# KELT 7.60 OWNERS INFORMATION MANUAL

Dear Kelt Owner,

Welcome to the growing number of sailors who will be enjoying the wonderful world of performance cruising on their new Kelt 7.60. This booklet has been assembled to give you all of the information required to understand how your new Kelt 7.60 was built, how to launch it and prepare it for sailing, and how to get the most out of your boat while sailing. Also included are tips about normal maintenance which will ensure that your Kelt 7.60 will always be ready to go when you are. Should you have any questions about your Kelt 7.60 which- have not been answered in this booklet, please do not hesitate to contact your dealer or Kelt Marine.

We know you will enjoy endless hours of fun and relaxation aboard your Kelt 7.60 and on behalf of the staff and management at Kelt Marine welcome to our growing family of Kelt owners.

Kelt Marine Incorporated

Ron Brooks, President.

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# I. YOUR NEW KELT 7.60 ARRIVES!

The arrival of a new boat always evokes the same feelings of anticipation and excitement, whether it is your first boat, or your fifth. You have been waiting a long time for the boat to arrive and if you observe the do's and don't which follow, you will ensure that **both** the arrival and launching of your Kelt 7.60 go very smoothly. Your dealer has been instructed to give you this booklet, when you purchase your boat to give you time to absorb all the information you will require to launch and operate your new Kelt to ensure your satisfaction. Your dealer will go over all the points of launching and rigging the boat and if you will take the time to read this booklet you will understand what is happening, why it is happening and be prepared to launch your boat by yourself next year. Kelt Marine Inc. is dedicated to producing the finest quality sailboats but should you find something amiss, please inform your dealer so immediate rectification can be made.

# II. CONSTRUCTION FEATURES OF YOUR NEW KELT 7.60

The hull deck joint of the Kelt 7.60 is, without a doubt, the strongest and most seaworthy in the marine industry. The deck is completely bonded to the hull with a polyester material and then an extremely strong, but lightweight, anodized toerail is attached. It is bolted along the complete length of the boat every 6 inches. This imparts great strength to the hull deck joint and as all bolts are outside the hull itself, guarantees the joint will not leak. As a point of interest and a testimony to its great strength the toerail is used to lift the entire 4,500 pounds of the boat at the Kelt factory during construction.

The mast and rigging used on the Kelt 7.60 are the latest in spar technology. The self aligning shrouds, tapered airfoil spreaders, internal halyards and the built-in spinnaker track are but a few notable features. The spar is coated with a white epoxy which is more durable than anodizing and also more pleasing to the eye.

The deck features innovative construction techniques far ahead of the competition. All traffic areas are reinforced with high density aircraft grade urethane foam sandwich. When this material is combined with the hand laid fiberglass mat and roving, an exceptionally strong yet lightweight deck is the result. In addition, all deck fittings have inlaid 9/16 inch mahogany plywood *backing* plates to spread the load and withstand compression.

Because all components of the boat are hand laid, you are assured of the highest ratio of glass to resin guaranteeing great strength in the boat structure. All material is cut to precise patterns eliminating waste and excess weight. Transverse reinforcing is applied in the keel area to give additional strength and support. Hall thickness varies from six to thirty-four layers of fiberglass. This gives a thickness of about 1 inch of solid mat and roving in the keel area.

Kelt Marine Inc. is dedicated to giving you the highest value ratio possible in the North American sailboat market. Although all makers claim similar goals, many fall short. *It is in* the area of sails and hardware that quality is most evident on the Kelt 7.60. Kelt accepts no substitutes and as standard equipment you will find names like Storer Sails, Lewmar, Nicro-Fico,

Merriman-Hollbrook, Custom Fittings, Wilcox-Crittenden and Cinkel. Each manufacturer offers top quality and the finest in after sales service for the ultimate benefit of our customers.

# III. COMMISSIONING AND PREPARING YOUR KELT 7.60 FOR SAILING

As already mentioned, the arrival of a new boat is exciting. It is also a very busy time getting the boat ready to sail. In order to make it as enjoyable as possible please follow these tips: DO Relax and enjoy the occasion. This is a time to begin knowing your boat and the learning process shouldn't be rushed. Depending on options fitted, launching and commissioning will take about 4 hours. Be patient. Final adjustments will have to be made to equipment and rigging during the commissioning so don't be overly concerned when this happens. Please pay attention. If you have read this booklet thoroughly you will know what to expect during commissioning. However, please pay attention and ask questions. You will

learn more about your boat and its' equipment which will be of value later. It is particularly helpful if you have your regular crew or mate with you so that they will learn at the same time.

# DO NOT

Do not bring all your friends down to watch the big event. By all means bring your wife and children if they are **interested and will not be too distracting, but leave others at home so that you can get full benefit** from helping set.the boat up. Your dealer will appreciate your interest. When you are relaxed the commissioning will be an excellent learning experience.

