

OWNER'S GUIDE



JENSEN MARINE CORPORATION

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IMPORTANT PLEASE READ

OWNER'S GUIDE - CAL-25

Welcome into the fast-growing owner's group of Jensen Fiberglass Yachts. Your CAL-25 has been carefully engineered and built to require a minimum of maintenance and a maximum of sailing pleasure. To insure this, the following is a description of the operational checks and tasks normally dealt with by the owner to maintain his CAL-25.

Let's become acquainted with these various operations by preparing a CAL-25 for a day's sail and discussing the maintenance routine which you should follow. Slide the hatch forward and remove the hatch board. Look below, for here we start our "Sailing Check-off List".

I. OUTBOARD MOTOR

Before going below, we should look at the outboard motor installation. First remove the "Transom Door" and stow it below. Now take the outboard from its bracket in the starboard cockpit locker and mount on the transom. Once mounted, the outboard may be tipped up, out of the water, for sailing. Notice that hasps have been provided on the cockpit-seat locker covers and the transom door. A small lock on each will discourage theft.

II. HEAD

To flush the Marine Toilet, swing the valve FORWARD to OPEN and pump. To dry bowl, swing the valve

AFT to close and pump. An instruction sheet is inclosed in the Vinyl Case but additional information and replacement parts can be obtained from the manufacturer.

If you have supplied the two thru-hulls with gate valves, it is good practice to close them (turn clockwise) before going ashore. The bilge should also be checked for water via the aft inspection plate in the cabin sole. Our fiberglass hull is watertight but there could be some seepage from the thru-hull fittings. The optional Hand Bilge Pump is mounted in the port cockpit seat locker.

III. OPTIONAL GALLEY

Your CAL-25 can be equipped with a 15 gallon fresh water tank under the cockpit sole. The fill cap is in the port cockpit seat Locker. The stainless steel sink, with hand pump, is mounted on the port side of the main companionway and drains into the port cockpit scupper thru-hull.

The step-box in the companionway can be converted into a 25 pound fiberglass ice box as an optional extra.

Operating instructions for the optional factory installed stove will be included. The stove is stowed under the forward settee seat in its own, pull-out locker. It mounts on the sink bulkhead with two stainless steel pins and is supported forward by a wire bridle from the overhead.

IV. OPTIONAL ELECTRICAL SYSTEM

A 12 volt, 70 amp hour battery with Master Switch and 15 amp fuses stores power for the electrical system. The Master "Pull Switch" is located on the port berth riser aft. The two other pull switches are for the running lights: Top for the port, starboard and stern lights, Bottom for the mast light. The battery is in the bilge, just aft of the main bulkhead while the fuse panel is behind the switches.

Cabin Lights are on their own circuit and have individual switches. Dim lights indicate a low battery, so keep it well charged and avoid being "in the dark"! A wiring diagram has been included in the Appendix.

We are now ready to get underway but should pause for a moment and look about the deck to become acquainted with the sailing gear.

V. SPARS, RIGGING AND HARDWARE

It is impossible to fully guarantee the mast of your CAL-25 under our current warranty program. Rigging as well as tuning becomes all important when setting up the mast because of the light weight section we use. A knowledgeable person should oversee the rigging and tuning so as to eliminate the possibility of an eccentric load which might occur with an improperly loaded shroud. Special attentions should be given to the initial stretch of the uppers and a further gradual stretch of the wire over the first few hard races.

A. MAST TUNE

The mast should be set straight athwart-ships in the boat and have a slight rake aft. A straight mast can best be obtained by turnbuckle adjustment while sailing to windward in a 5 to 10 mph breeze. The head of the mast should not "hook" to windward. If not straight, it would be more desirable to have the head "fall-off" Slightly to leeward, This should give the mast a smooth, even curve from head to deck. Sighting along the back of the mast on each tack, from deck level, will give a comparison and indicate the necessary adjustments.

For normal cruising conditions, We recommend a "loose" rig. Thus a dock-side starting point would have the headstay, backstay and uppers just firm with the lowers fairly loose. Now the backstay may be made slightly

tighter to "hook" the top or the mast aft. One should be able to stand facing the mast, reach out and pull on any stay and see the mast move in that direction. Try to get tension on both stays equal with about 1/2" to 2" of play on the uppers and 2" to 3" or play on the lowers.

