

ERICSON 27 OWNER'S MANUAL



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INTRODUCTION

Welcome to the growing family of Ericson Yacht owners. In selecting an Ericson, you have expressed a vote of confidence in the boatbuilding skills we have developed over the last decade of producing the finest sailing yachts available.

We appreciate your choice and will make every effort to sustain your confidence through a vigorous program of factory and dealer support.

We have included this owner's manual to guide you through the initial period of unfamiliarity with the operation and systems of your new Ericson and to serve as a continuing resource of information for future reference.

We urge you to thoroughly read this manual, paying particular attention to the section on safety and any accompanying optional accessory literature, and closely follow the suggested recommendations to assure the most enjoyable and trouble-free operation of your Ericson Yacht.

ERICSON YACHTS, INC.

OWNER'S RESPONSIBILITY

As the owner of a new Ericson, you share a joint responsibility with the dealer from whom you purchased your yacht in assuring that it is properly commissioned and aiding in the later correction of any defects discovered during the warranty period. By mutual cooperation, such matters can be resolved more quickly.

During production, your yacht was subjected to many quality control inspections, culminating in a test launching in the Ericson pool where the boat was completely rigged, the engine run under load and the onboard systems checked out. When your vessel was shipped, it was done with a confidence that it met our exacting standards for construction quality and attention to detail. Even with our dedication to quality control, it is possible that flaws in construction caused through human error could have gone unnoticed, or some item of equipment supplied by parts contractors might be defective. In addition, during the rigors of truck shipment it is possible that minor problems may have developed which will require correction.

It is *now*, at the time of commissioning that you and your dealer need to uncover and correct as many problems as possible. To facilitate a thorough inspection of your new Ericson and its accessories and to assure that it is in proper condition, the enclosed commissioning check list *must* be completed and signed by both you and the dealer and returned to Ericson Yachts along with the signed warranty *before* any coverage is afforded under the Ericson Limited Warranty and before your yacht will be released.

It is our intention to provide the finest customer service through our dealers. By completing the warranty requirements you will greatly assist us to do so.

After you have sailed your new yacht for a while it is possible that minor problems may develop which require correction. Common sense will dictate which problems are the result of normal use and which deserve dealer attention. For example: it is not unusual for a new boat to require some additional bedding around chainplate and stanchion bases after the first few outings. This is the result of the stress of normal use and is easily corrected by the owner applying extra bedding compound to the affected areas.

While we do encourage a common sense approach in discerning which areas of repair and maintenance should be accomplished by the owner, we do stand ready at both dealer and factory level to provide the finest customer support and parts service under the terms of our warranty.

With respect to replacement parts; we stock a complete inventory of the specialty items manufactured by Ericson Yachts to fit your particular model. It is often more convenient to purchase such standard items as turnbuckles, screws and blocks through your local marine hardware store or yacht equipment catalog. For specialty items peculiar to your boat, our parts department is available to meet your needs.

Additionally, we have included in this manual, names and addresses of our suppliers who produce

many of the component parts installed on your yacht. Prompt service is available from them direct for parts and information on equipment manufactured by them. Often, their warranty requires that warranty service is to be performed by their factory or designated service representatives exclusively. If you have difficulty in securing such service please contact your dealer.

DEALER'S RESPONSIBILITY:

The dealer from whom you purchased your new yacht is your best source of information regarding its operation. He was appointed as a dealer by Ericson Yachts based partly on his ability and capability to provide service to you, the new Ericson owner. In this capacity he will prove invaluable in assuring that your new yacht has been properly rigged and commissioned to your satisfaction. It is *extremely* important that you and the dealer jointly complete the enclosed commissioning check list and warranty registration form, signing and returning both *before* your boat is released.

In addition to his commissioning role, your dealer is an authoritative source of information on the handling characteristics, systems and safety features of your yacht and should be used as an information resource during your first days of ownership.

We ask your cooperation in allowing the dealer adequate time to perform his service and commissioning duties. A yacht which has optional systems and equipment will take an additional amount of time for a proper systems check out and commissioning.

It is also the selling dealer's responsibility during the warranty period to furnish guidance and information on matters pertaining to service and maintenance, as well as handle and process *all* claims for warranty.

It is the obligation of the dealer to assume warranty responsibility for any equipment that is added at dealer level, to include any subsequent or consequential effect on the performance of the boat's handling, systems or operation.

It is the responsibility of the dealer to screen any and all applications for warranty work which fall under "Item 5" of the Ericson Limited Warranty (equipment and accessories not manufactured by Ericson Yachts, Inc.) submitting any claims which exist under this category to the nearest original equipment manufacturer as shown in the list of OEM accessory suppliers, enclosed in the owner's manual.

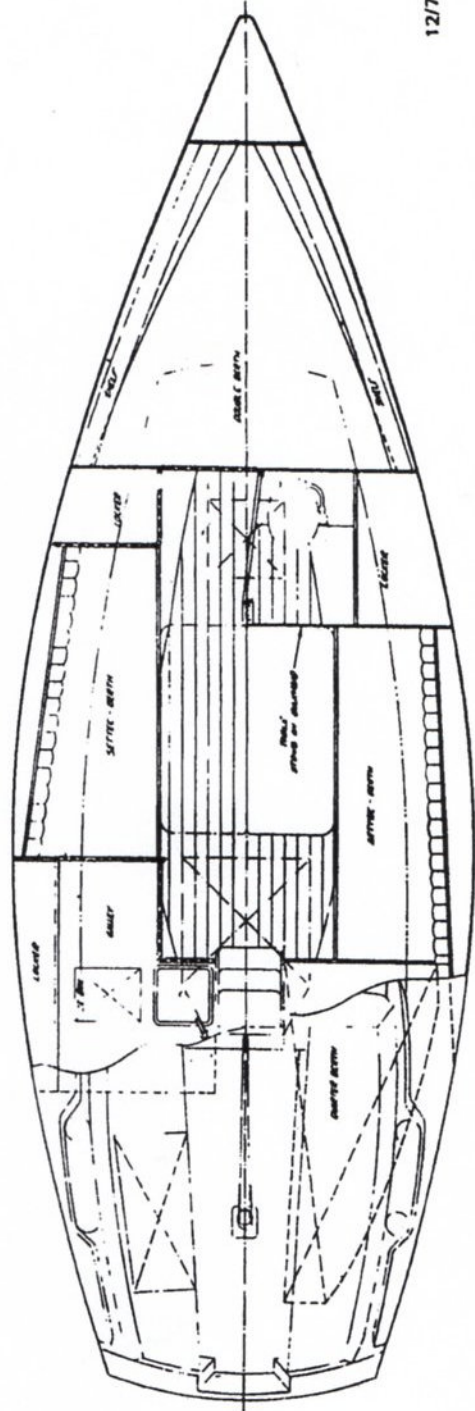
The processing of claims against the transportation company for damage incurred during shipment, either by deliberate acts of vandalism or normal in-transit hazards is the selling dealer's responsibility. All yachts are sold F.O.B. factory.