# A. CHECKLIST

A checklist will be found with your New Owners Kit. It will show all equipment which is supposed to be on the boat. Check all items carefully to be sure that you are getting exactly what you ordered. This will avoid any misunderstandings at a later date. The checklist must be returned to your dealer to guarantee warranty service.

#### B. WARRANTY REGISTRATION

You will also find a warranty registration card with your New Owners Kit. You must complete the card and send it directly to Kelt Marine within 15 days of commissioning your boat in order to validate the warranty.

#### C. COMMISSIONING

This is the term used to describe all activities relating to the launching and rigging of your boat and includes all associated safety checks. It is a logical sequence of events to ensure all items are covered thus ensuring the successful operation of the boat and optional equipment. The following pages will give you a step-by-step run down of a complete commissioning. Your dealer will be doing all of the steps the first time, but you will be doing it every spring after that. So, please read all items carefully and ask questions if there is something you don't understand.

1) <u>Launching</u>: Be sure the lifting device (crane or travel-lift) uses proper nylon boat slings to protect your new Kelt. The boat tends to be slightly bow-heavy when lifting, so consult the operator of the crane as to his recommended positioning. Before the boat is lowered into the water, be sure that all thru-hull fittings are secured in the <u>closed</u> position. Have the crane operator hold the boat in the slings after being launched while you check all thru-hull fittings and instrument sending units for possible leaks. A flashlight is necessary to complete this task successfully. When all thru-hulls have been checked and are found to be dry, the slings may be removed and you can move on to the next stage of the commissioning. If any leaks are apparent, the boat must be lifted back onto land to make the necessary seal where the leak has occurred.

2) <u>Rigging the Mast</u>: Your new Kelt 7.60 is equipped with the latest in mast technology and the beauty and simplicity of the system will quickly become apparent to you. After unwrapping the mast and rigging, bring all halyards and the boom topping lift to the gooseneck area of the mast and secure both ends by wrapping or tying. This keeps the **lines orderly and out of** the way of the standing rigging.

Next, the spreaders can be installed onto the spreader roots using the pins provided. All the shrouds (stays) are marked and due to their unique self-aligning terminals, you must remove the complete turnbuckle from the lower end to allow the shroud to be passed through the proper mounting hole in the mast. The main upper shrouds are passed down through the masthead from the top and exit out the side of the mast just below the masthead. The turnbuckles can then be re-installed. It is now necessary to remove the spreader tips to allow the main uppers to pass through the tips of the spreader and provide

anti-chafe protection for the sails. Be sure to re-install the tips correctly using the screw provided for security.

The masthead plate (black) on top of the mast must be removed by loosening the two screws to allow installation of the forestay. You will notice at this point that the sheaves in the masthead are removable and that further halyards may be added later with relative ease. Please re-install the masthead plate and secure it after installing the forestay, taking care not to dislodge any sheaves. To install the backstay, simply remove the pin which joins the two lower backstays to the main backstay and pass the eye down through the hole in the aft end of the masthead.

<u>NOTE 1</u> - Before rejoining the backstay, be sure to install the backstay adjuster car (stainless fitting with 4 sheaves and 1 shackle) making sure that the shackle is facing the lower end of the backstays where they attach to the transom. This car will be connected later to the backstay adjuster tackle.

The 7.60 mast uses single lower shrouds but the spreader roots have 2 holes on each side of the mast due to standardization of fittings by the mast builder. Run the lower shrouds through the aft hole on each side of the mast and re-attach the turnbuckles.

The standard mast is now ready to be stepped. Any optional masthead fittings such as an aerial, a wind indicator, lights, etc. should be attached and secured at this time.

3) <u>Stepping the Mast</u>: Normally a marine yard will assist you in stepping the mast for a reasonable fee. This eliminates any awkwardness in handling the mast and rigging. If a crane is not available, the procedure for stepping is quite simple but will take at least three able-bodied crew.

a) The boat should be secured at the dock with the stern facing the dock to allow reasonable access from the stern.

b) The mast should be carefully carried on board so that the forward edge of the mast is facing up and the mast-step is to the front of the boat.

c) While the mast is being held by someone in the cockpit, the mast-step bolt should be installed in the aft hole of the mast-step and through the aft hole in the mast base.

d) The back-stays and main upper shrouds should now be attached to the appropriate chainplates and the pins secured with cotter pins or circle clips.

e) The mast can now be walked up carefully toward the bow making sure that the backstay and main uppers are free of all obstructions. NOTE: WATCH FOR KINKING OF THE SHROUDS AT THE TURNBUCKLES!

f) With the mast in the upright position, and with pressure still maintained on the mast from the aft side, attach the forestay and secure the pin. The mast should now be self supporting even though the stays may be sloppy.

g) Tighten the forestay and main uppers sufficiently to eliminate the sloppiness and proceed to attach the lower shrouds to the chainplates.

h) Attach the backstay adjuster tackle to the starboard stern chainplate and to the car using the shackles provided.

i) With the backstay adjuster hauled down reasonably tight, proceed to tighten the forestay until adequate tension is obtained.

j) Tighten main uppers equally on each side until adequate tension is obtained.

k) Tighten main lowers equally on each side using the forward edge of the mast as a guide to eliminate bowing to port or starboard.

