

CUSTOM FIBERGLASS PRODUCTS OF FLORIDA INC.

8136 Leo Kidd Ave.
PORT RICHEY, FLORIDA 34668
TELEPHONE: (813) 847-5798

- Express Sailboats
- Island Express Yacht Tenders
- Fiberglass Boat Building
- Boat Repair
- Fiberglass Mold Building

CARE AND FEEDING OF YOUR SOVEREIGN 18

Congratulations! You are the proud owner of what we feel is the highest quality trailerable sail yacht on the market today. We at Sovereign Yacht Co. Inc. take great pride in our product. Your Sovereign 18 is as close to hand manufactured as humanly possible. From the fiberglass shop through to the finish department, quality control is ever present.

Because we are sure that you will want to rig and maintain your Sovereign 18 in "Bristol Fashion" we have compiled the following "Care and Feeding Package" for your perusal. By following these tips not only will your Sovereign 18 look and feel better, but your pocket will appreciate the lack of depreciation over the years.

1. Rigging

- Mast and Boom are all extruded anodized aluminum. For best appearance a coat of wax should be applied to all surfaces and repeated on a semi-annual basis. This will keep the surfaces clean and make the removal of salt and road film much easier.
- Shrouds. Two uppers - and forestay, are S.S.- 1 x 19 marine dried stainless steel. They require virtually no maintenance other than periodic wiping with a damp cloth. While doing this, you should check terminals for any fraying as well as the shrouds themselves for kinks.
- Turnbuckles - are also virtually maintenance free. They should be visually inspected for cracks and occasionally the threads should be lubricated lightly with WD-40 or a similar substance.
- Spreaders - are free floating fore and aft. Vertically they should stand straight out or at a slightly upward angle from the mast. The upper shrouds should be taped or covered at the spreaders with spreader boots to eliminate the possibility of chafing on the genoa during tacks or while close hauled.

E. Rigging the Mast:

- Attach all shrouds and stays to the mast.
- Lay the mast on deck with the step forward on the bow pulpit. (A piece of line may be used at this point to hold the step to prevent the mast from rolling off the boat).
- Extend all turnbuckles to within approximately 1" of their fully extended position.
- Separate the starboard shroud and drape it over the starboard side of the boat. Do the same for the port shroud - drape it over the port side.
- Now attach the turnbuckles to the Chain Plates.
- Next, fasten bob-stay to bow eye and stem fitting. Tighten turn buckle until it is just snug.

(IMPORTANT) All clevis pins should be installed from outboard to inboard. There are two primary reasons for doing this.

1. If the Cotter Rings should break for any reason, gravity will help to hold the clevis pin in position.
2. If the Cotter Rings are placed outboard, the Jib Sheets will hook on them while the Jib is luffing and rip them out.

This procedure should be followed throughout the rigging. ALL COTTER RINGS AND PINS INBOARD.

f. Halyards - The Main Halyard should be run through the two sheaves at the mast head. Make sure that the Shackle is placed on the aft side of slotted side of the mast. This halyard may now be secured to the Starboard Cleat at the base of the mast. The Jib Halyard should be run through the block located on the forward face of the mast about 1/8 of the way down from the mast head. The Shackle end of this halyard should be placed so as to be away from the mast. This halyard may now be attached to the cleat on the port side of the mast.

(NOTE:) Standardization of the halyards on the mast (main starboard, jib port) is done so that there is never any question about which is which. You should be able to automatically reach for a port halyard, release it and see the fore sail come down. This should apply to any boat. Imagine the embarrassment as well as possible injury that could occur. You are sailing on a friend's boat. A squall comes up suddenly. The skipper yells to douse the Jib. You instinctively grab and release the port halyard. The skipper gets hit in the head with the boom as the Main Sail comes tumbling into the cockpit. Don't laugh, it happens!!! It's dangerous!!!!

2. Stepping the Mast - This is a one or two person job. No muscle is required, just some thinking. Do it any way you want, but for example we will use this method.
 - a. Be sure that the boat is fastened down to the trailer ball or that there is a block under the rear of the trailer. If not, there is a chance that the boat may set down hard on its transom causing you to be thrown out of the boat.
 - b. Untie the mast at the bow pulpit first and at the rudder cradle last.
 - c. Move forward in the cockpit to the balance point of the mast.
 - d. Pick the mast up at the balance point and move aft with it. Go slowly at this point because your balance and the mast is very critical.
 - e. Position the pin through the bottom of the mast so that it aligns with the slot in the mast tabernacle on the cabin top.
 - f. Push the mast forward into the slot and then down into the vertical slot.

