

PERIODIC MAINTENANCE

The following list of items and their accompanying numbers is in no way intended to be all that should be done to your yacht. This is only a suggested general list and is not intended to override the individual manufacturers' manual. It also is not arranged in any special order. The numbers are in numerical order and not in priority order. Some numbers and their meanings may also seem redundant, but we feel it is better to be redundant than lax.

ALWAYS FOLLOW THE OWNER'S MANUAL THAT COMES WITH THE ENGINES,
HEADS, ETC.

PERIODIC MAINTENANCE

	End of First Week	Monthly	Winterizing	Remarks
Deck Fittings	5		1,4,5	
Rudder Blade		1	1	
Rudder Post	6	1,6	1,4,5,6	
Propeller Shaft	1	1	1,4	
Stuffing Box	1,2,5	1,2	1,4	
Zinc Anode		1	1	Replace at least once a year
Propeller		1	1,4,5	
Bilges			4,7	
Cockpit Drain Hoses	2	2,5	2,4,5,7,8	7,8- Some cockpit hoses have low points that hold water
Sea Cocks	1,2,3	2	1,4,6	
Pumps	1	1,2,5	1,4,5,7,8	
Water Tanks	2	2	1,4,7	
Piping, Fresh Water	2	2	1,4,7	
Lighting			1,3,4	3=WD-40 or CRC
Battery	1	1,4	1,4,8	4=Clean with baking soda & water solution
Water Filter		1,2,4	1,4,7	
Fuel Filter	1,5	1,5	1,4,5	4=Outside Only
Air Filter	1	1,5	1,5	
Exhaust System	1,2,5	1,2,5	1,4,5,7	
Engine Mounts	1,5	1,5	1,3,5	
Steering Cable	1,3,5,6	1,3,5,6	1,3,4,5,6	

PERIODIC MAINTENANCE (Cont'd.)

	End of First Week	Monthly	Winterizing	Remarks
Mast, Boom	1,3	1,3,4,5	1,3,4,5,6	
Standing Rigging	1,5	1,4	1,3,4,5,6	
Running Rigging	1	1,3,4	1,3,4,5,6	
Winches	1,5	1,3,4,5	1,3,4,5	
Engine Alignment	1,2	1,4,5	1,4,5	Disconnect coupling before hauling
Hose Clamps	5	1,5	1,3,4,5	Do not overtighten
C/B models only- Centerboard & Hoist	2	1,2,4,5	1,3,4,5,6	
Chainplates	1,2,5	1,2,4,5	1,2,4,5	Rebed at least twice a year
Tiller Strap if applicable	1,3,5	1,3,4,5	1,3,4,5	
Bilges	Check daily---more often if the boat is leaking			
Stoves, Alcohol, Propane	1,5		1,4,5	Check supply hoses for deterioration every Spring. If hose cracking is evident, replace.
1. Check condition	2. Check watertightness	3.	Lubricate	
4. Clean with fresh water	5. Check tightness	6.	Grease	
7. Drain and/or anti-freeze	8. Disconnect			

BASIC RULES FOR BATTERY CARE AND MAINTENANCE

- 1) Check liquid level in all cells once every week or two. Add water as required. Bring liquid level to 3/8 inch above top of separators. It is much better to add water in small amounts frequently, than to put too much in and flood out the electrolyte, thus causing damage to adjacent wiring and equipment, plus loss of acid.

Generally, the local drinking water in the United States is safe for use in batteries; but to be sure, check with your battery supplier.

Add water only. Add no battery dopes, special liquid, or powders. These are harmful or useless.

- 2) Before adding water, take a hydrometer reading of one cell. (Don't use same cell each time; change around). If above 1.225 Specific Gravity, battery is sufficiently charged. If below 1.225 Specific Gravity, remove battery for bench charge. If level is too low to read, add water and take hydrometer reading the next day.
- 3) After adding water, examine hold-downs. Make certain battery is secure. Hold-downs should make a snug fit, but not necessarily the tightest fit, or the container may be forced out of shape.

Examine cables and terminals for tightness, corrosion, and wear. Corrosion occurs from the spilled electrolyte getting on metal, other than lead. Lead does not corrode. To remove corrosion, **scrape or brush** it off. Then immerse the part in

BASIC RULES FOR BATTERY CARE AND MAINTENANCE - Continued

- 3) an alkaline solution, such as baking soda, in the proportions of one pound soda to a gallon of water. One can tell when all the electrolyte is neutralized by observing when the bubbling stops. Wash with water, dry, and apply a prepared grease available from battery dealers.
- 4) Examine battery for broken or cracked covers, case, and cracks in sealing compound. If any of the above defects are present, remove battery at once and have repaired. Acid loss from any of the above defects will shorten battery life. Acid escaping through cracked covers or sealing compound will cause corrosion of terminals, cables, carrier, and adjacent parts.
- 5) Batteries should be re-charged, if hydrometer reading is below 1.225.
- 6) DO NOT LEAVE A BATTERY ON CHARGE FOR MORE THAN 48 HOURS. STOP CHARGE when two hydrometer readings recorded two hours apart show no increase, or when terminal voltage readings recorded two hours apart show no increase.

If there is no rise in voltage or specific gravity in a period of two hours, further charging is USELESS and MAY DAMAGE BATTERY BEYOND REPAIR. Have your supplier check battery for possible acid adjustment or repair.
- 7) On this bench re-charge, the specific gravity is expected to read certain values before considered serviceable for continued use. The hydrometer reading should be above 1.260.