I) If you are not certain about the tension of the stays, consult an experienced local sailor or your Kelt dealer. Shroud tension is extremely important!! Your rigging should never be too loose, and overtightening may cause distortion of the mast. It is most important that the mast be kept straight (in column) to avoid structural failure.

# 4) Running Rigging

a) <u>Topping Lift</u> - After connecting the boom to the gooseneck fitting at the mast, secure the outward end of the boom using the internal topping lift line. This line <u>does not</u> attach to the shackle at the end of the boom, but simply passes under the centre loop in the top of the outhaul fitting and is secured with a bowline. To adjust this topping lift, simply tie knots in the line where it enters the mast to give the desirable height of the boom. These knots need only be simple half-knots to allow them to pass easily into the mast through the large "key-hole" when slack is needed while under sail. Be sure that the knot at the end of the line is large enough to prevent the topping lift from disappearing into the mast.

b) <u>Mainsheet</u> - Install the mainsheet swivel block with cam onto the mainsheet traveller car by removing the shackle on the block. Install mainsheet fiddle block to boom. Secure the mainsheet line (Red-40 ft.) to swivel block with cam using a bowline on the becket and run line up through the lower sheave in the fiddle block from aft to forward, then down through the top sheave in the

swivel block from fore to aft, back up through the fiddle block top sheave from aft to foreward, and finally down through the lower sheave in the swivel block from fore to aft and through the cam cleats. Be sure to tie a large knot in the end of the sheet to prevent it from back through the blocks. A figure "8" knot is excellent for this purpose.



c) <u>Mainsheet Traveller Control Lines</u> - Using bowlines, secure these two-,I-" lines (5 ft.) to the two small eyestraps on the sides of the cockpit opposite the ends of the mainsheet traveller. Then, pass each individually from fore to aft through the sheaves under the traveller car and then through the cam cleats on the car. Tie a knot in the end of each to secure.

d) <u>Boomvang</u> - Attach the boomvang block with cleat to the base of the mast on the bale provided, and the other vang block to the boom on the bale provided. Using the +11 blue line provided, run the line through the blocks and secure the end with a knot.



e) <u>Halyards</u> - Untie the halyards from their pre-stepping position around the mast, and when you have checked to see that they are running freely on the proper side of the mast, connect the shackles to a secure location (i.e. lifeline) and then pass the loose ends through the double lead block on the starboard side of the deck near the mast. Then, lead the halyards back through the double sheet-stopper next to the halyard winch and secure the end of each with a knot.

f) <u>Jibsheets</u> - To avoid scratching the deck and to provide maximum safety on deck, two jibsheets have been supplied with your new Kelt 7.60. Simply use a bowline in each to attach to the clew of the jib or genoa and pass the loose end outside the upper stays and through the block on the genoa track. Secure the loose ends with figure "8" knots, to prevent the line pulling through the block.

#### 5) Battery and Electrical Check

a) Check to see that the battery is secure (located in the starboard cockpit locker) and that the red wire is attached properly to the positive terminal, the black to the negative.

b) Turn the main battery safety switch to "Battery #111 position by unlocking the switch. Test the voltage by flipping the toggle switch for test to the "up" position and if needle registers in green area, your battery is ready for service. If it registers in the red area to the left, your battery is low and needs charging. A reading to the right could indicate an "overcharged" condition, usually found when an outboard motor's alternator remains attached too long while under extended motoring. To avoid this condition, be sure to check the voltmeter regularly and simply disconnect the alternator wire at the motor for a suitable length of time.

c) Check the propane solenoid switch by turning on the "PROPANE" breaker on the panel and then switching on the safety switch located on the black panel on the galley face. When you turn this switch on, you should hear a distinct "click" outside in the cockpit which is the solenoid valve at the tank opening electrically. The switch in the panel should also glow red in the "on" position. This is a safety reminder to turn the switch off after using the stove.

d) Turn on the "CABIN LIGHT" breaker switch and test all interior lights by switching them on and off at each light individually. The bulkhead lights found in the head, galley, chart table area and forward cabin operate by sliding the entire lens one way for 10 watt light and the other way for 20 watts of light. The centred position is the "Off" position. The fluorescent light above the main cabin table has its switch located on the lens. This light saves a great deal of power and is often used alone at night to conserve the battery.

f) Turn on the "MAST LIGHT" breaker switch and check the steaming light on the front of the mast near the spreaders. Be sure that the deck connection has been made using the plugs provided on the deck and at the mast base.

If any of the above checks indicate a malfunction, please notify your dealer right away to allow for immediate rectification.