- g. Now check to see if the shrouds are clear of anything that might snag them. Keep pressure on the mast to hold it into the slot and then slowly raise it until it is upright and the shrouds are tight.
- h. Now, if by yourself, while holding forward pressure on the mast, step around in front of it grabbing the forestay. Now, while keeping forward pressure on the forestay, step forward to the bow and put the pin in the stem fitting. If there is another person with you have them put the pin in while you hold the mast up.
- i. The forestay pin should be in the front or foremost hole in stem fitting.
- j. Now you are ready to tune the mast section.

This whole operation should have taken roughly 60 seconds, so don't get frustrated reading this.

- k. Lowering the Mast - Utilize same technique in reverse.

3. Tuning - Is most likely the single most important aspect in the rigging of your boat. The tuning of your rig has more to do with its sailing characteristics, pointing ability, etc. than any other facet of your boat.

- a. Tighten the uppers and the forestay until the mast is in a straight up position, forward and aft as well as starboard and port. The uppers and forestay should at this point be tight much like a guitar string, you should be able to pluck them.
- b. Install the locking rings into the uppers so that they cannot turn and then tape these rings in such a way as to eliminate the possibility of chafing.
- c. Install the locking rings in the forestay.

Your boat should now be in tune. Small adjustments may be made as you sail the boat because of stretching in the rigging as well as any modifications you may feel will make the boat perform better. "This is a starting point, not a Law." Play with the tuning as you understand it.

When lowering and raising the mast from this point on, it is only necessary to disconnect and readjust the forestay. The uppers should stay attached and tuned.

4. Maintenance

- a. Hull and Deck - Your Sovereign 18 hull and deck exterior are finished with a high gloss gelcoat. Gelcoat is a polyester product very similar in nature to the paint on your car. It is approximately twice as thick as paint and because of this, you have the ability to repair small scratches, etc. simply by sanding them.

All of the gelcoat surfaces should be maintained in the same manner as your automobile. (1) Keep all surfaces clean, a little soap and water will do wonders for your boat appearance. These surfaces should be kept free of salt, dirt, road film, etc. Wax with any type of automobile wax on a regular basis. This will keep the gelcoat from fading. Do not use waxes on non-skid surfaces. If you should fail to wax regularly and your gelcoat does begin to fade, simply buff it with automotive rubbing compound to revitalize the original luster. If the rubbing compound fails to meet your satisfaction, you may sand the gelcoat with 600 grit wet paper then compound and wax. This process will remove the dead surface pigment.

(NOTE:) Too much sanding will dissipate gelcoat and a black spotting background from the resin will begin to show through.

- b. Hardware: All equipment on your Sovereign 18 is as maintenance free as possible. Again, wax works wonders. Keep all hardware clean and lubricated.
- c. Teak: The option is yours with the teak. Some people perform no maintenance on teak as a matter of preference. This will cause the wood to weather and assume a driftwood type of appearance. If you are going to do this, a coat of paste wax will cause the surface to bleach.

Personally, I prefer the freshly sanded and oiled look. This used to be a very time consuming process as all surfaces had to be manually sanded. Nowadays however, there are a myriad of teak treat products on the market which allow you to scrub the surface and rinse to a freshly sanded look. After the wood is clean, a sealer is rubbed on, which, depending on the severity of climate, will hold the surface anywhere from one to six months. Anyway the choice is yours!!

The tiller is made up of laminated mahogany and ash, and then varnished with four coats of polyurethane varnish.

The tiller should be covered. Canvas covers, very similar to sail covers are available.

When refinishing the tiller, apply seven coats of varnish allowing the varnish to dry thoroughly between coats, and then lightly sand before application of succeeding coat.

- d. Bottom: You may wish to apply bottom paint to your new boat. It is best to check with your dealer to find what is recommended for your area. Dry the surface to be painted, tape off a line below the water line to which you can paint, sand and paint as recommended by paint company, and apply the new paint. (Note:) A roller seems to be the quickest and cleanest method for application.
- e. Sails: Your sails are made of 4.5 oz. dacron cloth. If they are kept clean they should give you four to six years of day sailing use or one to two racing seasons.