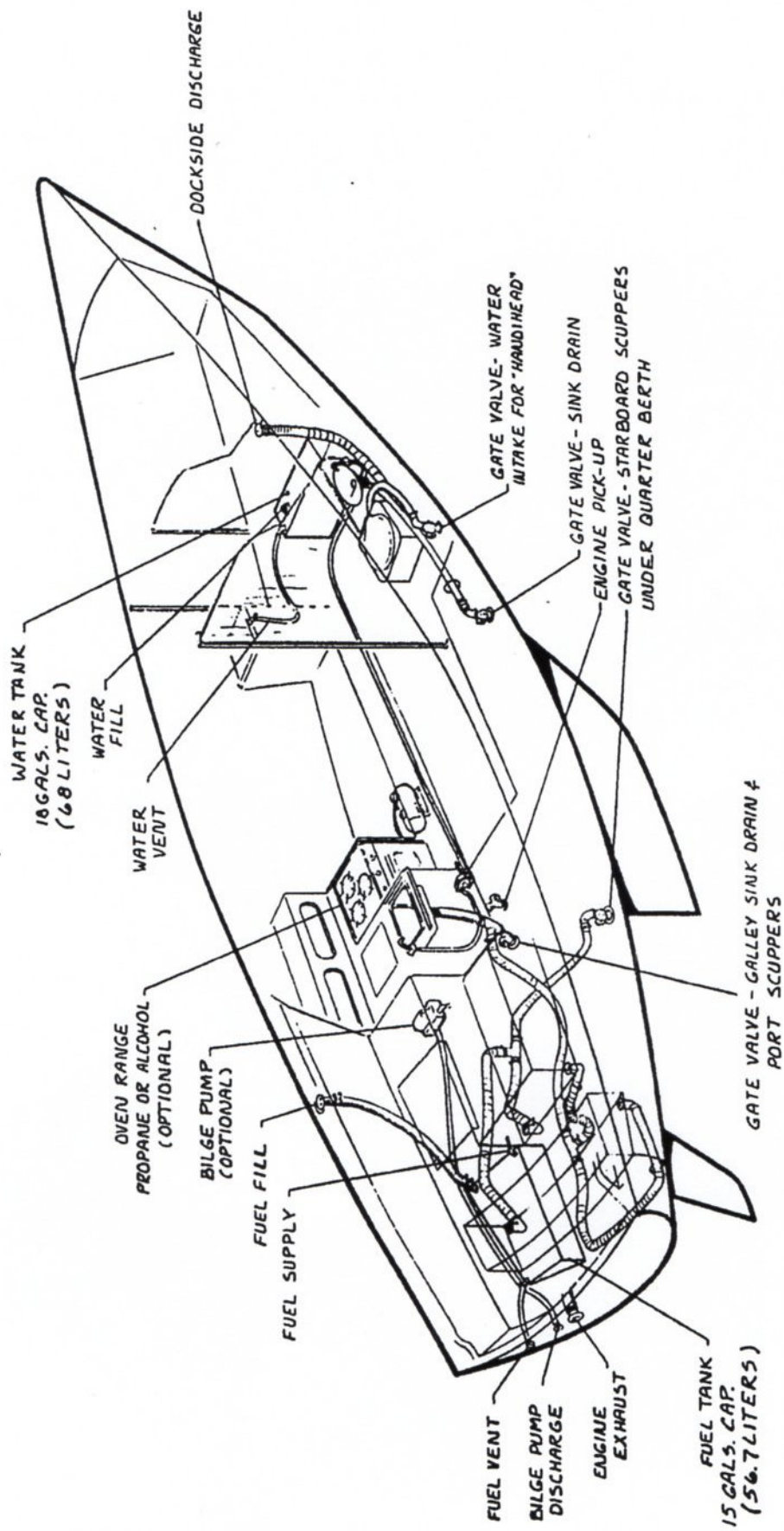
Your Ericson dealer welcomes any questions you may have pertaining to your new yacht. Please feel free to contact him.

In this manual there are two copies of the standard Ericson Warranty Claim Application. Please read it, and if the need arises complete the application and requirements as outlined.

HULL LINE BULLET

L.O.A.	26'9"/8.15 m
L.W.L.	20'6"/6.25 m
Draft	3'11"/1.83 m
Beam	9'0"/2.74 m
Headroom	6'1"/1.85 m
Displacement	7,000 lb./3,178 kg
Ballast (lead)	2,900 lb./1,317 kg
IOR Mk IIIA (150% LP)	19.0





ERICSON 27" PLUMBING DIAGRAM

REVISED 2-1-78 BY RUDY PEREZ.

SAIL AND RIGGING PLAN

STANDARD RIG

Main	.....	5 oz./140 sq ft/13.01 sq m
Working jib	.....	5 oz./150 sq ft/13.94 sq m
120% Lapper	... 5 oz./209 sq ft/19.42 sq m	
150% Genoa	... 3.8 oz./278 sq ft/25.83 sq m	
170% Genoa	... 3.8 oz./315 sq ft/29.27 sq m	
Spinnaker	..... 3/4 oz./530 sq ft/49.24 sq m	
J	.....	11.25'/3.43 m
P	.....	28.00'/8.53 m
E	.....	10.00'/3.1 m
I	.....	32.5'/9.91 m

Design waterline
to masthead.....36'3"/11.05 m
Mast rake aft..... 6"/15 m

TALL RIG

An optional tall rig is available on the Ericson 27. Mast and boom sections are the same as the standard rig.

J	11.25'/3.43 m
P	30.0'/9.14 m
E	10.0'/3.05 m
I	34.5'/10.52 m

Design waterline
to masthead 38'2"/11.63 m
Mast rake aft 7½"/19.05 cm

SPARS

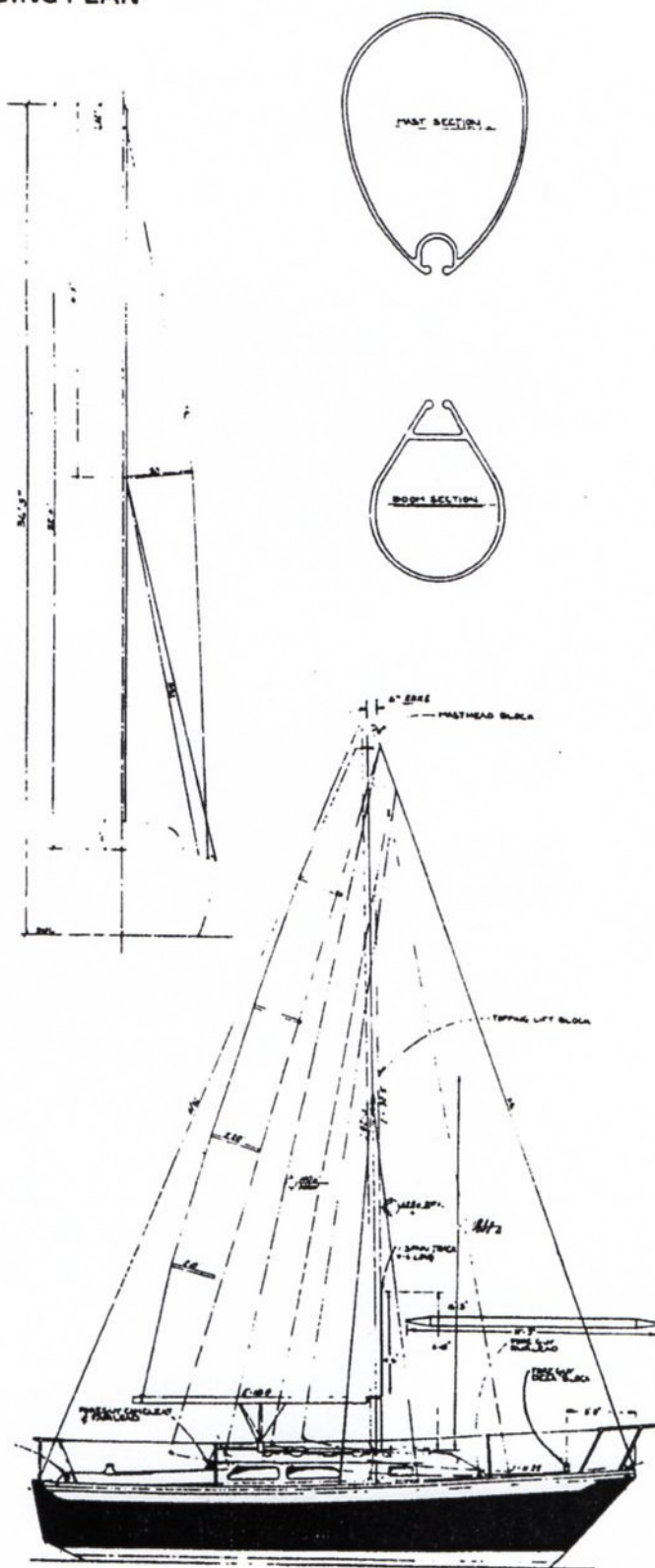
Mast: extruded aluminum, tear-drop shape—5.62"/14.28cm X 4.07"/10.34cm X .110/3mm wall section.