6) Propane System Check: (SPECIAL ATTENTION REQUIRED)

a) Remove the 2 burner range from its packing and set into the gimbals in the galley area. Attach the rubber hose to the flared brass nut on the copper line at the left rear corner of the stove "pit". NOTE! Be sure this connection is tightened by holding the male fitting on the rubber hose with one wrench and <u>turning</u> the flared brass nut on the copper line with another. This ensures less twisting of the rubber hose and better gimballing action. Make sure the two controls on the front of the stove are in the "OFF" position.

b) Install a full propane cylinder in the cockpit locker space provided, making sure that a tight seal is made with the hose connection. Note that this is "LEFT HAND THREAD,, and is opposite to normal clockwise attachments. Be sure the valve on top of the cylinder is in the <u>Closed</u> position (normal clockwise operation).

# c) Testing for Leaks

1) DO NOT USE MATCHES TO TEST T14E CONNECTIONS FOR LEAKS!!

2) Turn the valve on the top of the gas cylinder in the cockpit to the "Open" position manually.

3) Turn the Master Battery Switch to the #1 position.

4) Turn on the breaker on the panel which reads "PROPANE.

5) Turn on the red switch on the face of the galley.

<u>NOTE!</u> At this time you should hear the solenoid switch open in the cockpit at the cylinder (See Battery & Electrical Check - Section 5 c. Page 9)

6) You now have gas pressure in the line running from the cylinder (tank) to the stove. Since there are only two connections in the line and one where-the rubber hose attaches to the stove, the test for leaks can be carried out quickly and easily.

7) Using a soapy water solution, soak the connection in the propane cylinder locker and observe for any bubbling of the soap solution. If none is evident proceed to the connection between the copper tubing and the rubber hose in the galley just behind the stove and repeat the test procedure. Again, if no leaks are apparent, test the final connection where the rubber hose attaches to the stove. NOTE: IF ANY BUBBLING OF THE SOAPY SOLUTION APPEARS AT TFE CONNECTION, SIMPLY CLOSE THE VALVE ON THE TOP OF THE CYLINDER, TIGHTEN THE CONNECTION WITH THE PROPER WRENCHES, AND (AFTER CHECKING FOR POSSIBLE CRACKED CONNECTIONS) RE-OPEN THE VALVE AND RE-CHECK WITH THE SOAPY SOLUTION.

#### d) Lighting the Stove

With pressure in the line (steps 2 to 5 above) light one burner at a time by pushing in on the control knob on the front of the stove and turning it to the left 900. NOTE! You must maintain pressure in on the control knob in order to hold open the thermal magnetic valve and keep gas flowing through the burner! Once the air lock has been relieved in the line, propane will begin to emerge from the burner and your match or lighter will easily light the burner. Once the burner is lit, you must continue to hold the knob "in" for a few seconds to allow the Safety Thermocouple to heat up, thereby allowing the safety valve to remain open by itself. (The sensor is located next to the burner in the flame area). Release the knob slowly and the burner should stay lit. If not, you must re-light it by depressing the knob and hold for a few seconds longer before releasing. \* Should the flame ever go out on the stove, this Safety Thermocouple automatically closes due to the absence of the flame and no gas will pass through the burner, even if the control knob

# PLEASE REMEMBER!

Propane as a fuel is one of the safety and cleanest on the market today. It is used in thousands of homes, cottages and recreational vehicles every day. It is available in even the smallest of towns and is extremely economical. Your Kelt 7.60 is equipped with the utmost in safety features designed to set your mind at ease in using the system. A simple basic respect for the fuel will mean endless hours of safe cooking.



# 7) Water System Check

a) Fill the water tank by removing the fill pipe cap located on the port side at the aft end of the cockpit on the coaming. Your standard water tank will hold about 15 imperial gallons.

b) Check all connections for leaks and tighten clamps if necessary.

c) Be sure the black plugs are open in the end of the faucets at the galley and head sinks. These plugs should always be used when the system is not in use to prevent small insects from entering the line via the faucet.

d) Pump the foot pumps and make sure they operate properly.

e) Open the sink drain thru-hull valves and make sure the sinks drain properly. The sink in the head may drain a little slower due to the longer drain hose.

# 8) Auxiliary Power - Outboard - Long shaft motors required!

The Kelt 7.60 is equipped with a fuel tank platform in the port cockpit locker which is vented through the locker face. When storing your tank here, remember to secure it with shock-cords or something sufficiently strong to prevent the tank from jumping out of the platform in heavy seas. The fuel line from the tank may be easily passed through the "Fuel" deck fitting located on the side of the cockpit under the aft removable seat. The optional Outboard Motor Well in the cockpit is best suited to the 4-cycle Honda outboard motors due to their underwater exhaust and clean burning characteristics. Some 2-cycle outboards may emit noxious fumes into the cockpit and thus make motoring an unpleasant chore. The removable wooden insert which fills the thru-hull space when the motor is removed is most often used by the racing enthusiasts to ensure a smooth underwater flow and less turbulence.