To clean the sails that have become soiled, simply lay them out on the lawn and scrub them with a scrub brush and mild dish type detergent.

- f. **Cushions:** The cushions are fabric scotchguard, care must be taken to prevent mildew by turning cushions upright when leaving the boat. When the boat is out of use for a longer period of time, remove the cushions and store them in a dry place.
- g. **Launching:** BEFORE STEPPING MAST, MAKE SURE TO CHECK THAT THERE ARE NO OVERHEAD WIRES IN THE WAY.
 - (1) Back boat down ramp to check water depth. To launch, the last 10" of the bunk boards must be under water.
 - (2) After checking water depth, pull boat up and disconnect bow from trailer.
 - (3) Now back down ramp and hit the brakes to set the boat in motion. NOTE: In shallow areas it may be necessary to pull ahead slightly and redo backing process in order to avoid putting vehicle in water.
- h. **Recovering:**
 - (1) Back trailer into water until back 10-15 inches of bunks are buried.
 - (2) Sail boat onto trailer using the winch stand as a visual guide for center. Being close will enable the keel guide to center keel.
 - (3) Hook winch to bow eye and winch boat onto the trailer
 - (4) Tape all hatches shut with duct tape.
NOTE: Use of boat covers unless properly secured may prove damaging to your boat. Wind, snow and hail will cause the tie down lines to chafe.
- j. **Trailer:**
 - (1) Hitch weight should be between 30-50 lbs. for proper balance and steering. Major adjustments should not be necessary.
 - (2) Check list before trailering.
 - (a) Hook up to car
 - (b) Connect safety chains
 - (c) Check lights for connection and function
 - (d) Snug bow to chock
 - (e) Assure gear properly stowed
 - (f) Rigging secure

NOTE: 1. Do not use tie down. Constant restriction of movement will cause gelcoat crazing.
2. Safety line on bow eye advisable.
3. Tire pressure 55 P.S.I.
4. Trailer wheel bearings lubricated.

I think that about covers everything. If you follow these guidelines you can look forward to many years of pleasure from your Sovereign 18.

I am pleased that you have chosen the Sovereign 18, and know that, if treated properly, she will return your investment with pleasure ten fold.

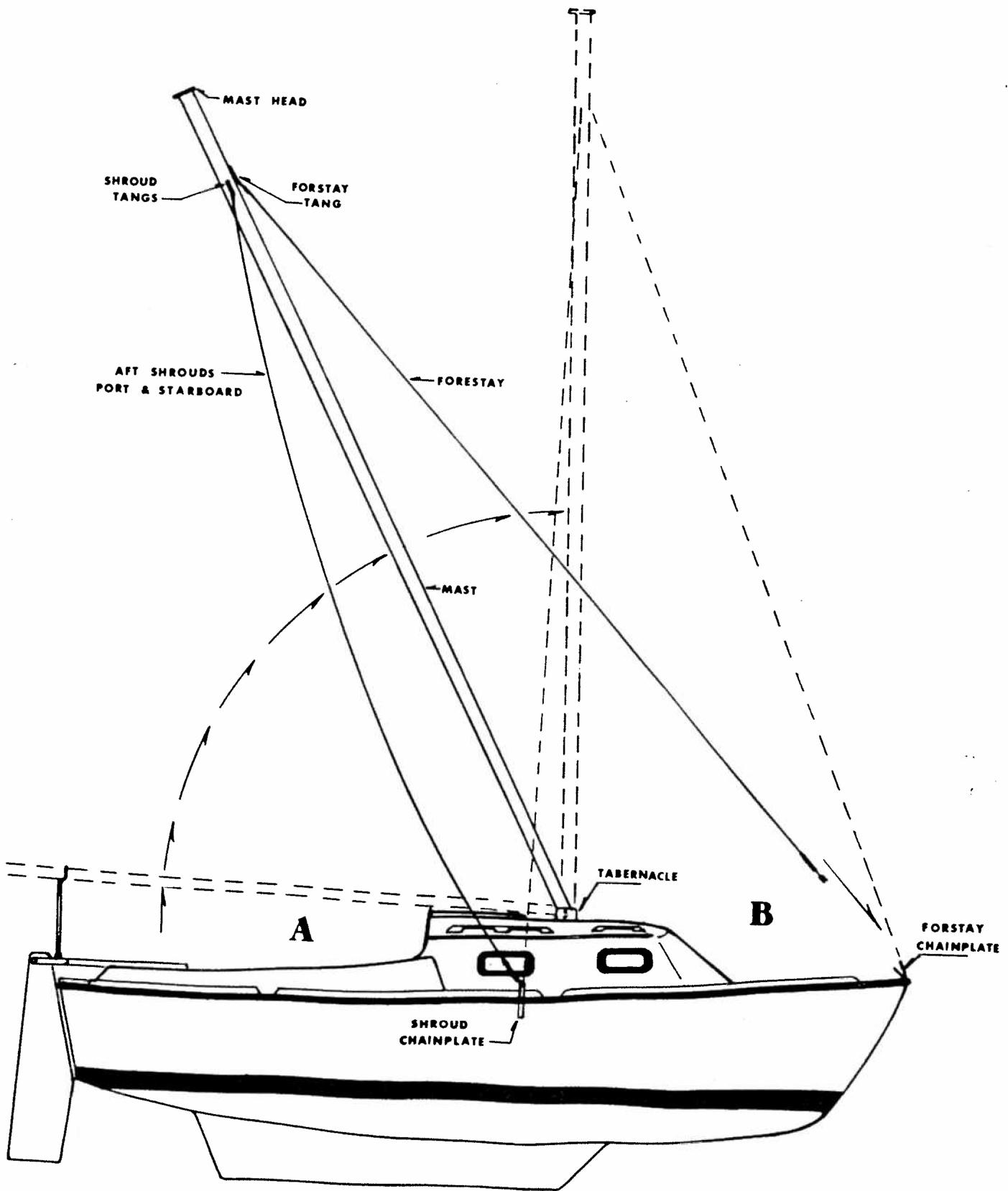
If you have any questions or suggestions, please do not hesitate to drop me a line. We are always looking for new ideas and appreciate your feedback.