Boom: extruded aluminum, tear-drop shape—4"/10.16cm X 3"/7.62cm X .080"/2.032mm to .130"/3.3mm wall section.

RIGGING

Standing rigging: 1x19 stainless, 5/32"-3.9 mm diameter. As standing rigging will vary somewhat from boat to boat, it is advisable to accurately measure existing shroud or stay when ordering a replacement.

Running rigging: When replacing running rigging it is advisable to accurately measure existing halyard, sheet, or guy for diameter, length and type of line before ordering a replacement.



SPARS:

Your Ericson has an extruded aluminum mast and boom. Both spars have a hard, long lasting coating of anodize which should be kept clean using warm soapy water and a soft cloth. **DO NOT** use abrasive scouring powders or metal soap pads as they will scratch the finish. Applying a good grade of paste wax will help preserve a high lustrous finish.

You should routinely inspect the mast, paying close attention to dents and scratches. The sheaves for main and jib halyards should be checked for free operation and if necessary their pin bearing surfaces lightly greased. In addition check all nuts, bolts, screws, cotter pins and blocks. Make sure that the spreader ends are well covered with rubber boots or rigging tape to protect the sails from chafe or tearing.

When not sailing, always keep the halyards tied away from the mast as it will protect the finish and also do away with the din created by their slapping.

TUNING RIG:

Under no circumstances should your rigging be set up "bar tight". For all sailing conditions the rigging should be firm with the mast vertical and in column. The headstay and backstay should be of equal tension and have 1" to 2"/25.4 mm to 50.8 mm of play. Upper shrouds should have 1" to 2"/25.4 to 50.8 mm of play, while the lowers should have 2" to 3"/50.8 to 76.2 mm, with the forward lowers slightly tighter than the after lowers.

For a final tuning, sail the boat to windward in a breeze of 8 to 10 knots/14.8 km/hr to 18.5 km/hr, sighting up the sail slides (backside of mast) to assure that it is vertical and in column. The masthead should not fall off or hook to windward. Make any turnbuckle adjustments on the leeward side, tack and recheck for straightness.

After a few tacks the mast should be straight. Secure the turnbuckles by inserting cotter keys and tape them to prevent any snags or sail chafe. Standing rigging will stretch, so the rig tune should be rechecked after the first few months of sailing.

STANDING RIGGING:

All the standing rigging on your Ericson is high quality 1x19 stainless wire. Under normal conditions and with proper owner maintenance it will last indefinitely. A wise skipper should still make regular inspections of each stays' integrity, paying special attention to broken, rusty or dry strands. If any are discovered, the stay should be immediately replaced.

It is wise to regularly wipe down all of the rigging with a damp rag to remove accumulated dirt and grime which otherwise might get on the sails.

Routinely check the barrels of the swage fittings which connect the rigging wire to the turnbuckles for tiny cracks which result from water penetrating the fitting and causing it to expand. If discovered, the stay should be immediately replaced.

Check turnbuckles for excess wear, especially the threaded area. It is good policy to routinely oil and operate the turnbuckles to keep the threads free from rust or corrosion.

Regularly inspect all cotter pins for condition, replacing where necessary.

RUNNING RIGGING:

Before each sail, every halyard sheet and guy should be given a once-over to check for evidence of wear or fraying. Areas of special concern should include: spots where halyards chafe while turning over masthead sheaves and wear points where sheets enter blocks or rub on shrouds. If excessive wear is detected, replace the worn item of running rigging with one identical in length and line type.

If the halyards are combination wire/rope, it is advisable to regularly check the wire portion for loose, dry or broken strands (fish hooks) as they may cause damage to sails or injury to crewmembers.

Cut and burn any frayed ends on any of the running rigging which may require it, as it will prevent further unravelling of the line. Salt spray will tend to stiffen dacron, so it is wise to occasionally hose off running rigging and annually soak it overnight in a bucket of warm soapy water to remove any dirt accumulated from airborne pollutants.

VANG:

One item of running rigging which should be considered as an excellent bit of safety gear is a vang/preventer. Many sailors consider the vang only in light of its use on racing boats where it is employed to control draft and flatten the mainsail. It can serve an equally important function on boats which are purchased primarily for family cruising in that it will reduce the chance of injury in case of accidental jibing. When running well off before the wind in a sloppy sea condition, even the most competent helmsman may cause an unintentional jibe. With a vang properly affixed and set up, the dangers of crew injury or rigging damage are greatly reduced.

GENERAL MAINTENANCE

SAILS:

Since the sails are the principal source of propulsion of your new Ericson, it is important that they receive regular attention and tender loving care. Things to guard against are:

Chafe:

Whether it is a broken shroud or unprotected spreader end which chafes against a sail it is an uneven match. Even though modern sail cloth is extremely strong it will wear rapidly if in regular contact with any sharp object. Look your rig over carefully while under sail and if you detect areas of possible chafe, correct them. Rubber spreader boots or tape will prevent spreader chafe on headsails sheeted in tight. Taping exposed cotter pins in turnbuckles and installing plastic piping on shrouds will reduce the possibility of chafing. If you detect evidence of chafe or broken stitching, ordinary adhesive tape can be used to effect temporary repairs until the sail can be taken to a sailmaker for permanent repair.

Sunlight:

Modern sails are relatively immune to deterioration or rot caused by wetness, but they are subject to potential damage if stored exposed to direct sunlight for long periods of time. It is recommended that the main be stored under a mainsail cover (optional) with the battens removed and outhaul slackened. If the main was reefed, be sure to shake out the reef before furling to relieve the strain on both tack and clew cringles. Headsails should be stripped of sheets, bagged using large folds parallel to the foot and stored below.