# 9) <u>Sails</u>

a) <u>Installation</u> - Unique features on the Kelt 7.60 result in maximum adjustment being available for sail trim. The mainsail foot is easily installed into the boom and the luff simply requires depressing the plastic spring inside the sail entry slot to allow the slides to pass up into the luff groove. Once the tack shackle has been secured to the sail, release the centre line under the gooseneck end of the boom and attach the shackle at the outhaul end of the boom to the clew of the mainsail. This internal adjustable outhaul is very handy in trimming the sail for different wind conditions. The jib requires no shackling at the tack fitting on the bow due to the use of jib "tack hooks". Some people find that when they go to hoist the jib, the tack has slipped off the hook and they must go forward to re-attach it. To eliminate this inconvenience, simply install your jib on the tack hook on the windward side of the boat and then fold the luff of the sail across to the leeward side before attaching the hanks of the jib to the forestay.

b) <u>Reefing the Main</u> - Your new Kelt 7.60 is equipped with the latest and simplest method of reducing the mainsail area -referred to as reefing the mainsail. On the forward end of the boom, located on either side of the outhaul line, you will find two internal reefing lines which enter the boom at the gooseneck and exit at the outhaul end. If your main is equipped with one set of reef points, simply take the shorter of the two lines and proceed as follows:



1) Untie the knot' at the outhaul end of the boom being careful not to let the line slip back into the boom.

2) Take the end of the line directly from where it exits the top of the boom and pass it through the reefing grommet in the leach (back edge) of the main, bring it down on the opposite side of the main, pass it under the boom and through the grommet which is' directly below the reefing grommet and next to the boom. After passing the line through this grommet, simply tie the line to itself on the other side of the main, as close to the boom as possible. A slip knot is best suited for this purpose.

3) To reef the main, release the main halyard and remove any sail slides on the luff that prevent you from attaching the reefing grommet on the luff to the reefing book at the gooseneck. **Once you have** attached the luff grommet, re-tighten the main halyard.

While you are at the gooseneck, pull downward on. the reefing line which you have installed through the sail, and you will find that the line will draw the sail to the boom leaving the extra sail hanging loose. - Secure the reefing line at the gooseneck using the jammer on the underside of the boom at the gooseneck.

After getting underway again, the extra sail may be rolled neatly up against the boom and secured with additional lines passed through the small grommets in the reef row.

4) To remove the reef, simply reverse the procedure.

5) For mains equipped with 2 sets of reef points, repeat steps 1 and 2 with the long line used for the top set of reefs, and the shorter line used for the bottom set.

#### IV. SAFETY PRECAUTIONS

#### A. PROPANE SYSTEM

Never board the boat with a lit cigarette or similar hazard until the cabin has been briefly inspected for detection of propane. Because the gas has been impregnated with an acrid odor similar to "rotten egg gas" detection is quite simple.

#### **B. AUXILIARY POWER**

When using an outboard motor in the optional cockpit well, or on the transom, be sure that the fuel tank is well secured in the port locker and that the filler cap is secured and. not able to spill when the boat is heeling. Some outboard motors are not suitable for use in the outboard well due to excessive fumes emitted into the cockpit from the motor exhaust. Kelt Marine recommends the Honda outboard motors (longshaft) due to their "below water" exhaust and four-cycle aspects

When an optional inboard engine has been installed, be sure to exhaust the engine compartment for at least five minutes before starting the engine if it operates on gasoline. The bilge or engine compartment blower system will be a standard part of any gas inboard installed by Kelt and must be used to ensure safe starting. Consult your operating manual for full details on the operation of your particular motor.

# C. BATTERY

The standard battery used aboard the Kelt 7.60 is NOT a sealed battery and, therefore, is subject to leaking if upset due to sudden or violent jarring. If the battery is properly secured in the plastic container provided, and if the filler caps are secured, there is no danger present. Be sure to check that your battery is always secured <u>before</u> sailing!

If your Kelt 7.60 uses an outboard motor with an alternator, check the voltmeter regularly to ensure the proper level of charge is being maintained. Excessive operation of the outboard motor will tend to <u>overcharge</u> the battery and if the voltmeter reads in the Red area to the right of the Green on the meter, simply disconnect the alternator at the motor and allow the battery to discharge to the proper level. For more detailed information on your motor's alternator, refer to the owner's manual supplied by the engine manufacturer.

#### D. THRU-HULL FITTINGS

<u>ALWAYS</u> close all thru-hull fittings when leaving the boat unattended! Remember to conduct a routine periodic check of all hoses connected to thru-hulls and be sure that all hose clamps are tight and firmly seated.

#### V. MAINTENANCE GUIDE

# A. EXTERIOR GELCOTE

All smooth areas of both hull and deck should be waxed at least twice a season with a high quality exterior boat wax to prevent oxidation. Avoid the use of abrasive cleaners as they remove the wax protection and promote porosity in the finish.

Brush cleaners such as Poly-Clens are ideal for removing tough grease stains or scuff marks. Surface blemishes and dull spots caused by oxidizing can often be removed with rubbing compound followed by a few coats of good quality boat wax.