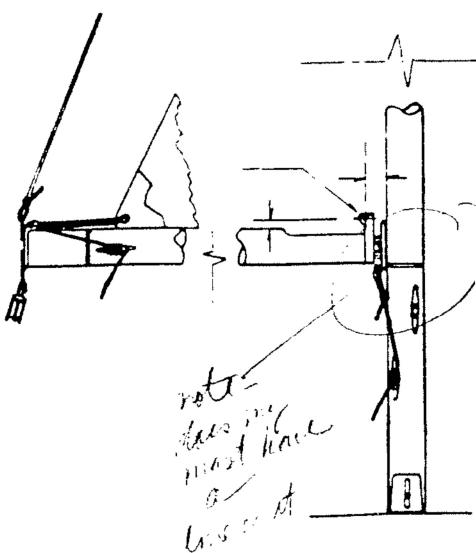
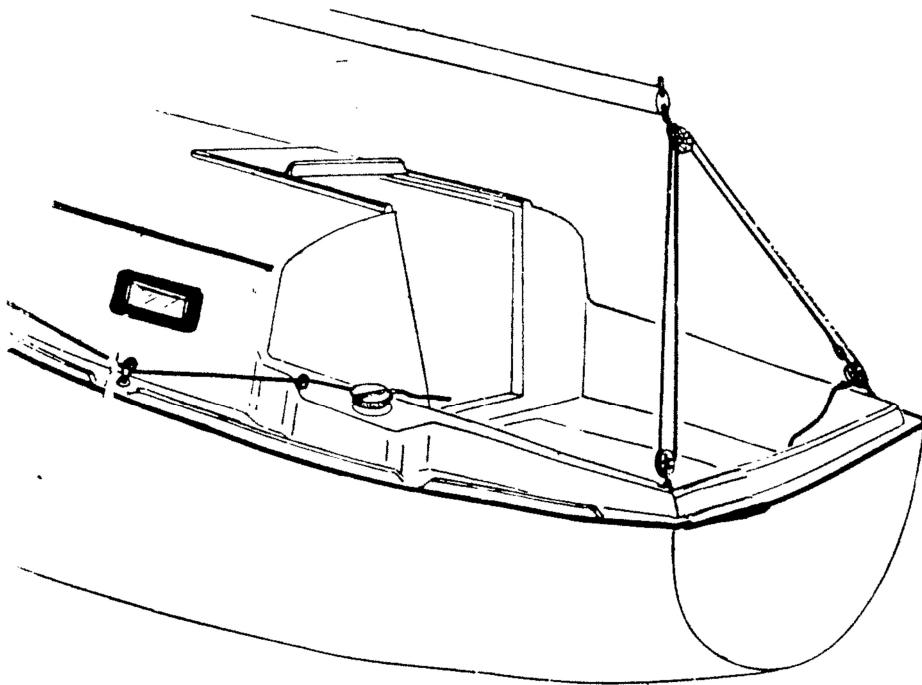
