OWNER'S GUIDE

C T/4

Jensen marine

SUBSIDIARY OF BANGOR PUNTA OPERATIONS, INC.
235 FISHER STREET / COSTA MESA, CALIFORNIA 92627

IMPORTANT
PLEASE READ

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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.

CAL-T/4 INDEX

OWNER'S GUIDE - CAL-T/4

Welcome into the fast-growing owner's group of Jensen Fiberglass Yachts! Your CAL-T/4 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-T/4.

Let's become acquainted with these various operations by preparing your CAL-T/4 for a day's sail and discussing the maintenance routine which you should follow. Slide the hatch forward and remove the hatch boards. Look below, for here we start our "Sailing Check-off List."

I. ELECTRICAL SYSTEM

An optional 12 volt, 70 amp hour battery stores power for the electrical system and would be located under the port berth. The factory installed battery is an automotive type whose water level and charge must be maintained.

A **FUSE PANEL**, with three 15 amp fused switches, is located on the main companionway step-box bulkhead. The **"RUNNING LIGHTS"** switch activates the red and green lights on the bow and the white stern light. These lights are the only lights that should be used while sailing at night. When under power, or motor sailing, the "SPARE" switch should be activated which turns on the white mast light. Bulbs for these four lights are a GE 68 type. The **"CABIN LIGHTS"** are individually switched but have their fuse and main switch here. Their bulbs are a GE 94 JD. Dim lights indicate a low battery so keep it well charged and avoid being "in the dark". If your boat is to be stored or unused for extended periods of time, it is advisable to remove the battery and store in a warm, dry place.

PERIODICALLY CHECK ALL WIRES AND THEIR TERMINALS FOR LOOSE CONNECTIONS WHICH MAY CAUSE POWER LOSS AND DANGEROUS ELECTRICAL SPARKS.

II. PLUMBING SYSTEM

A 10 gallon **FRESH WATER TANK** is located under the port berth in the main cabin and provides water for the **GALLEY SINK**. The **TANK FILL** is directly on top while the **VENT** is under the galley sink. The **GALLEY SINK PUMP** has a ball check valve to hold the vacuum on each return stroke. If the pump fails to operate after the first three or four strokes, check the water tank and air vent line. Tank **FULL** and line **CLEAR**? If difficulty is still experienced, disconnect the intake hose at the pump and blow through to the tank to clear any possible blockage. Also check **BOTH HOSES** as they could be kinked or squashed closed by some object. If the hoses are clear and the pump still does not deliver water, it must be disassembled as small particles are probably blocking the internal check valve.

MARINE TOILET

Complete operation instructions for the Marine Toilet have been included along with a plaque to mount in the Head. The Intake and Exhaust Thru-hull fittings are forward under the double berth and should be checked for seepage. Before using, pump to wet inside of the bowl and after using pump at least a dozen times to clear the lines. Periodically add a small amount of liquid detergent and pump it through the system to lubricate the internal valve mechanism. In areas where below-freezing temperatures are anticipated, the ENTIRE PLUMBING SYSTEM MUST BE DRAINED and the MARINE TOILET winterized in accordance with the manufacturers recommendations.

WATER BELOW?

Our fiberglass hull is water tight, but the ICE BOX drains into the bilge and when a 25 pound block of ice melts, you end up with about three gallons of water in the bilge! There could be some seepage from the thru-hull fittings and the keel bolts. Tighten the nuts and these leaks will be eliminated. Please note that any water that comes in thru the COCKPIT SEAT HATCH will remain aft and NOT drain into the bilge.

Before we go back on deck, please note that the COCKPIT SEAT HATCH is LOCKED by a line leading to a JAMB CLEAT above the port quarter berth. Now that all is checked out below, let's go on deck and become acquainted with the sailing gear.

III. SPARS AND RIGGING

Our masts are built to withstand any normal usage but improper tuning or handling can cause problems. Therefore, we do not warrent the mast of your CAL-T/4 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. We have prepared the following information to assist you in this important operation. A rigging diagram and a description of the rigging can be found in the Appendix.

RIGGING THE MAST

Please refer to the Rigging Diagram in the Appendix for the number identification of the following operations.

1. Insert the tubular aluminum SPREADERS into the mast sockets with the hole UP. Now screw in the self-tapping screws and the spreaders are secured.