Dirt and Salt:

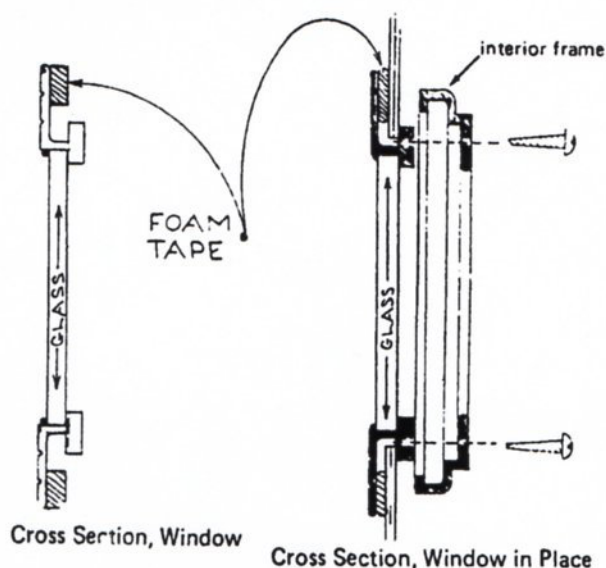
Sails which become dirty or encrusted with dried salt should be cleaned. On a warm calm day, hoist the sails and thoroughly hose them off with fresh water, allowing them to dry before storing. If they become exceptionally dirty, your sails can be spread out on a clean driveway and washed using a mild detergent, soft brush and lots of fresh water. **UNDER NO CIRCUMSTANCES SHOULD YOU PUT YOUR SAILS IN A WASHER OR DRYER.**

FIBERGLASS - MAINTENANCE:

The glossy outer surface of your Ericson is known as "gel-coat." It is a polyester resin combined with a coloring agent and should be kept clean using lots of fresh water and occasionally some mild detergent. Use a stiff brush to clean non-skid areas and a sponge on smooth surfaces. **DO NOT** use any abrasive cleaners or scouring pads. At least once a season the smooth gel-coat surfaces should be waxed and polished with a good quality boat wax, designed for fiberglass.

WINDOWS, OWNER MAINTENANCE:

The windows on your new Ericson are constructed in two halves. The exterior half which holds the window pane itself has a lip which overlaps the cut-out in the house side and compresses a strip of closed-cell tape, providing the primary seal between frame and house. An interior aluminum frame which overlaps the inside of the house is fastened to the exterior frame with machine screws.



After a period of sailing, it is possible that some minor leaks may develop at the windows as they are designed to "float" on the foam tape strip. Any water which enters may be channeled between the hull and interior liner, finding its way aft to appear as a leak above the galley or quarterberths.

If water is detected in these areas or at the window itself, the interior machine screws should be loosened and the exterior window frame removed. Check the foam tape to be sure that it is soft and pliable and that it overlaps at the bottom joint. If cracking or ageing is detected, replace it with a

ATOMIC FOUR ENGINE:

An Atomic-4 engine is standard on the Ericson 27. It is imperative that special precautions be taken to assure that fuel or exhaust leaks do not develop. Regularly check every fitting, line and filter on the fuel system to be sure that they are secure. While the engine is running, make a thorough inspection of the exhaust system for leaks. Check the cooling water outlet for normal flow and routinely check the packing gland for proper tightness. It should be only tight enough to stop the water flow before tightening the locknut against it. If the packing nut is over-tight it will cause excess heating and possible damage to the packing. After a period of time, all of the take-up on the packing nut will be used up. At that point it is time to re-pack the gland using flax packing which can be obtained at most marine hardware stores.

Check shaft alignment after the boat has been in the water for a few weeks and routinely check engine bed bolts for tightness. Carefully follow the suggested service recommendations found in the enclosed engine manufacturer's manual.

GALLEY:

The galley consists of a deep stainless steel sink with a foot-operated pump and an 18 gallon (68.13 L) fresh water tank located under the forward V-berth, a well-insulated self-draining ice box, space for an optional two burner counter top or three burner stove with oven and ample food, condiment and dish storage. It is advisable to routinely flush the water tank, particularly on a new boat to assure a fresh tasting supply of water.

HEAD:

See the head manufacturer's instructions for proper use and maintenance of your marine head.

A marine head will give trouble-free service and operation if not missused. Make sure the operational instruction plate is mounted in a place where it can be seen. Emphasize to guests that cigarettes, paper towels, cloth, etc. should not be disposed of in the head. The major cause of faulty operation is usually traceable to this practice. All requests for parts and routine service should be directed to the manufacturer of the head.

For more information on Federal marine head requirements refer to CG-485 "Federal Marine Sanitation Device Regulations."

Windows, Owner Maintenance:, cont'd

similar type of *closed cell* foam tape which is available at many marine hardware stores.

While the exterior window frame is out, check for possible areas which might cause a leak, by gently probing the seal between glass and aluminum with a screwdriver, being careful not to damage the seal material. Check the areas where the aluminum frame is joined and if any cracks are detected, apply a liberal amount of silicon sealer to the required areas and re-assemble the window halves.

If a leak is detected in the galley area or over a quarterberth, it may be necessary to check all of the windows on that particular side of the boat before the source of the leak may be pinpointed and corrected.

The repair of minor leaks at windows resulting from normal use is considered a part of reasonable and necessary owner maintenance.

WOOD SURFACES:

All exterior wood trim on your new Ericson is teak. It should be occasionally sanded using sandpaper or bronze wool and oiled using a good grade of teak oil. Regular oiling will enhance the color of the teak and reduce the chance of splitting.

DECK HARDWARE:

Keep all of the deck hardware clean, using fresh water and drying with a chamois or rags. Some items of hardware such as chainplates, stanchions and winches are subject to heavy loads and may need to be rebbed using a good grade of bedding compound. Service the winches according to the instructions in the enclosed winch manufacturers brochure.

INTERIOR:

The interior appointments on your new Ericson may be treated much like home furnishings. Keep all surfaces clean and bilges and lockers well ventilated to assure that the boat remains fresh and sweet smelling. The interior teak should be occasionally re-oiled to preserve the wood.