When racing, the backstay may be tightened up to compensate for the additional forward loading applied by the genoa. At the conclusion of the race it is best to "slack-off" the amount you "took-up" on the backstay turnbuckle. This avoids setting up unnecessary strains on the hull and rig. Under NO circumstances should any of the rigging be set up "bar-tight".

A description of all standing and running rigging, if replacement is necessary, can be found in the Appendix. Following are some maintenance tips which should be of value.

B. SPARS

The finish of natural aluminum is protected against corrosion by a thin, transparent film of aluminum oxide. Dust, dirt, smoke, salt and traffic fumes will adhere to this film, making the surface dull and unsightly. Coating the new surfaces with a good paste wax like Vista or Simonize, will help protect the aluminum oxide from foreign matter. If the surface has become tarnished, any high grade cleaner - wax - polish (Collinite #34 or 838 for - example) will restore the original sheen. Heavier pitting can be removed by wet-sanding with #600 paper prior to polishing and waxing. You need not worry about sanding, cleaning or polishing destroying the aluminum oxide film as it reforms or "heals" immediately.

Painted spars may require a touch-up in areas of chafe. Use the same or compatible paints for this job. Epoxy is applied at the factory. "Rust-Oleum", in spray cans, is an excellent touch-up paint.

If spars are black anodized, hose down portions subject to salt water spray after each sail.

C. RIGGING

Clean rigging means clean sails. A quick trip aloft with damp rags takes care of this problem. While aloft, check the entire rig for loose screws, nuts, bolts, cotter pins and chafe which may have resulted from hard sailing. Spreader tips well taped? Periodic inspection of the rig from aloft is your best insurance against rigging and spar failure. Keeping halyards tied away from the mast stops the annoying dockside clanking and saves the mast finish.

Salt water will gradually stiffen dacron line. Hosing with fresh water or soaking in warm soapy water will make the line soft and flexible again. Keep coiled and stowed in a dry spot below.

D. HARDWARE

Many materials are used, all of which clean well with fresh water and a chamois. Winches must be kept clean and well oiled (Lutbriplate is excellent unless the manufacturer recommends otherwise) as do all turnbuckles, track slides, sheaves and shackles. The Chrome and stainless steel brighten up with the chamois while a good automotive chrome cleaner or mild kitchen abrasive like Comet takes care of the tarnished spots.

Keep all gear lubricated and in good working condition. Remember, the less an item is used, a turnbuckle, for example, the more apt it is to freeze-up.

VI. SAILS

The mainsail, with battens removed and out haul slacked, is properly furled on the boom, under a cover.

Headsails have been stripped of sheets and battens, properly folded and are bagged below ready to be brought on deck. The dacron and nylon sails do get wet and become caked with salt. When they do hose them off with fresh water and dry thoroughly by hoisting them at the dock on a still, warm day.

Take care of your sails with periodic checks, especially spinnakers, for small tears and chafe. Hoisting and lowering sails, except spinnakers, while head-to-wind is good practice and easier on the sails.

VII. FIBERGLASS SURFACES

Periodic application of Tide and fresh, warm water with deck brush and sponge followed by a good hosing and chamois will do the cleaning job. If the gloss dulls or fades, wax the smooth surfaces with Vista or Meguiar's Mirror Glaze paste wax. Surfaces that have started to oxidize can be brought back with Meguiar's Fiberglass Boat Cleaner or DuPont White #7 Polishing Compound. Wax the hull with a power buffer and paste wax once a year. The non-skid surfaces can be brought back to life with a lather of Tide or Mr. Clean. Be sure to follow up with lots of fresh water to avoid streaks on the topsides.

Avoid any metal filings on the fiberglass surfaces as they will leave rust spots. These spots can be removed with oxalic acid or Teak-Brite but first test a small area against bleaching out the surface color.

Consult the enclosed booklet for touch-up work and repair of minor scars or breaks.