2. The JIB HALYARD leads down the PORT (left hand side of the mast looking at the main sail track from the base of the mast) side with the 1/8" 7x19 s/s WIRE FORWARD of the spreader and the 5/16" dacron TAIL AFT. The wire may be easily passed over BOTH of the 2" sheaves in the mast head and the dacron tail then tied into the eye. Note that both halyard tails are the same length but that the wire jib halyard is about 2 feet longer than the main halyard and has a bronze snap shackle. Now secure BOTH ENDS to the cleat just below the jib halyard winch on the mast.

3. The MAIN HALYARD leads down the STARBOARD (right hand side) side with the dacron TAIL FORWARD of the spreader and the WIRE AFT. The wire will easily pass over the forward 2" sheave in the mast head but the after 3" sheave will have to be removed to allow easy passage of the eye. With the sheave replaced, tie the 5/16" tail into the eye and secure BOTH ENDS to the main halyard cleat near the base of the mast.

4. The 5/32" 1x19 HEADSTAY is attached to the LOWER SHACKLE on the forward side of the mast head. UNDER NO CIRCUMSTANCES SHOULD THE HEADSTAY BE ATTACHED TO THE FORWARD UPPER OR SPINNAKER HALYARD SHACKLE.

5. The optional SPINNAKER HALYARD BLOCK is secured to the UPPER SHACKLE and both ends of the 5/16" spinnaker halyard are led down the face of the mast to the cleat on the starboard side ABOVE the main halyard cleat.

6. The MARINE EYE END of the 5/32" 1x19 BACKSTAY is attached to the shackle on the AFT side of the mast head.

7. The two 5/32" 1x19 UPPER SHROUDS are attached to the s/s tangs just below the mast head, port and starboard.

8. Note the STOP at the top of the track to prevent the main sail from being hoisted above the black band.

NOW CHECK THE HALYARD SHEAVES TO BE SURE THEY RUN FREE, THAT THE COTTER KEYS ARE WELL SPLIT AND ANY NUTS PEENED OR PUNCHED.

9. Slip the LOOP END of the 1/8" 7x19 BOOM LIFT over the FORK END of the backstay.

10. Attach the backstay to the single upper hole in the BRIDLE YOKE PLATE.

11. The two 1/8" 1x19 BACKSTAY BRIDLES are now attached to the backstay yoke plate. Are the THREE COTTER KEYS WELL SPLIT?

12. The two 3/16" 1x19 LOWER SHROUDS are attached to the s/s tangs just below the spreader sockets, port and starboard.

13. The 1/8" 1x19 MID STAY is attached to its s/s tang on the forward side of the mast.

14. If the optional **STAYSAIL GEAR** has been ordered, an aluminum tang will be welded to the mast 18' above the base of the mast to attach the **STAYSAIL HALYARD BLOCK**. Run the 1/8" 7x19 s/s wire thru the block with the **SHACKLE FORWARD** and tie the 5/16" dacron halyard **TAIL** into the other end of the wire. **BOTH** the wire and the tail lead down the face of the mast **FORWARD** of the spreaders and are secured to the cleat below the jib halyard winch cleat.

15. If the optional **SPINNAKER GEAR** has been ordered, an aluminum tang will be welded to the mast about 19' above the base of the mast to attach the **SPINNAKER POLE TOPPING LIFT BLOCK**. Run the 5/16" dacron line thru the block, lead **BOTH** ends down the face of the mast **FORWARD** of the spreaders and temporarily secure to the spinnaker halyard cleat.

16. Pull down hard on the upper shrouds and wire them to the **SPREADER TIPS**. Be sure the seizing wire passes around the shroud above and below the spreader tip and thru the hole in both tip and spreader. Crimp the seizing wire ends, bury and cover the tips with chafe tape and leather to prevent ripping the sails.

17. Un-wind the **EIGHT TURNBUCKLES** until there are only a few threads left in the barrel. Attach the corresponding turnbuckles to the proper stay or shroud with a few turns - 3/8" on the **LOWERS**, 5/16" on the **HEAD-STAY** and **UPPERS**, 1/4" on the **MID-STAY** and **BACKSTAY BRIDLES -- DOUBLE CHECK THE PREVIOUS 16 STEPS**, and you are ready to step the mast!

STEPPING THE MAST

Since the mast weighs over 150 pounds fully rigged, this is normally a job for a crane unless there are at least three competent people present. When using a crane, the **LIFTING SLING** must be placed directly **UNDER** the lower stays and a tag line attached to clear the sling once the mast is stepped. Remember that just prior to seating the mast in its step, any electrical connections must be made so be prepared for this operation. Also tie all the rigging to the mast near the gooseneck fitting to keep it from getting fouled as the mast goes up.