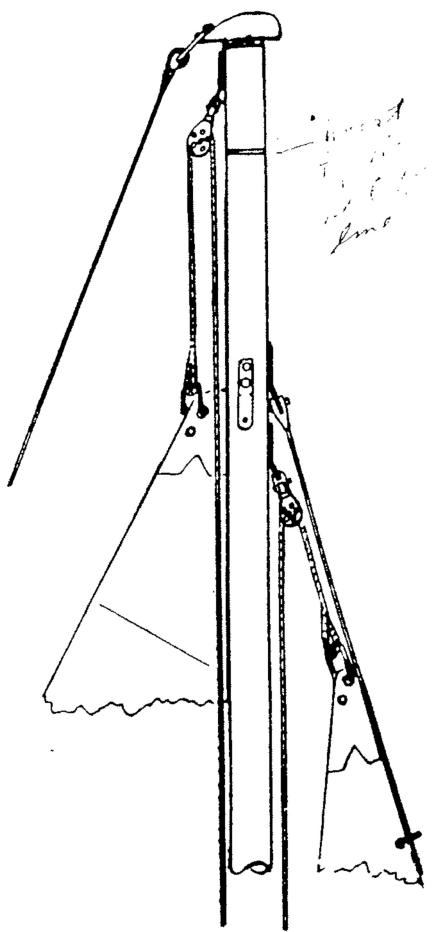
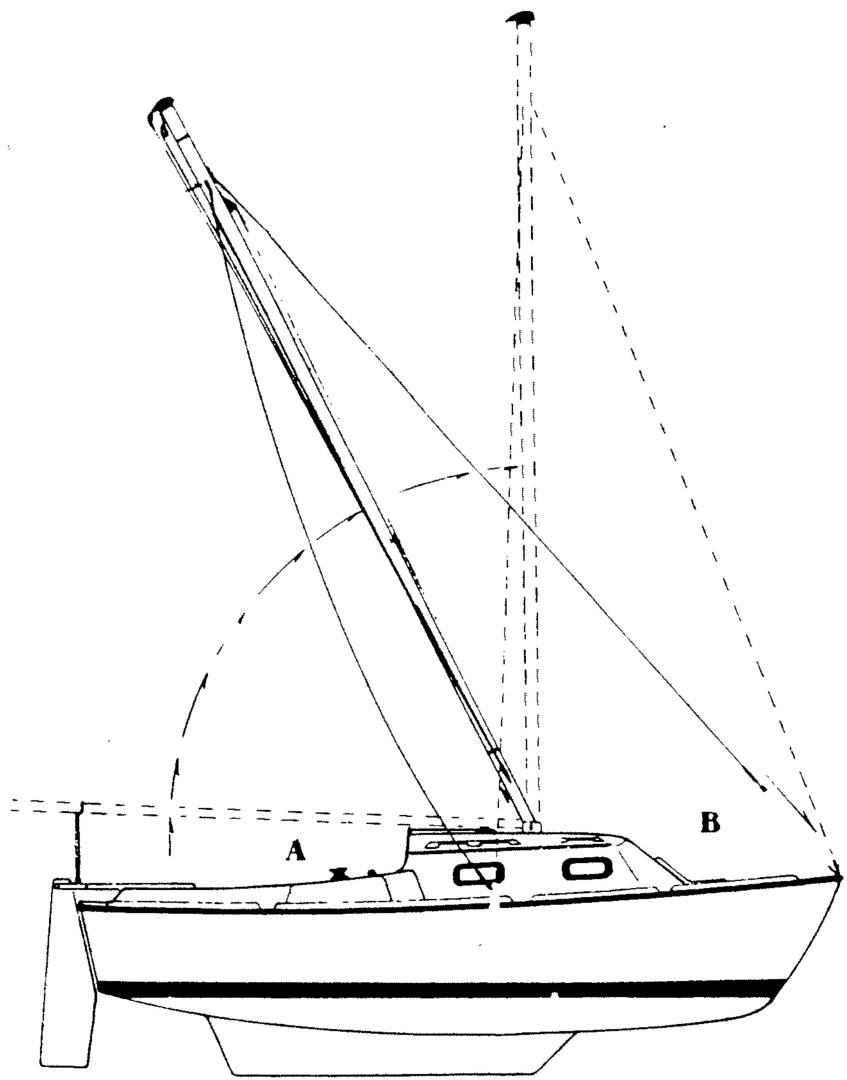
Good Sailing,

