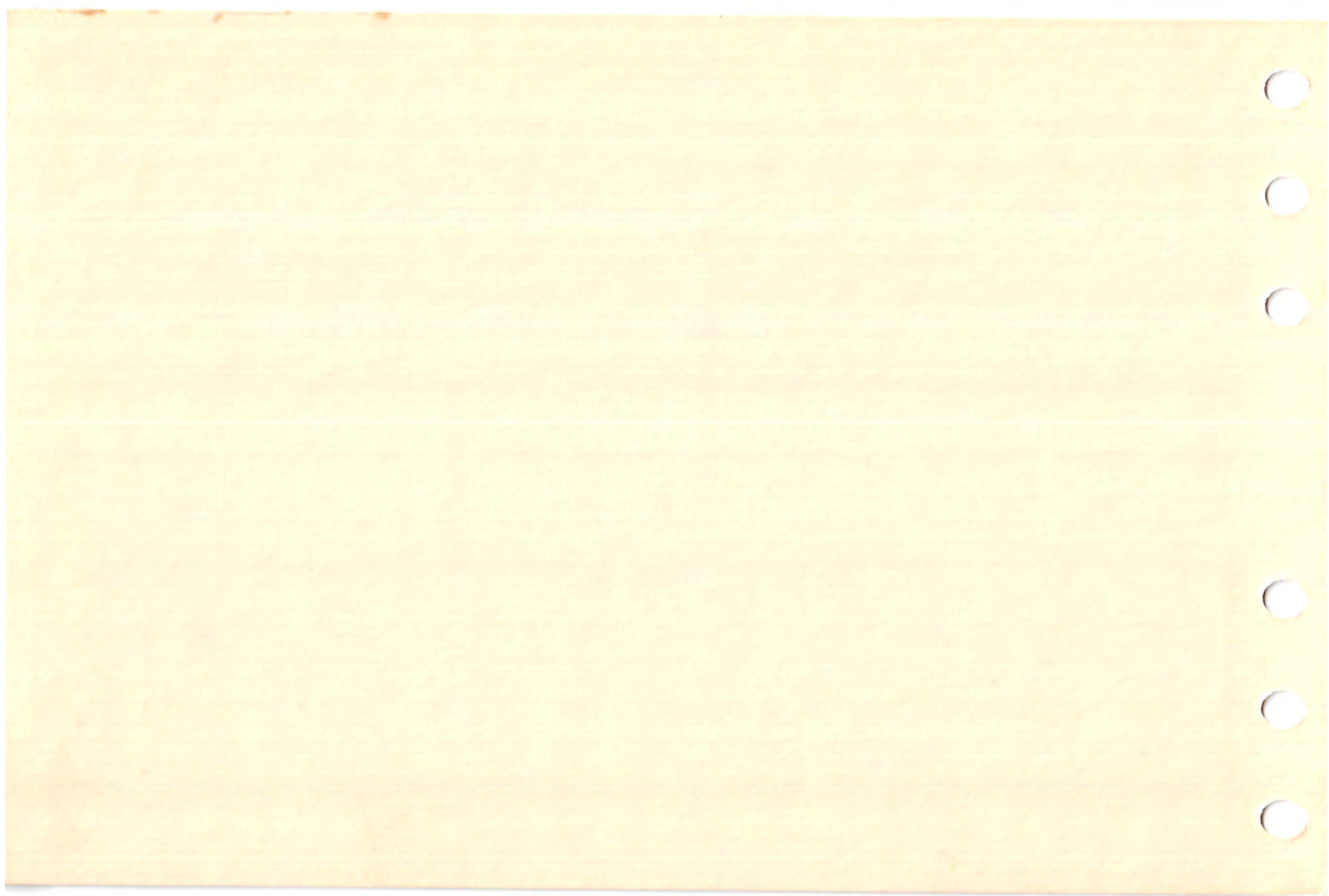
Caution: Never use steel wool instead of bronze wool or sandpaper. Small filaments of steel break off and cause rust spots that are very difficult to remove.

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

NOTES:



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 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 ballas 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.