Stepping the mast without a crane is easier with the optional taber-nackle mast step but it can be doen with the standard mast step if one person holds the butt of the mast against the step during the pushing-up process.

PUSHING-UP THE MAST

1. Since the mast will be pushed-up from the cockpit, the backstay, uppers and lowers are connected to their chain plates with the turnbuckles un-wound. Be sure the turnbuckles are lying **AFT** of the chain plates and the connecting toggles are **VERTICAL** so they will swing up clear as the mast goes up. You may want to tape the upper and lower toggles together

and the backstay toggles to the chain plates to insure that they will always be vertical.

2. One person in the cockpit walks forward while pushing-up the mast.

3. One person on the foredeck pulls on the headstay.

4. Watch carefully for fouled rigging. If the headstay will not reach the forward hole in the stem head fitting, check to see that the backstay turnbuckles are not fouled.

5. Connect the headstay and midstay.

If the mast has been stepped on land, be sure there are NO overhead wires between you and the launching site. When the mast is stepped, the impaired vertical clearance above the waterline is about 33 feet.

INITIAL MAST TUNE

The mast should be set straight athwart-ships in the boat and have a slight rake of about 5" aft. For normal cruising and racing conditions, we recommend a "firm" rig. Thus a dock side starting point would have the headstay, backstay, midstay and uppers tight, with the lowers just firm. 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 shroud and see the mast slightly move in that direction. Try to get tension on both shrouds equal with about 2" to 2 1/2" of play on the uppers and 2 1/2" to 3" on the lowers.

Remember that the mast of your CAL-T/4 is stepped on deck. Therefore the shrouds must be tighter than on a mast passing thru the cabin top and resting on the keelson. This tension on a shroud or stay should not exceed 25% to 30% of the cable's breaking strength. The breaking strength and maximum tension for the 1x19 stainless steel cable on your CAL-T/4 is as follows:

1/8"	breaking	strength	of 2100 lbs.,	maximum	tension	of 700 lbs.
5/32"	"	"	" 3300 lbs.,	"	"	" 1100 lbs.
3/16"	"	"	" 4700 lbs.,	"	"	" 1550 lbs.

FINAL MAST TUNE

A straight mast can best be obtained by turnbuckle adjustment, starting with the LOWERS and then the UPPERS, 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. **ALWAYS TACK**, and then make the turnbuckle adjustments on the now **LEE** or slack side of the mast and then sight the mast on the new, windward side for further corrections on the next tack.

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

TOO MUCH TENSION ON THE BACKSTAY IS PROBABLY THE PRIME REASON FOR MAST AND RIGGING FAILURE. EXPERIENCE HAS SHOWN THAT 1100 POUNDS TENSION ON THE BACKSTAY WILL PRODUCE AS STRAIGHT A JIB STAY AS IS NECESSARY OR POSSIBLE. SPECIAL ATTENTION SHOULD BE GIVEN TO THE INITIAL STRETCH OF THE UPPERS AND A FURTHER GRADUAL STRETCH OF THE WIRE OVER THE FIRST FEW HARD SAILS.

RUNNING RIGGING

The jib halyard is 1/8" 7x19 stainless steel wire with a breaking strength of 1800 pounds. This leaves a 60% safety factor over the recommended 1100 pounds backstay tension. What is especially important to remember about halyards, or any other running rigging, is the size and type of sheaves the rigging runs over. Sheaves for wire are scored and should be of a large diameter to avoid kinking the wire. When in doubt, go oversize on the sheave diameter! It is also poor practice to use aluminum drum winches for wire halyards as the drums will score badly and may not be able to stand the compression strain of a tightly winched-up halyard.