JOVENTEEN 17 7/8 Rig

SPRING RIGGING

Qty	Description	Wire Size & Type	Fitting to Fitting	O/A Dimension	Cut Dimension
1	Headstay	1/8" 1 x 19	A&N Eye	4-8 -8	18' 11 $\frac{1}{2}$ "
2	Shrouds	1/8" 1 x 19	Jaw	4 -8 -8	18' 1 7/8"
1	Topping Lift	1/8 Coated 7 x 7	5270 Thimble	Thimble	18'





Sail Plan

S.Y.C. 5.0 Meter

SPECIFICATIONS

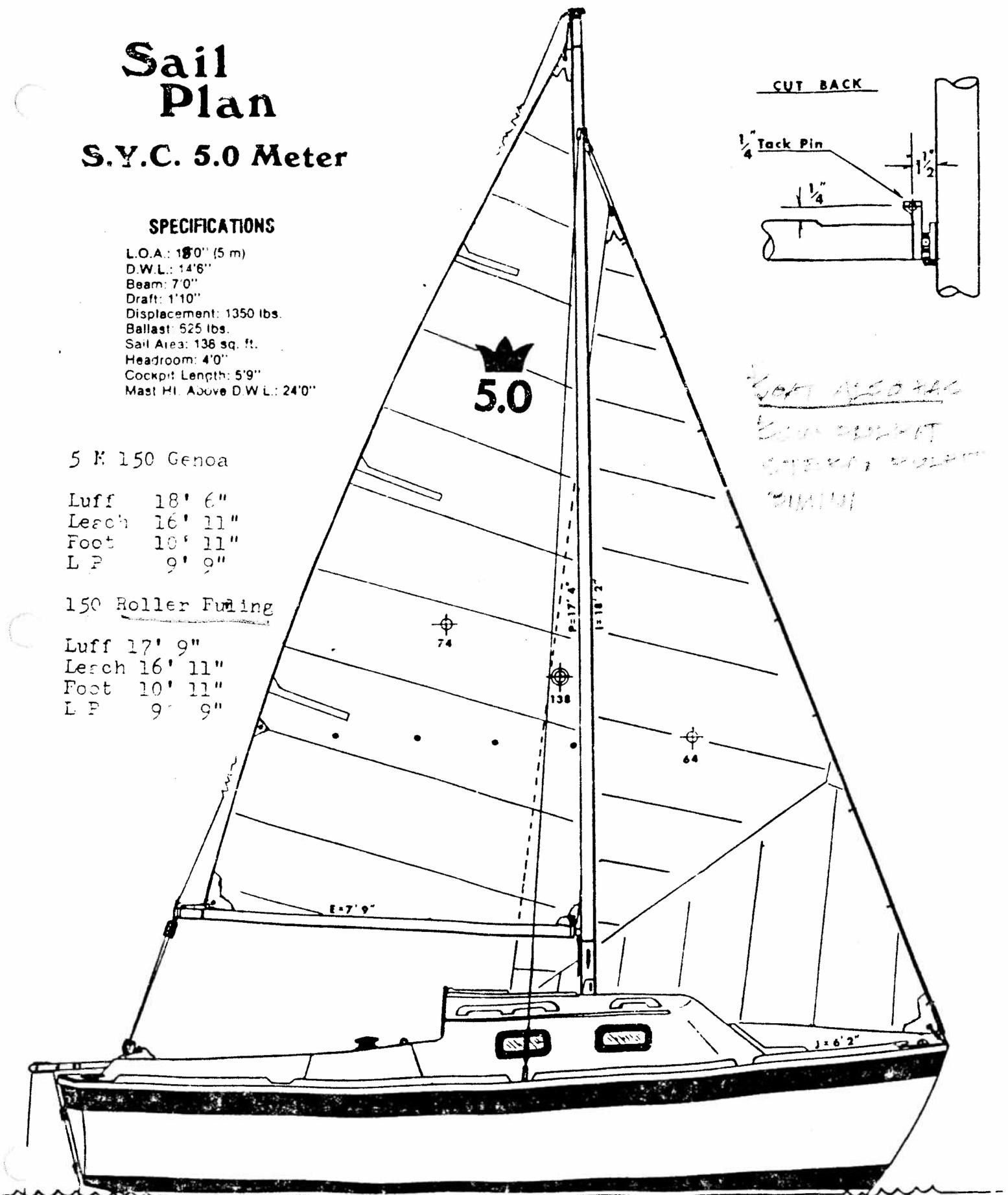
L.O.A.: 18'0" (5 m)
 D.W.L.: 14'6"
 Beam: 7'0"
 Draft: 1'10"
 Displacement: 1350 lbs.
 Ballast: 525 lbs.
 Sail Area: 136 sq. ft.
 Headroom: 4'0"
 Cockpit Length: 5'9"
 Mast Ht. Above D.W.L.: 24'0"

