

OWNER'S GUIDE



Jensen marine

235 Fischer Street / Costa Mesa, California / (714) 540-3440

"BANGOR PUNTA'S WIDE WORLD OF BOATING" JENSEN/LUHRS/O'DAY/STARCRAFT/ULRICHSEN

IMPORTANT

PLEASE READ

Russ HART.

THE JENSEN MARINE WARRANTY

Jensen Marine warrants each new product manufactured by it to be free from defects in material and workmanship under normal use and service for a period which shall expire on the sooner of 180 days after commissioning by the original retail purchaser, or one year after the date of shipment by Jensen Marine.

Jensen Marine makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS OR OTHERWISE, as to the mast, as to any external finish applied to the product or any part thereof.

Jensen Marine makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS OR OTHERWISE, as to engines, toilets, stoves, refrigerators, batteries, ignition, lighting devices, blowers, propellers (folding or otherwise), and/or other equipment or trade accessories manufactured by others. Jensen Marine will deliver to the original retail purchaser the warranties, if any, extended to Jensen Marine by other manufacturers.

Jensen Marine makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS OR OTHERWISE, on each new product which is not operated or maintained in accordance with the Owner's Guide furnished with each new product, or as to any product or part thereof which has been subjected to misuse, negligent acts or omissions, or accident.

If within the foregoing time period it is established to Jensen Marine's satisfaction that the product, or any part thereof included in this warranty, is defective in material or workmanship under normal use and service, then the sole and exclusive remedy and Jensen Marine's liability shall be, at Jensen Marine's sole option, the repairing of the defective product or part thereof, or the replacement of same by shipment to purchaser F.O.B. Jensen Marine's factory.

Defective parts or products to be repaired or replaced pursuant to this Warranty shall be returned by the purchaser to a Jensen Marine Dealer, or, if repair by a Dealer is determined by Jensen Marine to be impracticable, returned to Jensen Marine's factory. All such returns shall be freight prepaid.

This writing contains the entire Agreement between Jensen Marine and the purchaser.

THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS OR OTHERWISE WHICH EXTEND BEYOND THE FOREGOING WARRANTY.

OWNER'S GUIDE - CAL-27

Welcome into the fast-growing owner's group of Jensen Fiberglass Yachts. Your CAL-27 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-27.

Let's become acquainted with these various operations by preparing a CAL-27 for a day's sail and discussing the maintenance routine which you should follow. Remove the hinged hatch and 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 your outboard motor from the cockpit seat locker and mount on the transom. Once mounted, the outboard may be tipped up, out of the water, for sailing. The cockpit seat locker cover is secured by a line leading below and forward to a tube jam cleat on the starboard side of the main companionway.

II. HEADROOM HATCH

In order to RAISE the Headroom Hatch from its normal five foot sitting headroom clearance to a standing headroom height of 6'4", the following steps MUST be followed. Please remember that the hatch is quite large and weighs about 80 pounds so it should be handled with some caution.

- A. First be sure that the slide on the forward part of the hatch is in the mast track and free to slide UP. A shot of "WD-40" or paraffin rubbed in the track slot will assure easy movement of the hatch slide.
- B. Now go below, loosen and REMOVE the three hatch lock handles. Experience has shown that these handles can fall off when the Hatch is up and also can be in the way when lowering the Hatch back into the down position.
- C. To physically RAISE the Hatch, stand in the main companionway, on the seat, face AFT and LIFT.

1. Rest one side of the Hatch on your shoulder and lower the Hatch Leg on the opposite side into its holder on the bulkhead.
2. Now relax your shoulder and lower the other leg into its holder.
3. If you now stand just aft of the sink, the forward part of the Hatch will easily lift up, allowing the two forward legs to be lowered into their holders. If this part of the operation is hard, CHECK the slide on the mast to be sure it has not jammed.
4. Note that the hatch leg holders have a small hole into which a keeper pin may be inserted. These pins would be necessary with the Hatch in the UP position if underway or when moored in strong wind conditions.

D. To LOWER the Headroom Hatch, just do the above operation in reverse.

1. Remember where you put the three hatch lock handles? One of the four galley drawers is a good place!

III. HEAD

To flush the Marine Toilet, swing the valve OUTBOARD to OPEN and pump. To dry bowl, swing the valve INBOARD to CLOSE and pump. An instruction sheet is enclosed but additional information and replacement parts can be obtained from the manufacturer.

If you have supplied the thru-hulls with optional Sea Cocks, they may be kept open while sailing with no ill effects assuming the internal "joker" valve is not held open by refuse. The 1/2" Gate Valve for the WATER INTAKE and the 1 1/4" Gate Valve for DISCHARGE are located under the forward double berth, aft, on the starboard side. It is good practice to close them (turn clockwise) before going ashore.

The Bilge should also be checked for water via the inspection plate in the cabin sole. Our fiberglass hull is watertight, but the Ice Box drains into the bilge and there could be some seepage from the thru-hull fittings. The optional Hand Bilge Pump is mounted in this bilge compartment.

IV. GALLEY

Water is supplied to the sink from a tank located under the settee. The tank fill is on the aft end and the vent is in the locker under the sink. The sink drain may be equipped with an optional 3/4" gate valve on the thru-hull fitting.

Remember that the Ice Box drains into the Bilge!

Operating instructions for the optional Factory installed stove will be included but additional information may be supplied by the manufacturer. The stove is stowed on the counter top.

V. OPTIONAL ELECTRICAL SYSTEM

Three 15 amp fused switches, red and green running lights, white stern and mast lights along with three interior lights make up the standard electrical system. The optional Factory installed battery is a 12 volt, 70 amp hour automotive type whose water level and charge must be checked. The battery is located under the main companionway step, behind the Fuse Panel.

All Cabin Lights are individually switched but have a common fuse and main switch on the Fuse Panel. Dim lights indicate a low battery so keep it well charged and avoid being "in the dark"!

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.

VI. SPARS, RIGGING AND HARDWARE

Our masts are built to withstand any normal usage but improper tuning or handling can cause problems. Therefore, we do not warrant the mast of your CAL-27 under our current warrant 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 outings.

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 of 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" of play on the lowers.

When racing, the backstay may be tightened up to compensate for the additional forward loading applied by the genoa. This may be easily accomplished by the optional Factory supplied Backstay Adjuster which mounts on the Backstay Bridle. 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 Part X. 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 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.

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 (Lubriplate 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.

VII. 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, properly folded and are bagged below ready to be brought on deck. The dacron and nylon sails can 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.

VIII. 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.

IX. WOOD SURFACES

The tiller, along with the main companionway hatch board, 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 rest of the exterior wood is Teak, which is weather resistant due to its natural oils. Teak does fade to a dull gray, which, if objectionable, can be scrubbed clean with "Teak-Brite." Teak's natural color and texture can be preserved by application of Weldwood's "Woodlife" or similar sealers.

Teak, when well varnished, produces the ultimate in a yacht wood finish but requires constant loving care!

The underside of the Headroom Hatch is fiberglassed, while the other mahogany surfaces have a 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-27. 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 boat publications. Yachting's Annual Maintenance Issue (in April) is an excellent starting point.

This brings us to the end of our "Sailing Check-List" and leaves only the securing of your CAL-27. If we ran the list in reverse, adding only one item, your CAL-27 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

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