THRU-HULL FITTINGS

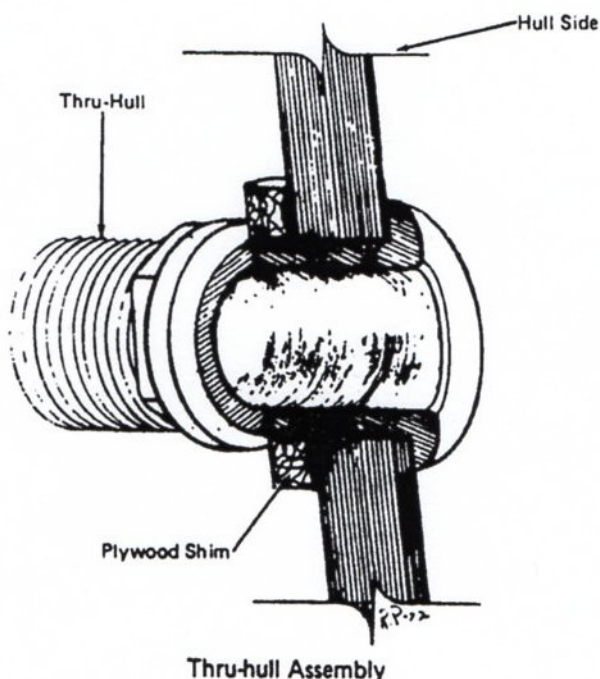
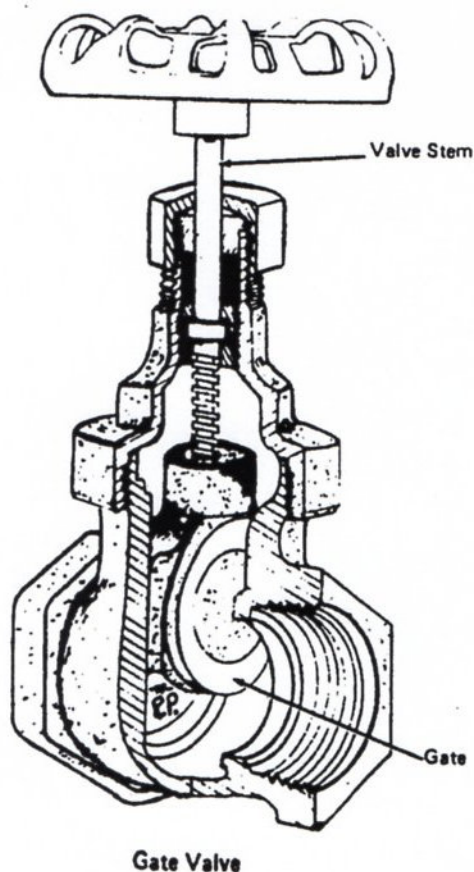
A prudent skipper will regularly inspect *all* below-water hoses and clamps for rusting or cracking and if found, replace the worn item immediately.

It is also a good idea to close all thru-hull fittings, (with the exceptions of cockpit scupper thru hulls) when not in use or when you are not aboard.

When opening the valves, turn counterclockwise to the stop and turn back $\frac{1}{4}$ turn clockwise. In this manner you will help assure that a crewmember will not mistake a fully opened fitting for one which is closed and apply a potentially damaging load on it in an attempt to free it.

It is important to make sure that the valves are either fully open or fully closed, (with the above mentioned exception) as a gate valve left half open will wear excessively as the water passing around the gate portion of the valve will tend to cause it to "chatter." (See the enclosed cut-away drawing for detail information on thru-hull construction.)

At regular intervals, when hauled out for maintenance or bottom painting, all of the thru-hull fittings should be disassembled, inspected for wear or electrolysis, and packed with a good quality water-proof grease.



ELECTROLYSIS:

Electrolysis is a potential problem with any metal fittings which are immersed in salt water, but presents no danger in a fresh water environment. In short, the damaging effect of electrolysis occurs when a weak electric current passes between metals immersed in a solution which is a conductor, (in this case salt water). The current flow may be induced owing to a dissimilarity in the activity of metals, (for example zinc is more active than bronze so the current will flow from the zinc to the bronze) or due to a current caused by a loose wire grounding itself to a thru-hull fitting. In any event it is important to keep current from flowing from any of your boat's skin fittings. To reduce the possibility of this current flow, your thru-hull fittings are made of the best bronze which is very "noble" or resistant to such electrical activity. To further protect against the damaging effects of electrolysis it may be necessary to install a zinc which will "sacrifice" itself to protect your skin fittings. Ask your dealer about the advisability and location of any zincs. Also routinely check for any loose wires in the area of the thru-hull fittings and secure if found. If, during periodic inspections you detect a "rose" color on the interior parts of the fittings or a pitting on the exterior flange, it is a strong indication of the presence of electrolysis and corrective measures (usually adding zinc) should be taken. Again, regarding the complex problem of electrolysis, it is best to consult your Ericson dealer.

OPTIONS

Your new Ericson may be fitted with a wide variety of options, all of which will add to the pleasure of sailing. We have included a general discussion of the options available on your particular model. If you have purchased the option, instructions published by the manufacturer of the equipment are included in the pocket at the back of this manual.

If you have specific questions about the operation or maintenance of any optional item, it is best to first contact the nearest supplier handling the particular item of equipment. He is best equipped and trained to offer timely and knowledgeable service. A list of the original equipment manufacturers who supply the optional equipment is included in this manual. In the event that a dealer or service representative is not available, you should contact your Ericson dealer for information.

DIESEL ENGINE

Since diesel engines do not require an electrical ignition system to produce combustion they are ideal for marine installations. Instead of a coil, distributor, and spark plugs, all of which are subject to problems caused by dampness, the diesel produces its power when fuel oil is precisely injected into the cylinder under high pressure causing combustion. Although diesels are relatively immune to malfunction caused by dampness, they are very prone to stoppages caused by dirty fuel. It is important to install quality fuel filters and regularly change the cartridges in accordance with the manufacturer's recommendations. Air in the fuel lines can stop a diesel just as easily as dirt, so it is important to learn the proper bleeding procedure to remove any air in the system. Closely follow the maintenance schedule found in the service manual covering the particular engine fitted.

COMPASS

We strongly recommend that a compass be added to the equipment inventory of any boat which will be sailed offshore, as visual landmarks may not always be available to use for dead reckoning. After installation, it is important that the compass be "swung" by a qualified compass adjuster and that the resulting deviation card be kept aboard for reference while navigating. Do not allow ferrous metal (iron-steel) to be placed near the compass as this will induce errors. Always keep the compass covered when not in use to protect it from the damaging effects of sunlight.

WHEEL STEERING

If wheel steering is selected, it is advisable to regularly check the condition of steering cables, quadrant and rudder head. Some initial stretch will occur in the cables which should be taken up using the threaded eye bolt on the quadrant. The cables should be slightly taut, but not excessively so, as too much tension on the quadrant can cause binding of the rudder head. Access to the quadrant is gained by unscrewing the flat head screws which hold down the top of the quadrant box, located

in the lazarette. When replacing the quadrant box top, be sure that the closed-cell tape is intact and soft as it prevents water from entering the lazarette. Snug down the screws sufficiently to compress the tape.

It is recommended that the compass be removed once a season and a few drops of oil applied to the roller chain while turning the system from hard over to hard over (port to starboard). The sheave bearings are of prelubed type but should be oiled three to four times a season to prolong their life.

In case of a failure of the wheel steering, an emergency tiller is provided which slips over the rudder head.

In the unlikely event that the cable system should jam, the cables should be disconnected at the l-bolts (located in the lazarette quadrant box) and the boat controlled as any tiller-steered vessel using the emergency tiller.

REACHING STRUT

If a spinnaker gear package is selected as an option, it is recommended that the reaching strut assembly also be purchased. When close reaching with the pole well forward, the reaching strut will do much to reduce the strain on the afterguy. The afterguy should not be allowed to contact the upper shrouds nor should the pole be allowed to lay against the headstay as this may cause excessive loading of the shrouds or headstay.

Before each outing, it is important to check the operation and condition of the pole and pole end fittings, mast car and track, spinnaker halyards and foreguy. It is helpful to fit plastic collars on the spinnaker sheets to prevent the snap shackles from jamming the jaws of the pole, preventing tripping of the afterguy snap shackle on takedown.