#### **B. INTERIOR WOODWORK**

The interior of your Kelt 7.60 is crafted from exotic Afrimosia plywood which, like teak, need only be oiled to maintain its beauty. Avoid boiled linseed oil as this tends to plug the pores in the wood rather than allow the wood to breathe. There is no substitute for good quality teak oil. Should you wish to varnish the interior woodwork, consult an expert in wood finishing before proceeding to avoid irreversible problems. Avoid over oiling of the teak - one oiling per season should be sufficient.

# C. DECK HARDWARE

Check all bolts for tightness at least twice a season. Make sure all moving parts operate without unnecessary friction. Lubricate spring-stops, snap-shackles and other stainless or aluminium moving parts with silicone. Avoid the use of silicone sprays on plastic fittings as the silicone may not be compatible with some plastics.

Winches should be greased with a good brand of waterproof grease at least once a season and, depending upon the amount of use, possibly more often.

#### D. FABRIC CABIN LINER

The interior of the Kelt 7.60 incorporates a warm and eye pleasing fabric backed by 1/8" foam. This provides great acoustical as well as thermal insulation properties. Should you mark this fabric in any way, the material is unharmed by solvents such as varsol. and acetone. We would suggest, however, that attempts be made to remove stains with conventional upholstery shampoos before resorting to stronger means as there is often a lingering odor from the latter.

# E. CUSHION FABRIC

Although changes may be made from time to time dependent upon availability, the *cushion fabric* in your Kelt 7.60 will be 100% nylon. You may wish to Scotchguard your cushions but should you have a problem stain, you will notice that your cushion covers are all removable and can be cleaned in accordance with the tag attached to each cushion.

#### F. PLEXIGLASS WINDOWS

Avoid the use of acetone or lacquer thinners on the plexiglass windows. Liquid detergent is usually sufficient to do a good cleaning job. Light scratches can be removed with fine rubbing compound, although often the entire window will have to be compounded to avoid localized dull spots.

#### G. RIGGING & SAILS

Check the rig for tightness before sailing, each time! Be sure that the security pins are in all turnbuckles to prevent them from coming loose. Tape all sharp edges on the rigging to avoid ripping the sails.

Whenever possible, fold your sails after use and store them in the proper sailbag so that they are ready for use when required. Do not pack <u>wet</u> sails! If necessary, leave them loose below on the cabin sole to avoid mildew.

<u>Do not</u> tie the mainsail ties too tight when packing the main on the boom. When the main is dry, use the mainsail cover (or boom cover) to protect the sail from overexposure to ultraviolet rays.

Have small tears and damage on sails repaired immediately before the problem worsens. Stains and discoloration should be removed. Check with your dealer or Storer Sails to find out how to best accomplish this.

#### H. DOORLOCK

Spray a little silicone in the key slot a few times a season to keep the lock working freely. **Don't force the** lock!

#### I. MAIN CABIN SLIDING DOOR

The sliding door runs on nylon guides top and bottom. A little paraffin wax does wonders for smooth operation. Apply a few times a season to the nylon guides and work the door back and forth to lubricate. Because the door is wider at the top than at the bottom, it sometimes may have a tendency to bind when being opened or closed. To avoid this, simply push to the left below the centre of the door when opening it **from** the main cabin, and pull to the right above the centre of the door when closing from the main cabin. This helps to balance the pressure being applied on the upper and lower tracks and prevents the binding.

# VI. WINTERIZING YOUR KELT 7.60

As the summer draws to an end thought must be given to preparing your Kelt 7.60 for the winter. If you spend a few minutes carrying out the proper winterizing steps in the fall, you will be ready

to commission your Kelt 7.60 very quickly in the spring with a minimum of work. Basically, you decommission the boat in reverse order to the commissioning process. Drain the water system and ensure the pumps are dry and that there is no water trapped in the lines. Remove the propane bottle and wrap the regulator end in a plastic bag and seal well to keep out moisture. Remove the motor and gas tank and service for winter. Remove the battery and store inside the house in a cool spot. (Ensure that it is fully charged prior to storing as well as before being returned to the boat next spring). It is also a wise idea to remove any loose cushions and store in a cool dry place wrapped in plastic, rather than leave them in the boat over the winter. The mast is lowered by reversing the steps taken when raising it. Remove the rigging and tag it to identify for next spring. Coil the wire shrouds and stays and check for frayed spots. Oil them lightly. Check all halyards for wear. Store all shackles and blocks in one spot, tagging them if you are not sure which is which. The bottom of the hull should be cleaned as soon as it comes out of the water to keep marine growth from adhering as it is very difficult to remove after it dries. A final step prior to wrapping the boat up for the winter is to go over all smooth areas with a good guality wax. Do not buff the wax, but leave the dull coat on. In the spring you can wash off the accumulated dust, and then buff the wax and be ready to put your boat back in the water. Having completed all the above steps, you should be ready to wrap up the boat for the winter. Make sure it is well covered to keep out leaves (which can stain the gelcoat), give it one last affectionate pat and say goodbye for this year.