BASIC RULES FOR BATTERY CARE AND MAINTENANCE - Continued

- 7) The full charge gravity when new was 1.270 - 1.290. If battery does not register as above, have your battery supplier inspect it. He may be able to adjust acid or make repairs.
- 8) In cold weather, do not fill cells with water and let stand without running motor long enough to allow water to mix with acid, as freezing might occur.
- 9) Spare batteries should be re-charged at least every 4 or 5 weeks, in order that the Specific Gravity may be maintained at 1.240 or above.
- 10) Use a battery with sufficient ability to carry the connected load.
- 11) Wash dirt and corrosion off top of battery to eliminate inter-cell discharge.
- 12) Neutralize corrosion in battery box by washing with solution of baking soda as recommended in No. 3; rinse with water.
- 13) The amount of water which is needed by the different cells will be a clue to other problems. For example, if each week the water, which was put in the previous week has been used, it is reasonable to expect that too much charging current has passed through the battery; hence, the voltage regulator should be checked.

BASIC RULES FOR BATTERY CARE AND MAINTENANCE - Continued

All cells in the battery should take the same amount of water.

If one cell should take more than the others and does this each week, it would be expected that the container is leaking. Whether the leakage is through the bottom of the container, or from the sides of the container, can be determined by examination.

FINISHES

Gelcoat

The gelcoats used on all exterior and interior surfaces of your Cal Yacht are the highest quality materials available for marine use. These gelcoats have the best possible color retention, gloss and resistance to weathering. However, even the best gelcoats need some maintenance to preserve their finish.

- Whenever feasible, the deck and topsides should be rinsed with fresh water.
- Wash the gelcoat surfaces with a mild detergent or car wash solution. Use a sponge or towel on smooth areas, and a soft brush on non-skid surfaces. Be careful not to use abrasive cleaners or solutions containing chlorine.
- At least once a year, apply a good coat of high quality wax to all smooth surfaces. Buff down with a clean towel.

If the surface becomes dull, it can often be returned to a high gloss by hand buffing with an automotive buffing compound of a very fine grade. If a power buffer is used, extreme care must be exercised to prevent burning through the gelcoat surface. This is particularly true of corners and edges. Always apply a coat of wax after compounding.

Small scratches or abrasions which do not go through the gelcoat can be removed by wet sanding with 320 grit paper, followed by wet sanding with 600 grit, compounding and waxing. For deep scratches or holes, you should rely on your dealer or local gelcoat

repairman to provide a good cosmetic repair.

Gelcoated surfaces can be painted. However, to assure a good finish which will last, careful preparation and application is necessary. This should be done by professionals.

Teak

The interior and exterior woodwork on your Cal is primarily teak. This unique wood will not rot, and requires minimum maintenance. All the teak was treated at the factory with a high-grade teak oil.

On the interior, you should apply a new coat of oil at the beginning of each season. Use a good grade teak oil, which is available through your dealer or local marine hardware store. This will maintain the rich brown color of the wood.

The exterior teak, if left untreated, will turn a light gray, which some yachtsmen prefer. However, as the teak weathers, the grain raises, and there is a tendency for the wood to check and/or split. Periodic cleaning with a teak cleaner will remove the gray color with a minimum of labor. A good coat of teak oil will help prevent the checking and splitting.

Teak may be varnished, which will produce a beautiful finish, and provide good protection. A varnished interior would normally last two seasons. However, on exterior teak, a new coat should be applied every four months. Before applying varnish, be sure the surface is dry, sand thoroughly, and wipe with acetone to

FINISHES (Cont'd.)

remove some of the oil. Before attempting to varnish teak, you should consult your local marine paint expert.

Laminated Surfaces

The non-wood cabinet surfaces are either mica or polyester laminates, chosen for their durability and ease of maintenance. They should be cleaned with a mild detergent. Avoid using abrasive cleaners, as they will leave small scratches and will dull the finish. These surfaces may be coated with household waxes to mask small scratches and maintain the original lustre.

Hull Liner and Cushion Covers

The hull liner and cabin cushions are highly durable synthetic fabrics, chosen for their appearance and low maintenance. Should they be stained, clean with a sponge dampened in a mild detergent. Upholstery cleaners may be used, but try them on a small area first. DO NOT dry clean, or use dry cleaning chemicals, as they may attack the material or its backing.

Lexan and Plexiglass

The sliding doors in the cabinets and the ports are made of lexan or plexiglass. Clean these with window cleaner or a mild detergent. Do not use chemical cleaners or abrasive cleaners, as these will damage the finish.

Spars and Hardware

The spars on your Cal Yacht are painted with tough and durable urethane paints that withstand the harsh effects of the elements. They should be washed with fresh water whenever possible, and thoroughly rinsed before being stored. All moving parts, such as sheaves, should be lubricated during the season.

In the event you should scratch or mar the surface, a touch-up kit is available through your Cal dealer.

The hardware and rigging are stainless steel, chrome plated brass or coated aluminum. These should be rinsed with fresh water periodically. Should you experience surface staining, which looks like rust on the stainless hardware, it can be removed with metal polish and either a rag or bronze wool. Each month a light coat of lubricant should be applied to turnbuckles, blocks and the screw or spring retaining pins on the blocks and slides to assure ease of operation and prevent sticking.