BATTERY CHARGER

If a battery charger is fitted, closely follow the manufacturer's recommendations regarding operation and service. Routinely check battery condition and pay close attention to all terminals, wires and connectors.

OPTIONS

110 VOLT SHORE POWER:

A 110 volt shore power system is available on the Ericson to provide electricity for small appliances or a battery charger. The system has a shore power cord rated at 30 amperes, a circuit breaker of 30 amperes, and outlets at convenient locations in the cabin. The following safety precautions should be **STRICTLY** adhered to when using the 110 volt shore power system.

1. Always turn off the boat circuit breaker **BEFORE** connecting or disconnecting the shore power cord.
2. Take special precautions to prevent the "live end" of the shore power cord from contacting crewmembers or the water. To assure this, always *connect* the shore power cord to the boat first, then connect at the dockside outlet. *Disconnect* the shore power cable at the dockside outlet **BEFORE** the boat.
3. Be prudent when using onboard electrical appliances such as toasters which require a great deal of power, as you may cause the dockside circuit breaker to trip. Check with the dockmaster regarding acceptable loads on the dockside electrical system.
4. Always be sure that your shore power cord will mate properly with the dockside outlet. Do not use an adaptor or pigtail until you have consulted the dockmaster.
5. Regularly check the condition of the electrical wiring and insulation, circuit breaker, shore power cord and connectors to assure continuing safe operation. If you have any questions check with your Ericson dealer.
6. If the main circuit breaker trips to the "off" position, it may be because the dock power is improperly wired, causing "reverse polarity." To test for this condition, switch all of the accessory breakers to the off position to assure that a simple overload induced by onboard electrical accessories is not causing the problem. If the main breaker continues to trip, unplug the shore power cord and see the dockmaster as the dockside power sources is improperly wired. This automatic tripping action is a safety feature designed to protect onboard electrical accessories from possible damage due to reverse polarity.
7. It is a good practice to routinely check the areas where electrical wiring passes through bulkheads for wear and tear on the wire insulation due to chafe. Have any chafed wires replaced immediately by a qualified electrician.

FOLDING PROPELLER:

A folding propeller produces much less drag than a conventional solid prop and is a worthwhile purchase, especially if your boat is to be raced. It is important to keep in mind that there may be some delay in backing down (reverse) as the flow of water will have a tendency to fold the blades in a closed position.

A wise skipper will familiarize himself with the handling characteristics of the boat when a folding prop is fitted, in particular the distance required to stop the boat after shifting to reverse.

If any unusual vibration is detected when powering it may be occurring because both blades have not completely unfolded. Continued operation in this situation could cause damage to the strut and drive line. To correct the problem, try rapidly shifting from forward to reverse to free the blade. If this does not work, it will be necessary to free it underwater. When hauled out it is advisable to routinely check the prop for nicks or dents and for proper operation.

PRESSURE WATER:

If the pressure water system is purchased, it is important that the following suggestions be strictly adhered to:

1. If you plan to leave the boat for any length of time, turn off the pressure water switch. If the optional 110 volt water heater is fitted, switch it off also.
2. Be sure that the water tanks are kept topped up, otherwise the hot water tank (if 110 volt hot water is purchased) may run dry. If this occurs, the heating element could overheat, causing damage to the tank and a possible electrical fire.
3. Make sure that the lines are kept free of air as they will cause the water pump to operate continuously, inducing excess wear. Routinely bleed the lines by opening the water taps and allowing water to run until a steady flow with no air bubbles is obtained.
4. Routinely check all hoses and hose clamps for integrity, replacing any which show evidence of cracking or deterioration.
5. If you have any warranty problems with the water pump, contact the manufacturer as shown in the original equipment manufacturer's list in the back of this manual.

OPTIONS

LARGER HEADSAILS:

Most owners of Ericson Yachts will eventually want to purchase a larger headsail for light air conditions or to provide additional power for racing or cruising. Usually any headsail which overlaps the mast is considered a genoa and is identified by the amount of this overlap. Accordingly, if the distance from the forward edge of the mast to the point where the headstay joins the bow is 10'3.05 m, (J on the sail plan), any headsail with distance of 15'4.58 m from its clew to the luff on a line perpendicular to the luff would be termed a 150% genoa. If the luff perpendicular line or LP was 18'5.49 m, then the sail would be considered a 180% genoa. It is generally accepted theory that larger headsails combined with a smaller mainsail provides the greatest power per square foot of total sail area, so any owner wishing to gain the best efficiency from his boat will usually add to his inventory of headsails. It is wise to always keep in mind that larger headsails generate much greater loads, so that appropriate cars, blocks and track should be selected to fit particular needs. Refer to the safe working loads of any hardware item you plan to purchase or consult your Ericson dealer.

STOVES

ALCOHOL:

Please refer to manufacturer's literature before operating. To fill the tank with the required amount of alcohol that the stove tank will hold, unscrew the cap, turning to the left, use a funnel to pour in the alcohol, being careful not to spill any on the stove or parts of the galley assembly. (If you do spill—wipe up with lots of water and be absolutely certain no alcohol has run down the sides of the assembly, under the bunk cushions, etc.)

Pressurize the tank with the hand pump and turn on the burner (to the left), and let a little alcohol flow into the priming pan. Light the fuel with a match after you have turned off the alcohol supply. When the fuel has burned down to a low flame in the priming pan, turn the burner on for fuel supply and light with a match. **IF YOU HAVE A FLAREUP UPON LIGHTING**—Turn off the fuel supply completely. If flame does not go out and seems out of control, douse it by pouring water over flame and stove. Note: You may relight the stove after drying up all the water (the water will not hurt the stove). If the fire gets out of hand, use an extinguisher. We suggest when the stove is not in use, that you release the pressure in the tank by unscrewing the fill cap on the top in a counterclockwise direction. This will extend the useful life of the burner tips.

PROPANE:

If a propane stove is fitted it is important that **EXTREME CAUTION** be used during operation as propane is a **highly explosive** gas if it accumulates in a closed area such as the bilge. Since propane is heavier than air it will sink to the lowest point in the bilge where it is very difficult to detect. The following suggestions will help reduce the risks involved when using propane stoves.

1. Always locate propane tanks in an air tight box which is vented at its lowest point to a tube which leads overboard. Regularly check the vent to assure that it is intact and not blocked in any way.
2. Install a shutoff valve outside near the propane tank and always turn off the system when not in use to prevent a possible leak into the galley in the event that a stove burner or line is faulty.
3. Always sniff test the area around the stove and in the lowest point of the bilge, checking for a propane smell before operating the stove, engine or electrical appliances.
4. Regularly check the entire system for leaks as follows: Pressurize the system by turning the burners off with the tank valve on. Brush a solution of soapy water on all lines and fittings, checking for bubbles which would indicate a leak. If detected, either tighten the fitting or replace the line as necessary and recheck using the soapy solution.
5. Regularly check the tank(s) for dents, rust or corrosion.

CNG:

Compressed natural gas has all of the benefits of propane, being clean burning and easy to use, without the drawback of being heavier than air—reducing the risk of explosion from an accumulation of gas in the bilge. Unfortunately CNG is not available in many parts of the country.