IV. SAILING HARDWARE

In an effort to achieve better and easier boat performance, the gear that we use is constantly being changed and improved. Original, factory installed, fittings are of the best possible design and strength **FOR THE JOB INTENDED. MOST FITTING FAILURES OCCUR FROM IMPROPER USAGE.** The earlier example of the mis-use of aluminum drum winches for wire halyards is a good case in point. Another example is in the case of blocks:

BLOCKS

For a block to function properly, it must first be determined if it is a **FAIRLEAD BLOCK** or a **TURNING BLOCK**. If the sheet lead is in front of the winch, like a normal 150% "deck-sweeper" Genoa, then the sheet may go directly thru a **FAIRLEAD BLOCK** to the winch. When the sheet has a turning angle of 140° to 170°, like a jib-top, 160% to 180% Genoa, spinnaker sheet or guy, then a **TURNING BLOCK** aft may be required. **BECAUSE OF THE GREAT LEVERAGE APPLIED, THIS BLOCK SHOULD BE THROUGH BOLTED.**

On your CAL-T/4, for a 150% "deck-sweeper" Genoa, a Schaefer Block with Slide (05-79SH) could be used as a **FAIRLEAD BLOCK**. These blocks have sheaves grooved for 1/2" line with a safe working load of 1750 pounds. Any larger or higher cut sails, including spinnaker sheets and guys, would lead to a Schaefer angled deck block (05-70, 71 SH) or single blocks (05-03) attached to the bale on the optional life line stanchion which acts as a **TURNING BLOCK**.

The recent introduction of ball bearing and roller bearing blocks require considerable care in their use selection. Harken, for example, will recommend their 2 1/4" blocks for a CAL-T/4 mainsheet system, but NOT for Genoa sheeting where the loads can easily exceed the blocks' safe operating load of 500 pounds per sheave.

Probably one of the best ways to sort out the above, and other "Sailing Hardware Problems," is to consult your local Jensen Dealer. He is prepared to assist you in obtaining the best type of sailing hardware for your needs in your local area. One may also refer to the annual "Lands' End Yachtsman's Equipment Guide." This book should prove invaluable to you and your dealer in the selection of the right additional equipment for your CAL-T/4. The latest issue may be obtained for approximately $2.50 from Lands' End Publishing Corp., 2241 North Elston Ave., Chicago, Illinois, 60614 and will be an excellent addition to any yachtsman's library.

V. SAILS

It is well to remember that the wind pressure on your sails increases by the square of the wind speed. Thus in a 25 mile per hour wind, your sails would be subjected to a pressure of about four pounds per square foot, BUT this load could be quickly concentrated to any point in extreme conditions. A CAL-T/4's 150% Genoa, with about 225 square feet of sail, can be exerting a pull in excess of 900 pounds when trimmed in hard. This is why ALL gear should be designed and prepared to accept extreme loads of this type.

Much is written about sails in all books on sailing but one of the finest, recent publications on sails comes from Ratsey and Lapthorn and is well worth reading. Free copies of "Modern Sail Handling" may be obtained from Ratsey & Lapthorn, Inc., East Schofield St., City Island, New York 10464. Another way of keeping Up-to-date for free, is the wonderful quarterly journal "The Sailmaker", from the Hood Loft, Marblehead, Mass. 01945. "The Illustrated Sloop", which is a sail chart that will guide you to what sails to hoist for practically any point of sailing or wind velocity may be obtained free from McKibbin Sails, 1821 Reynolds Ave., Irvine Industrial Complex, Santa Ana, CA 92705.

VI. FACTORY INSTALLED EXTRAS AND ACCESSORIES

It is extremely important to **READ** and **UNDERSTAND** any literature that comes with the factory installed extras or accessories. The following points should be noted in relation to some of the items:

HAND BILGE PUMP

The bilge pump is mounted directly in the bilge under the main cabin sole hatch. The short length of exhaust hose is provided to pump the bilge water into the galley sink.

OUTBOARD MOTOR

Provision can be made to stow an outboard in the companionway step-box. When this is done, **VENTS MUST BE INSTALLED, ACCORDING TO UNITED STATES COAST GUARD REGULATIONS, TO CLEAR GASOLINE FUMES FROM THIS COMPARTMENT.** Or the outboard may be kept on the **TRANSOM BRACKET, TIPPED OUT OF THE WATER**, while sailing. If a fuel tank is stored below deck, that compartment must also be ventilated in accordance with U.S.C.G. regulations.

MONOGRAM CHEMICAL TOILET

The "**HANDIHEAD**" is a completely self-contained, hand operated, re-circulating sanitation system. It has a 4 gallon capacity and takes an initial charge of one gallon of water and one package of Monochem T-5 chemical treatment for about 40 uses. A single stroke of the pump delivers a forceful flushing action for thorough cleansing and disinfecting. A 1 1/2" deck fitting, forward on the starboard side, marked "**WASTE SYSTEM**" is for connecting to a dockside pump to discharge the Handihead. The **VENT** leads vertically to the cabin side. Further information and replacement parts may be obtained from the manufacturer: Monogram Industries, Inc., 6357 Arizona Circle, Los Angeles, CA 90045 or one of their local dealers.