VIII. WOOD SURFACES

The mahogany on deck has been well covered with a high grade marine varnish at the factory. In order to maintain the original high luster and protect the wood, sanding and re-varnishing will be necessary when the gloss fades or bare spots appear.

The overhead below deck is fiberglassed and finished with a satin varnish. All other mahogany surfaces have only the satin varnish finish. Treat all the materials used below deck as a home interior. Air is a wonderful cleaner: bring the vacuum cleaner aboard and always keep the boat well ventilated, especially the bilge and lockers.

Jensen Marine's interest in both customer and product continues long after you have commissioned your CAL-25. Within the limits of our specifications, the company's Parts Department is ready to serve your nearest dealer quickly and efficiently. All replacement parts or accessories are delivered through your dealer. He must have detailed information from you to be certain we send the parts requested.

Additional sailing and maintenance tips can be found in various boating publications. Yachting's Annual Maintenance Issue (April, 1966) is an excellent starting point.

This brings us to the end of our "Sailing Check-List" and leaves only the securing of your CAL-25. If we ran the list in reverse, adding only one item, your CAL-25 will be ready for the next sail. This one important item is a GOOD HOSING. Nothing keeps a boat better than fresh water and the chamois. Use plenty of pressure, especially in the cockpit scuppers, non-skid areas and metal surfaces. Turn to with sponge and chamois and you will be rewarded with a sharp, sparkling yacht that is only matched by its comparable performance.

Good Luck and Happy Sailing

JENSEN MARINE

CAL-25
STANDING RIGGING

1 - Headstay	- 5/32" 1x19 s/s x 30' 6-1/2" Marine Eye & 5/16" Thd. Shank
1 - Backstay	- 5/32" 1x19 s/s x 26' 2-5/8" Marine Eye & 5/16" Thd. Shank
2 - Backstay Bridles	- 1/8" 7x19 s/s x 6' 11-1/4" Marine Fork each end
1 - Boomlift	- 1/8" 1x19 s/s x 1'6", Nice-Press Loop & Snap Hook
2 - Uppers	- 5/32" 1x19 s/s x 29'0", Marine Fork & 5/16" Thd. Shank
2 - Lowers	- 3/16" 1x19 s/s x 14'5", Marine Fork & 3/8" Thd. Shank
2 - Life Lines	- 1/8" 1x19 s/s x 18'4", Marine Fork & 1/4" Thd. Shank

All dimensions are center eye to eye or end of Thd. Shank. On insulated Backstays, keep insulators as far apart as possible.

RUNNING RIGGING

1 - Main Halyard	- 1/8" 7x19 e/e x 28' Wire Rope
1 - Jib Halyard	- 1/8" 7x19 s/s x 31' " "
1 - Halyard Tails	- 5/16" x 31' Dacron Yacht Braid
1 - Mainsheet	- 5/16" x 80' " " "
2 - Jibsheets	- 3/8" x 30' " " "
1 - Outhaul	- 1/8" x 4' " " "
1 - Downhaul	- 1/4" x 4' " " "

SPINNAKER GEAR

1 - Spinnaker Halyard	- 5/16" x 70' Dacron Yacht Braid			
2 - Spinnaker Sheets	- 5/16" x 38'	"	"	"
1 - Topping Lift	- 5/16" x 40'	"	"	"
1 - Foreguy	- 1/4" x 35'	"	"	"

REEFING GEAR

1 - Clew Pennant	- 5/16" x 24' Dacron Yacht Braid			
1 - Tack Pennant	- 1/4" x 15'	"	"	"

CALIFORNIA-25

SAIL	CLOTH	LUFF	FOOT	LEECH	AREA	PENNT	REMARKS
MAIN	5 M. D.	32'0"	34'0"	14'7"	75	10'0"	BROOVED SPARS
STORM JIB	5 M. D.	20'0"	19'0"	14'7"	75	10'0"	
WORK JIB	4 M. D.	28'0"	13'0"	22'0"	180	2'0"	
GENOA	3 M. D.	30'0"	18'0"	27'0"	238		
SPINNAKER	.075 D.	28'0"	18'0"	29'0"	420		