KEROSINE:

Kerosine is one of the safest stove fuels but has the drawback of burning with a sooty yellow flame if improperly primed, or if the burner tips are clogged or the fuel is dirty. With proper maintenance a kerosene stove will provide a clean source of cooking heat. In case of fire it is advisable to attempt to smother the flame using a pan lid or use a fire extinguisher approved for such use by the Coast Guard. If a fire extinguisher is used, aim at the base of the flame. Under no circumstances attempt to use water to put out a kerosine fire as it will only serve to spread the flame.

SAFETY

SOME THOUGHTS ON SAFETY:

The safe operation of your new Ericson is the responsibility of *YOU*, the skipper. Your boat can provide countless hours of pleasurable sailing and many memories of enjoyable cruises. To do so, you must be well equipped to handle any possible situation which may arise. Having a good working knowledge of your boat's handling qualities and safety gear is a good start and in this capacity your Ericson dealer can provide invaluable information. Secondly, you have a responsibility to yourself and your crew to learn as much as possible about the basic skills necessary to make safe passages.

Both the U.S. Coast Guard Auxiliary and the U.S. Power Squadron offer excellent courses covering a wide variety of subjects ranging from basic sailing to celestial navigation. For more information contact your local chapter or write either the Chief, Auxiliary Affairs Division, Office of Boating Safety, U.S. Coast Guard, G-BAE, Washington, D.C. 20559 OR United States Power Squadron, P.O. Box 30423, Raleigh, N.C. 30423.

Third and lastly, is the need to practice the things which you have learned. It is one thing to know about the requirements for personal flotation devices and quite another to practice fitting and wearing them. A prudent skipper will read the enclosed Coast Guard publication titled "Federal Requirements for Recreational Boats." For the equipment and safety requirements currently in force.

SPARES:

It is wise to carry on board a set of basic tools, spare parts (cotter pins, winch pawl springs, etc.) a medical kit compiled following the advice of your doctor, flares, flashlights, manoverboard gear, etc.

PFD:

A Coast Guard approved personal flotation device (PFD) of appropriate size should be carried aboard for each crewmember, (see CG-290 for details). It is important to routinely check all PFD's for condition, replacing any which show signs of ageing or wear. An occasional hosing with fresh water and a thorough drying in the sun will assure that salt water or mildew does not accumulate.

ANCHORS:

It is a good idea to have an anchor ready in a convenient accessible area cleared to drop and with enough rode for your local sailing conditions, whenever you leave your slip or mooring. The vagaries of wind and tide plus the possibility of an engine stoppage make a ready anchor your "Best Insurance."

FIRE EXTINGUISHERS:

The threat of fire aboard a boat is always present, and the possible consequences are extremely serious. Fire extinguishers of the size and type recommended by the U.S. Coast Guard should be installed immediately by the owner. (See CG-290).

As important as the number of extinguishers, is their location which should be near places where fire is most likely to occur, such as the galley or engine area. The extinguishers should be readily accessible in an emergency and not cut off by the fire itself. Following the recommended servicing schedule will help assure that when the extinguisher is needed it will be operable.

INBOARD FUELING SAFETY

****CAUTION:** Gasoline vapors are heavier than air and will settle in the lowest point in the bilge where they are **HIGHLY EXPLOSIVE**.

Each time fuel is added to your engine these steps should be followed.

1. Estimate the amount of fuel required based on knowledge of tank capacity and current fuel gauge readings before reaching the fuel dock and order approximately that amount. Tanks should be filled to about 95% of total tank volume to allow for heat expansion without causing an overflow at the tank vent.
2. Shut off engine and switch off main electrical breaker.
3. Have a ready fire extinguisher on hand any time fuel is taken aboard.
4. Extinguish all stoves, lamps or cigarettes below-decks and avoid any possible exposure to flame or sparks during the fueling process.
5. Carefully oversee the fueling and when the proper amount of fuel is aboard, secure the cap, wash down any spills and check for overflow at the tank vent.
6. Open all hatches, doors, windows and ports.
7. Let your nose be your guide—thoroughly sniff the lowest point in the bilge and the area around the engine and fuel tank(s). If a raw fuel smell is detected—**STOP**. Do not do anything else until you are able to trace its source, correct it and clean up the spilled fuel with a sponge and bucket.
8. If a bilge blower is fitted, operate it at least five minutes after giving the bilge a sniff test.
9. Switch on main electrical breaker and start engine.

Safe fueling cannot be emphasized strongly enough. Accidents caused by unsafe fueling practices constitute a major cause of injury and property loss in pleasure boats.

SAFETY

BATTERY:

At the heart of the DC electrical system is a 12 volt marine battery. If your Ericson was built after October 1st, 1977, it is equipped with a Sears Di-Hard battery which never requires the addition of water. On boats built prior to this date it is necessary to regularly check battery fluid level, adding distilled or chemically pure water as needed. Check the battery maker's warranty in the back of this manual for warranty details and dealer address if you have purchased this option. Warranty service for the Di-Hard batteries may be obtained at any Sears store.

****CAUTION — Battery water is diluted sulphuric acid and therefore highly dangerous. It can cause severe burns or damage to fabric if allowed to contact skin or clothing. In the event of spillage, immediately flood the affected area with copious amounts of water and if possible apply a solution of baking soda and water which will neutralize the acid.

When the battery is being charged, it gives off free hydrogen and is therefore highly explosive. Avoid striking sparks near a battery being charged. Also never use matches or open flame near a battery which is still warm after use or charging. Do not short across cells or remove or attach cables to a battery carrying a load. Always be sure that battery terminals and cables are clean and free of corrosion. A light coating of grease applied to the terminals and cable ends will reduce the formation of corrosion. Keep the battery cover in place with the straps secured to prevent accidental shorting.

In the event that the battery is not being used for a long period of time store it in a cool dry place off the floor and charge it periodically as a stored battery may lose its charge.

SUGGESTED READING LIST

Basic Sailing

Piloting, Seamanship and Small Boat Handling — Chapman
Basic Sailing — George
Basic Windcraft — Watts
Colgate's Basic Sailing — Colgate
Hand, Reef and Steer — Henderson
Royce's Sailing Illustrated — Royce
Seamanship — Time-Life
Boat Handling — Time-Life

Navigation

Piloting, Seamanship and Small Boat Handling — Chapman
Dutton's Navigation and Piloting — Dunlop
Primer of Navigation — Mixer
Almanac and Weather Forecaster — Sloane
American Practical Navigator — Bowditch
Instant Weather Forecasting — Watts
Kindergarten of Celestial — Seller
Oceanography and Seamanship — Van Dorn
 Government Publications:
 Lights Lists
 Radio Navigation Aids
 Sailing Directions
 Tide Tables
 Sight Reduction Tables

Safety

Piloting, Seamanship and Small Boat Handling — Chapman
Advanced First Aid Afloat — Eastman
Dangerous Marine Animals — Hestead
Until the Doctor Comes — Merker
Physician's Desk Reference
Sea Survival — Robertson
 Federal Requirements for Recreational Boats — CG-290

Shipshape and Bristol Fashion

Sails — Williams
Art of Rigging — Biddlecome
Arts of the Sailor — Smith
Ashley Book of Knots — Ashley
Boat Owners Maintenance Manual — Toghill
Care and Repair of Sails — Howard-Williams
Fiberglass Repairs — Petrick
Glass Fibre Repair — Jones
Maintenance — Time-Life