# VII. HOW TO GET THE BEST OUT OF YOUR BOAT

This section deals with how to get the best from your boat when sailing, and how to anchor it so you will be confident it will stay put even in the worst weather. Also included are tips on how to ventilate the boat to keep it fresh at all times. For a very complete description of all the various parts of the running rigging of your boat, as well as use of all sail controls, please read "This Is Sailing", by Richard Creagh-Osborne, published by Nautical Publishing Company, and available at most libraries.

#### A. SAIL TRIM

Sail trim is a term used to describe the techniques used to ensure that you are getting the most drive out of your sails at all times, under all conditions.

The sail controls and their functions are as follows:

<u>Cunningham</u> - The cunningham is a grommet placed in the sail at the luff above the tack of the sail. A line run from a cleat through the grommet and then back to the cleat can be used to exert pressure on the luff of the sail and its effect is to pull excess sail cloth down out of the centre of the sail thereby reducing draft as well as increasing luff tension.

<u>Outhaul</u> - The outhaul is a grommet placed at the clew of the sail and when the outhaul line is tensioned it pulls the foot of the sail taut and tends to move the draft forward and flatten the sail. It also tensions the leach of the sail.

<u>Boom Vang</u> - The boom vang acts to pull the boom down and reduce the twist in the mainsail. Twist is increased by reducing tensions.

<u>Topping Lift</u> - The topping lift acts solely to hold the boom up in position when the mainsail is down. It should be slack at all other times so as not to interfere with the setting of the other controls.

<u>Reefing Lines</u> - The reefing lines are used to reduce sail area when wind strength increases and will tend to keep the boat from being overpowered or heeling too much. <u>Traveller</u> - The traveller is used to position the boom in conjunction with the boom vang and mainsheet. The traveller is especially important as it allows the boom to be moved horizontally left or right and thus the sail repositioned without changing the twist of the sail or batten position relative to the boom. Remember, never move the boom so far to windward so that the leach is hooked to windward. This will cause the sail to be very ineffective and slow the boat.

<u>Backstay Adjuster</u> - Used to increase tension on the forestay. Generally you tension the forestay to reduce sag when going upwind and release tension going downwind.

<u>Genoa Cars</u> - As wind speed decreases move them forward on the track to reduce twist in the jib. This has the effect of closing the slot between the jib and the main in the upper portion of the jib. As wind speed increases move the car back to increase twist and allow some air to spill out of the jib.

The Kelt 7.60 is already fully equipped to allow for the complete range of modifications to your sails to ensure you will be getting maximum drive from your sails at all times. The sail is properly trimmed when it is seen to be smooth, without wrinkles or stretch marks and, if reaching or close hauled, all telltales are streaming. The proper trim is arrived at by using a combination of all sail controls. Many books have been written on the subject of sail trim alone so it will not be possible to cover all points in this booklet. Please refer to "This Is Sailing" or other books on the subject. However, it is possible to summarize most of the information and get off to a good start with your sail trim. Please note the following *points;* 

When hoisting the sail make sure the luff of the sail, either jib or main, is taut but not so tight to form a pouch along the luff. It should not have any slack either. Tension on the halyard will vary depending on whether you are going upwind or downwind, so be prepared to change the tension depending on your point of sail.

wrinkles in luff pocket in luff of foresail show halyard too / of main shows main halvard too tight (release tension) loose (increase loose tension)

Watch the luff of the sail and adjust the sheets to the point where the luff just smooths out. If the boat is heeling excessively (over 15 degrees) consider reefing the main first, and then consider reducing the size of the foresail. Remember, the boat is overpowered if heeled over more than 15 degrees. It will probably be sailing slower than it would with less sail area and will make your crew uncomfortable as well.

The following table sets out the various wind strengths, and control positions for three basic wind conditions when close hauled or reaching. When running there are various configurations depending on the sails you have.

Reaching or close hauled sail control settings:

0-4 Kts.	- tighten outhaul and cunningham to move draft forward
	- allow more twist to the sail by releasing some boom vang tension
5-14 Kts.	- ensure top batten parallel to the boom
	- loosen cunningham slightly to move draft back
	- medium tension on the outhaul (also assists in moving the draft back)
	- centre the boom with the traveller
15 Kts. the first	- ensure that sail is quite flat so tighten cunningham and outhaul to move draft to
and over	third of the sail
	<ul> <li>allow the leach to open and try for 10-15 degrees of heel as optimum</li> <li>move boom out with traveller and allow more twist to the sail to spill air by</li> </ul>
releasing	
-	some boom vang tension

#### **B. ANCHORING**

The recommended anchor, chain and rode for the Kelt 7.60 is as follows: a 20 pound Danforth style anchor with 30 feet of inch chain, and 150 to 200 feet of ½ inch nylon anchor line. This combination will be sufficient to give you a working load of 4500 pounds with a load breaking point of 9000 pounds. If you are on extended cruises consideration should be given to carrying a second anchor and rode in case of bad weather. Points to remember when anchoring are:

1) Always let the anchor down slowly as it is easier to handle and you will have less chance of the chain tangling in the flukes of the anchor.