5 K 150 Genoa

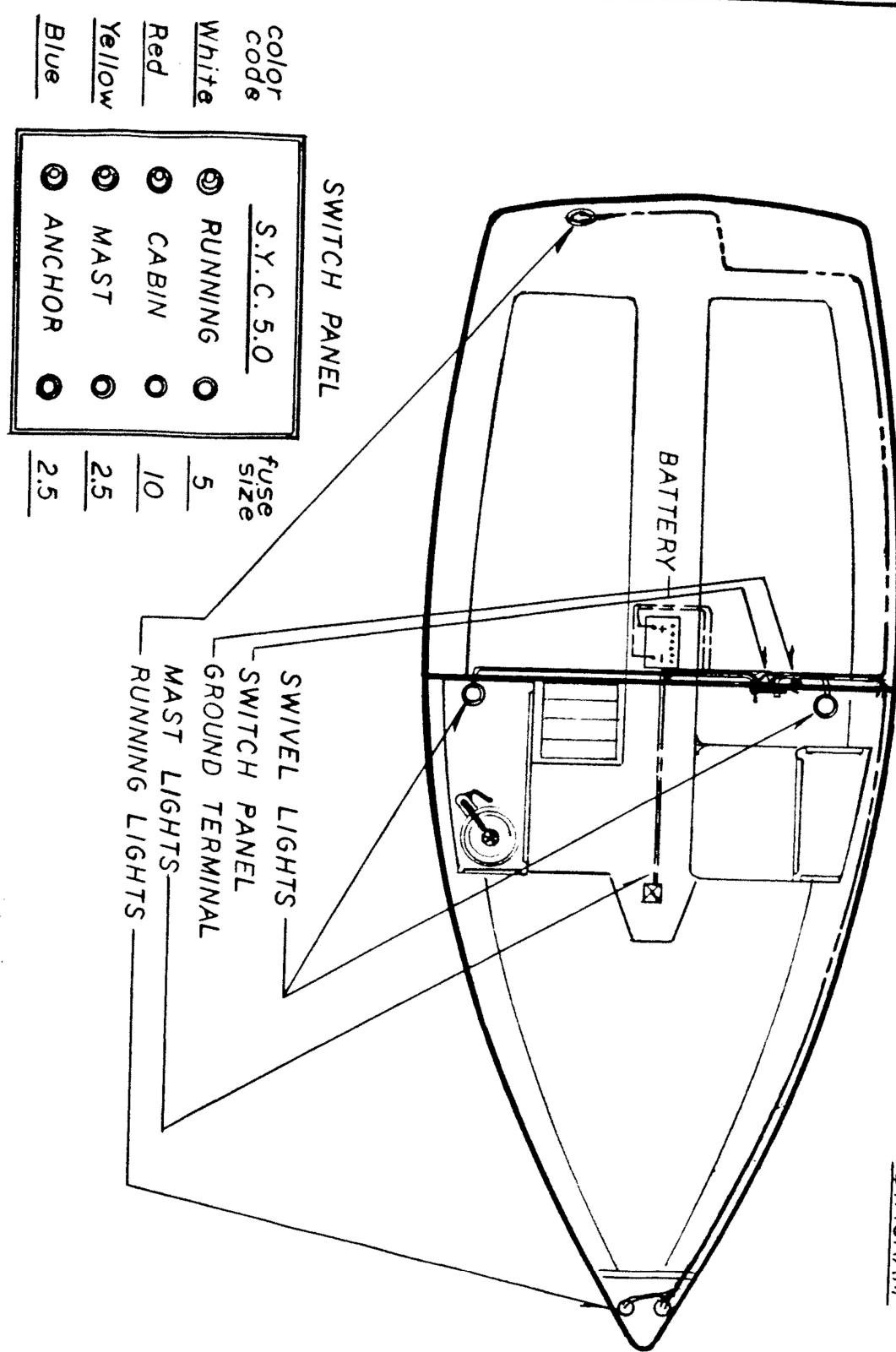
Luff 18' 6"
 Leach 16' 11"
 Foot 10' 11"
 L.P. 9' 9"