ALCOHOL STOVE

The present factory optional alcohol stove is a Homestrand Model 206 manufactured by Kenyon Marine, Guilford, Conn. 06437 and has been installed to comply with the ABYC and/or "Fire Prevention Standards for Motor Craft," NFPA No. 302. This type of stove is as safe as a gas stove **BUT BE SURE TO FOLLOW THE INSTRUCTIONS ATTACHED TO THE STOVE.** About 90% of all galley fires from alcohol stoves come from **PRIMING THE STOVE.** Fortunately alcohol is the **ONLY FUEL WHOSE FLAME CAN BE PUT OUT WITH WATER!** The trouble is that if the stove is **OVERPRIMED** -- too much fuel in the pan at the beginning -- or **UNDER PRIMED** -- turning on the stove before it is fully primed, fires can result. By following the "Operating Instructions" and "Helpful Hints" supplied by the manufacturer most of the potential troubles will be eliminated.

The remaining problems come about from improper maintenance of the stove. Regular checks, following the manufacturer's instructions, should take care of this. Each stove is factory tested, but if uncorrectable leakage or malfunction occures, return the stove to the manufacturer for servicing.

VALVES ON THRU-HULLS

These bronze gate valves may be installed on the marine toilet intake and exhaust and the galley sink drain. To **CLOSE** turn **CLOCKWISE** and to **OPEN** turn **COUNTER-CLOCKWISE**. When leaving your **CAL-T/4** for extended periods of time, or in rough sailing conditions, safe practice dictates closing these valves. Periodically open and close these valves to make sure they are working properly. At this time, check for seepage or leaks, tighten any hose clamps that might be getting loose and replace any defective hoses.

It is a good idea to **OPEN** any **GATE VALVE** all the way and then **CLOSE** the **VALVE** a quarter turn. In this manner, anyone can immediately tell if a valve is open or not. Open valves are some times broken by people trying to pry them further open, thinking they are closed.

VII. GENERAL MAINTENANCE TIPS

The **INTERIOR** of your **CAL-T/4** should be treated like any home interior. **AIR** is a wonderful cleaner: bring the vacuum cleaner aboard and always keep the boat well ventilated, especially the lockers. When leaving the boat for a period of time, tilt the **BERTH CUSHIONS** up against the hull and **OPEN THE LOCKER LIDS.**

SPARS and RIGGING

The finish of natural aluminum is protected against corrosion by a thin transparent film of aluminum oxide. Unfortunately, after a period of time, dust, dirt, smoke, salt and traffic fumes will turn the surface dull and unsightly. To protect this new surface, "Turco-Guard 100" has been applied at the factory. This coating is good for about 3 months and then subsequent coatings should be applied. It works and acts like car wax and will really keep the aluminum surface clean. Other protective coatings, such as "Spar-cote" or "Coricone 1700", offer excellent short term protection but are more expensive. 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.

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

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. 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. On your way DOWN, re-apply whatever protective coating you have decided to use and your work aloft is done -- until next time!

SAILING HARDWARE

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.

SAILS

Take care of your sails with periodic checks, especially spinnakers, for small chafe. A dacron mainsail, with its battens removed and outhaul slacked, may be left on the boom IF it is properly furled and covered. Dacron really doesn't like sunshine so the cover should be of canvas or acrilan, which will allow the sail to "breathe." Headsails should be stripped of their sheets, properly folded, bagged and stowed below. In many areas, the dacron and nylon sails 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.

KEEL

The 2000 pound lead keel is covered with two coats of a white vinyl bottom paint. This combination seems to work quite well, giving a good metal bond and protection from the elements so is recommended for future re-finishing.

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.

WOOD SURFACES

The tiller 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 applications 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 mahogany plywood overhead in the main cabin is fiberglassed and finished with a satin varnish. All other below deck mahogany surfaces have only the satin varnish finish.