2) After the anchor touches bottom let out enough of the line to equal 5 times the depth. Eg. if the water were 20 feet deep you would let out 100 feet of anchor line.

3) With the anchor and line played out, use the motor to apply force against the set anchor to ensure the flukes are well into the bottom. This latter point is especially important when staying at anchor overnight. You must also allow for the fact that you might swing at anchor during the night, so check for obstacles within the radius of the anchor equal to the length of the anchor line you have out.

length of line = 5 x feet depth = X feet anchor line chain anchor



# VIII. VENTILATION

Your Kelt 7.60 has been designed to provide good ventilation both when sailing and while at rest. The forward cabin is vented by the large, convenient opening hatch when the weather permits. However, an added bonus is the flow-thru mushroom ventilator which has been installed on the opening hatch for your comfort when the weather gets wet or cold. This mushroom vent should be left open at all times when the hatch is closed to keep the boat fresh, even when you are not aboard. The design of this vent eliminates entry of rainwater in all but extreme circumstances.

The head compartment, or toilet area, enjoys excellent flow-thru ventilation thanks to a screened vent in the hanging locker which permits air flow through the starboard cockpit locker which is also equipped with a screened vent. The location of the head next to the companionway makes for the best possible air flow through the compartment and consequently, normal unpleasant odors are virtually non-existent. Leaving the door of the head open while not in use keeps the hanging locker fresh as well.

The main cabin is outfitted with a screened vent in the companionway door which also makes for excellent flow-thru ventilation, even when the boat is closed up and unattended.

Both the water tank and the marine toilet are vented to the deck at the aft end of the cockpit coaming on opposite sides. Unpleasant odors from the holding tank are vented aft of the cockpit which adds to the benefits of the vent location.

#### IX. OPTIONAL EQUIPMENT

#### A. SPINNAKER GEAR

Please ensure you are thoroughly familiar with the operation of a spinnaker, before using the sail. Remember, the spinnaker pole must not be allowed to rest against the forestay. It can exert extreme pressure on the forestay and damage to the mast and/or rigging may result.

#### **B. SHORE POWER**

If your Kelt 7.60 is equipped with shore power you will notice that the 20 amp. receptacle is located on the starboard side of the cockpit under the removable seat. The plug can be inserted in the receptacle one way only, so ensure the correct prongs are lined up to avoid damage. When shore power is not connected, ensure the screw cap is in place to keep moisture out of the receptacle. Inside the cabin there is a red switch located near the 12 volt circuit breaker panel. This switch is the 15 amp. circuit breaker for the 110 volt shore power. The duplex receptacle located in the galley area allows for up to two items to be plugged in with a combined amperage of 15 amps. Overloading the circuit will trip the circuit breaker just as at home. The breaker will also trip if the polarity or ground is not correct between the shore power receptacle and the boat. In this case, check with the marina personnel before proceeding. Your Kelt 7.60 has been checked to assure the polarity is correct in the shore power system for your security.

# C. OPTIONAL INSTRUMENTATION

Before installing instruments or radios, please check with your dealer and enquire about preferred locations. He will be able to advise you where the thru-hulls should be placed and where the instruments might best be installed for ease of access, readability and aesthetic appeal.

#### X. KELT 7.60 SPECIFICATIONS

2713"	(8.30 m.)
2411"	(7.60 m.)
2110"	(6.40 m.)
9'5"	(2.88 m.)
4500 lbs.	(2041 kg.)
4685 lbs.	(2125 kg.)
1765 lbs.	(800.6 kg.)
1950 lbs.	(884.5 kg.)
4'3"	(1.30 m.)
2'5"/5'3"	(0.75/1.60 m.)
6'1⁄2"	(1.83 m.)
	À/5
127 ft <sup>2</sup>	(11.8 m <sup>2</sup> )
155 ft <sup>2</sup>	$(14.4 \text{ m}^2)$
201 ft <sup>2</sup>	$(18.7 \text{ m}^2)$
245 ft <sup>2</sup>	(22.8 m <sup>2</sup> )
277 ft <sup>2</sup>	(25.7 m <sup>2</sup> )
557 ft <sup>2</sup>	(51.7 m <sup>2</sup> )
50 ft <sup>2</sup>	(4.6 m <sup>2</sup> )
	$\begin{array}{c} 2713"\\ 2411"\\ 2110"\\ 9'5"\\ 4500 \ lbs.\\ 4685 \ lbs.\\ 1765 \ lbs.\\ 1950 \ lbs.\\ 4'3"\\ 2'5"/5'3"\\ 6'1'_2"\\ \end{array}$