Racing

Elvstrom Speaks Out on Yacht Racing — Elvstrom
Fundamentals of Sailboat Racing — Falk
Invitation to Sailboat Racing — Brown
Yacht Racing Rules, 1977-1980 — Bavier
Elvstrom Explains Yacht Racing Rules — Elvstrom
Racing Tactics — Curry
Racing — Time-Life

Cruising

Sailing Alone Around The World — Slocum
Cruising Under Sail — Hiscock
Sea Was Our Village — Smeeton
After 50,000 Miles — Roth
Around the World in Wanderer III — Hiscock
Deep Sea Sailing — Bruce
Heavy Weather Sailing — Coles
Ocean Sailing Yacht — Street
Self Steering For Sailing Craft — Letcher
Voyaging Under Sail — Hiscock
Crew List For Spanish Speaking Countries — Baldwin
Cruising — Time-Life
Sail Power — Ross
Complete Cruiser — Herreshoff
Cruiser's Compendium — Henderson
Sea Quest — Borden
Long Way — Moitessier

Galley

Blue Water Cookbook — Brown
Bottoms Up Cookery — Leamer
Edible Sea Creatures — Hill
Gourmet in the Galley — Robinson
Happy Ship Cookbook — Berick
New Cruising Cookbook — Jones and Norton
Complete Fish Cookbook — Morris

ORIGINAL EQUIPMENT MANUFACTURERS

For parts or warranty service on any of the items listed below contact the original equipment manufacturer or dealer handling the part. The OEM suppliers are best trained and equipped to offer service and often their individual warranties will be voided if Ericson Yachts or an Ericson dealer provides service.

When replacing standard items such as screws, blocks or turnbuckles, it is wise to purchase them through your local marine hardware store or yacht equipment catalog instead of ordering them from Ericson Yachts.

This has a dual benefit in that the parts are often less expensive when purchased locally, and our stockroom is less burdened supplying standard items and is thus better able to respond to your needs for specialty equipment available only from the Ericson factory.

Anodizing

Anadite
10647 S. Garfield
South Gate, CA 90280
213/773-4210

Batteries

(Boats built prior to 1 Oct. 1977)

Polaris Battery
13752 Harbor Blvd.
Garden Grove, CA 92640
714/839-6400

(Boats built after 1 Oct. 1977)

Any Sears Store

Bilge Blower Motor

Atwood Corporation
Box A
Lowell, MI 49331
616/897-9241

Bow & Stern Pulpit & Stanchions

Railmakers
849 B West 18th Street
Costa Mesa CA 92627

Compasses

Danforth Compass
Portland, Maine 04103
207/797-2791

Cowl Vents

Nicro-Fico
2065 W. 140th St.
San Leandro, CA 94577
415/357-8332

Cushions, Carpets, Fabrics

Johansen & Christensen
16691 Milliken Ave.
Irvine, CA 92664
714/556-1063

Dockside Cords

Marineco
450 E. Strawberry Drive
Mill Valley, CA
415/383-5338

Gauges

Marcra Manufacturing
3303 Harbor Blvd., Suite C-4
Costa Mesa, CA 92626
714/556-0250

Engines - Outboard

Check Yellow Pages for the
dealer nearest you.

Engines - Inboard

Atomic-4
Medalist Universal Motor
1552 Harrison St.
Oshkosh, Wisc. 54901
414/231-4100
Volvo
Western Engine
17831 Sky Park Circle, Suite J
Irvine, CA 92707
714/556-8620

Perkins
Charles M. Smith Co.
505 31st St.
Newport Beach, CA 92663
714/673-4780

Yanmar
Miller Marine Sales
1591 Monrovia St.
Newport Beach, CA 90660
714/646-4351

Westerbeke
Westerbeke Engine
Avon Industrial Park
Avon, Mass. 02322
617/588-7700

Halyards - Rope/Wire

Justice Co.
1401 E. Edinger
Santa Ana, CA
714/835-5585

Heads & Hot Water Heaters

Raritan Engineering
1025 N. High St.
Mellville, N.J. 08332
609/825-4900

Folding Propeller

Martec Engineering
2257 Gaylord St.
Long Beach, CA 90813
213/435-4494

Mast & Boom (23, 25, 27 only)

Sparcraft
Box 925
Costa Mesa, CA 92627
714/645-7177

Panel & Interior Lamps

Jensen-Wemac (cabin lamps)
3343 N. Harvard
Santa Ana, CA 92704
714/754-1711
Seatec (main panel)
1534 E. Edinger, Suite 8
Santa Ana, CA 92705
714/558-1483

Pedestal Steering

Teleflex Yacht Specialties
1555 East St. Gertrude Pl.
Santa Ana, CA 92705
714/546-1707

Galley Pump

VSI-Small Lot Stamping
1410 E. Walnut Ave.
Fullerton, CA 92631
714/870-9600

Pressure Water Pump

Shurflo
1400 Cerritos Ave., Suite E
Anaheim, CA 92805
714/533-7700

Electric Bilge Pump

ITT-Jabsco
1485 Dale Way
Costa Mesa, CA 92626
714/545-8251

Manual Bilge Pump

Seagull Marine
1951 McGaw
Irvine, CA 92705
714/979-6161

Props & Prop Shafts

Marine Propeller Service
415 30th St.
Newport Beach CA 92660
714/557-4073

Refrigeration

Magna-Kold
1760 Monrovia St.
Costa Mesa, CA 92626
714/631-2555

Sink & Shower Fixtures

Famillain Sierra Craft
17711 E. Railroad St.
City of Industry, CA 91748
714/990-1243

Stoves

Galley Maid
Box 10417
Riviera Beach, Fla. 33404
303/848-8696

Homestrand Stove
c/o Kenyon Marine
2730 B.S. Main St.
Santa Ana, CA 92707
714/546-1101

or -

Homestrand Stove
c/o Kenyon Marine
New Whitfield Rd.
Guilford, Conn. 06437
203/453-4374

Princess
Optimus/Princess
12423 E. Florence Ave.
Santa Fe Springs, CA 90670
213/944-9841

CNG Gas Systems
6400 Marina Drive
Long Beach, CA 90803
213/598-9481

Switches

Main Breaker
Industrial Liaison
3190 Airport Loop Drive, Suite B
Costa Mesa, CA 92626
714/556-8871

Blower

Sudbury Laboratory
Sudbury, Mass 01776
617/443-8844

Tanks

Aluminum & Stainless
Vic Berry
760 Newton Way
Costa Mesa, CA 92627
714/646-9703
Plastic
Ronco Products
15031 Parkway Loop
Tustin, CA 92680
714/731-1385

Trailers

Trailrite
3100 West Central
Santa Ana, CA 92704
714/556-4540
E-Z Loader
1723 S. Ritchey Ave.
Santa Ana, CA 92705
714/547-6418

Winches

Barlow
Alexander Roberts Co.
1851 Langley Ave.
Irvine, CA 92705
714/540-2141
Barient Company
936 Bransten Road
San Carlos, CA 94070
714/540-2141
Lewmar
James K. Dugan
892 West 18th Street
Costa Mesa, CA 92627
714/642-2655

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MAINTENANCE LOG
(Retain as a permanent part of owner's manual)



ERICSON YACHTS

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