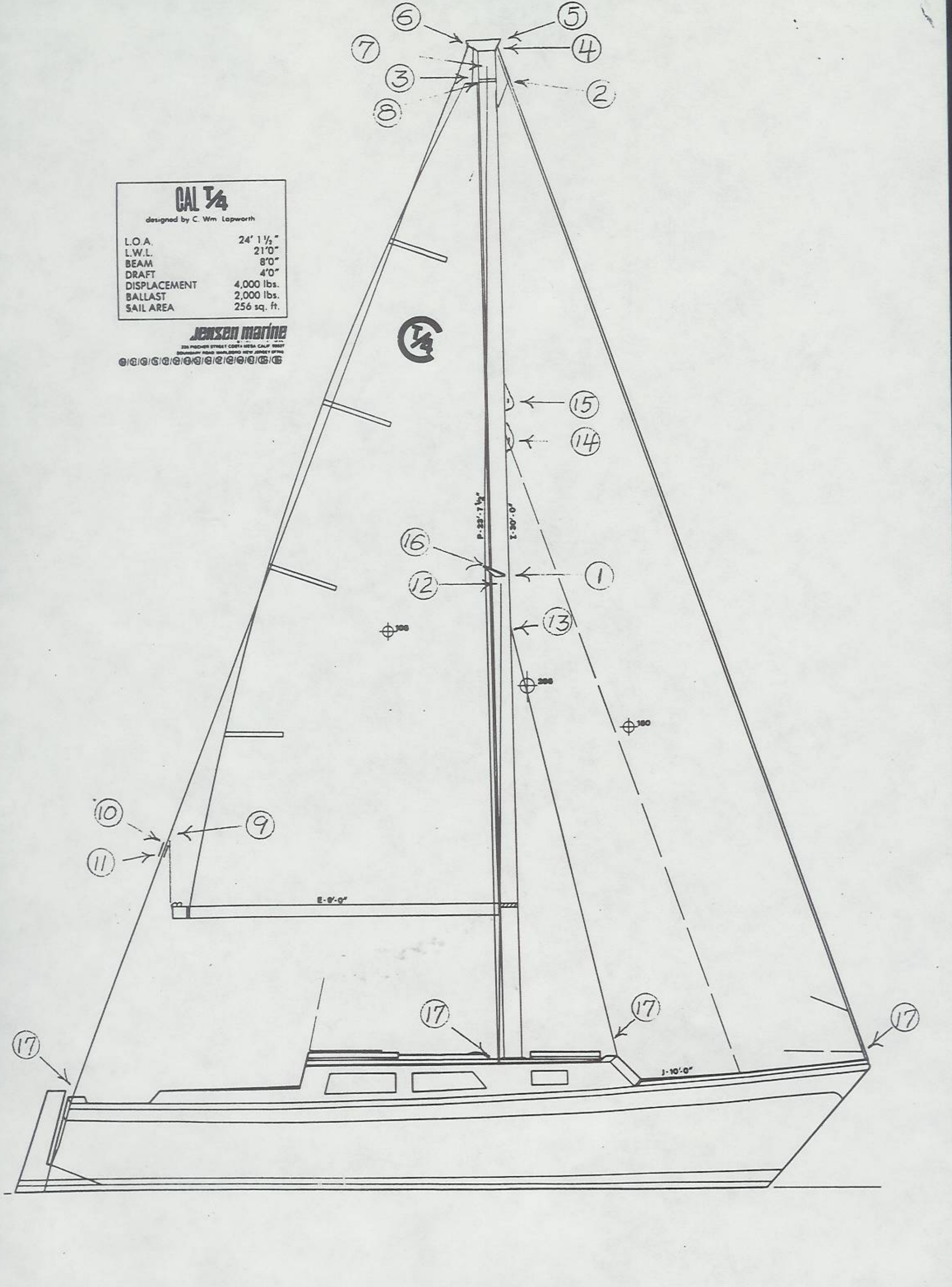
Jensen Marine's interest in both customer and product continues long after you have commissioned your CAL-T/4. Within the limits of our specifications, the company's Parts Department is ready to serve your nearest dealer quickly and efficiently. All replacement parts or accessories are delivered through 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 (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-T/4. If we ran the list in reverse, adding only one item, your CAL-T/4 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 T/4
designed by C. Wm Lapworth
L.O.A. 24' 1 1/2"
L.W.L. 21'0"
BEAM 8'0"
DRAFT 4'0"
DISPLACEMENT 4,000 lbs.
BALLAST 2,000 lbs.
SAIL AREA 256 sq. ft.
Jensen marine
P-23'-7 1/2"
I-30'-0"
E-9'-0"
J-10'-0"
1
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