150 Roller Furling

Luff 17' 9"
 Leach 16' 11"
 Foot 10' 11"
 L.P. 9' 9"



ELECTRICAL
DIAGRAM

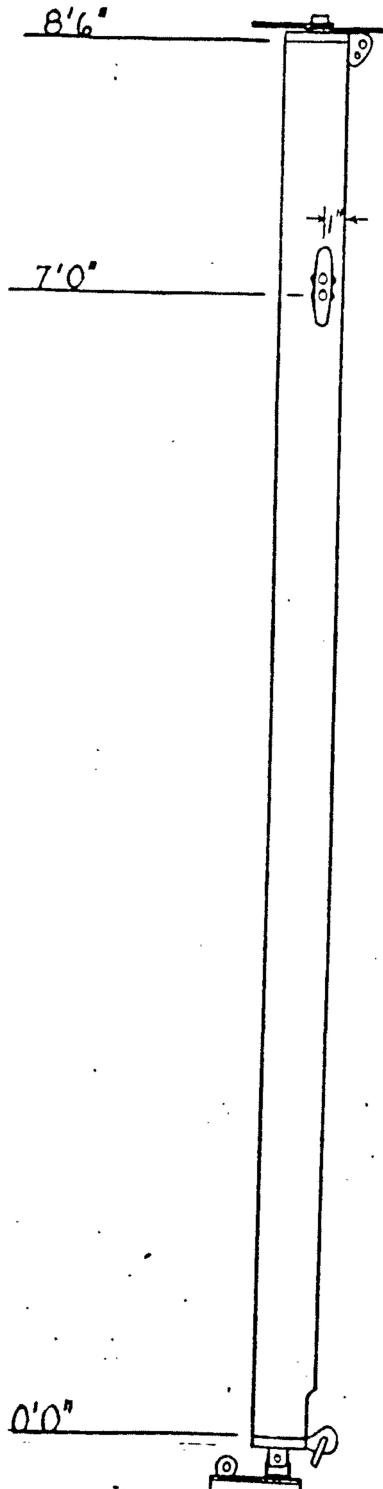


Black=Ground

SOVEREIGN 5.0

H&D MAST, INC.

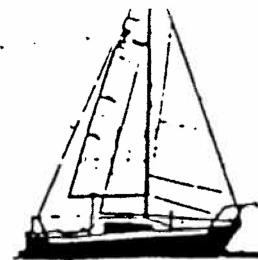
ASS'Y	SEC
BOOM	DM-275
CUSTOMER	FIN CLEAN ANODIZE
BOAT	REC
SOVEREIGN 18' FRACTIONAL RIG	
DWN BY	DATE
SGC	7-22-80
	REV R'DOWN
	6-26-89
	REV



OUTHAUL CAP W/2 TANGS D 656-2

1" CLEAT MF 762 [S]

GOOSENECK D 355-1L



Sovereign Yacht Co., Inc.

SOVEREIGN 18 - 7/8 Rig

RUNNING RIGGING

		Cut
1 Main Halyard		
3/8" Yale with eye splice/5620		43'
1 Jib Halyard		
5/8" Yale with eye splice/5620		37'
1 Main Sheet		
3/8" Filament with eye splice		43'
2 Jib Sheet		
3/8" Filament burn both ends		25'
1 Main Outhaul		
$\frac{1}{4}$ Filament Burn both ends		4'
1 Main Downhaul		
5/16" Filament Burn both ends		4'
1 Topping Lift tail		
$\frac{1}{4}$ " Filament eye splice to top lift wire		8'
1 Topping Lift		
1/8" Vinyl coated with 5270		18'

