



T1.0A

Phone # 616 392 7163

T1.0 METER/AFT COCKPIT

SHIP'S NAME SUNBARQUE

REGISTRATION NO. 637125 NET 10.6 RADIO CALL NO. _____

HAILING PORT Chicago, Illinois YEAR BUILT 1981 Model Year _____ HULL NO. SSU36087M81F

OWNER _____

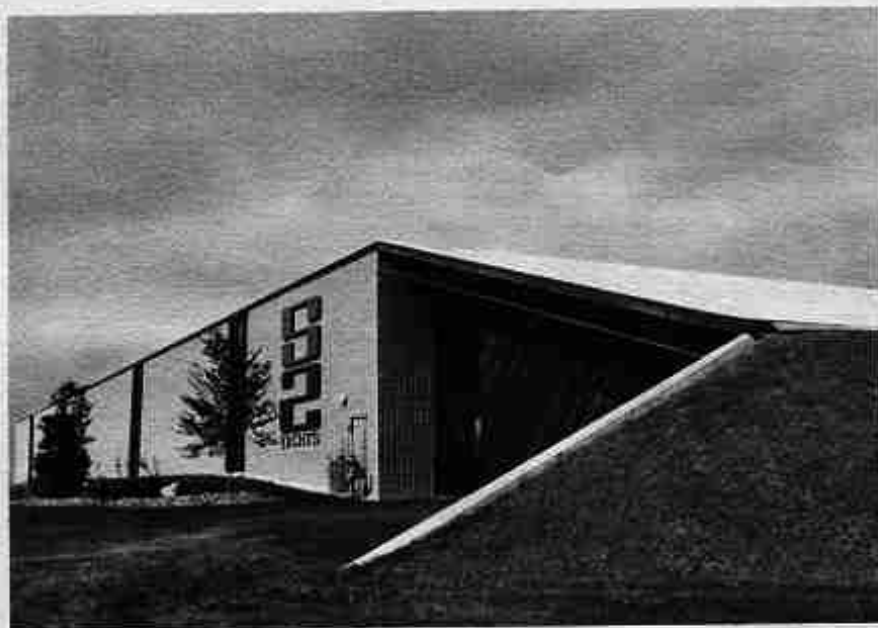
ADDRESS _____

OWNER _____

ADDRESS _____

OWNER _____

ADDRESS _____





Dear S2 Owner:

All of us at S2 Yachts join me in telling you how pleased we are that you selected one of our products as your boat. Your S2 has been designed, engineered, and built with care and precision, as you undoubtedly noticed when you were making your purchase decision.

The following information in this, your owner's manual, has been assembled to assure you the maximum of use and sailing pleasure while aboard your S2 yacht.

Please let me include this personal notation. When I started this Company, I set as my goal to provide you, our customer, with the finest quality yacht available. Everything we have accomplished since that time has been with that goal in mind.

Thank you for selecting an S2 yacht. We all wish you many, many happy hours of sailing.

Very truly yours,

S2 YACHTS INCORPORATED

Leon R. Silkkers

Leon R. Silkkers
President

SPECIFICATIONS:

LOA	11.0m 36'0"
D.W.L.	28'3"
Beam	11'11"
Draft	5'6"
Shoal Draft	4'6"
Displacement	15,000 lbs.
Ballast Lead	6,000 lbs.
Sail Area	625 sq. ft.
Max. height above D.W.L.	49'0"
Headroom	6'3"
Cockpit length	9'0"



WARRANTIES

Each S2 Yacht is built with care by competent craftsmen using top quality materials. Your sailboat was loaded for shipment by our plant personnel who have taken every precaution to make sure your boat reaches you in excellent condition.

Your Warranty and Boat Warranty Registration forms have been placed in the front cover pocket of this Owner's Manual. Please be sure you and your dealer have both signed the Boat Warranty Registration form and mail it back to us at once.

Engine and accessories are warranted by their respective manufacturers.

WARRANTY CLAIM REQUIREMENTS AND PROCEDURES

We believe it is important that you be completely familiar with our Warranty Claim Procedure so that in the event a warranty claim must be filed, it can be handled expeditiously and finalized with a minimum of paperwork and no misunderstandings.

(1) Your Boat Warranty Registration form must be on file with S2 Yachts. The warranty on S2 Yachts is validated by the return of the Warranty Registration card within fifteen (15) days from date of commission or delivery.

(2) Warranty claims can only be processed by S2 Yachts when they are presented by your dealer on the Company's Warranty Claim form.

(3) Your dealer is not authorized to commence work on warrantable items in excess of \$100.00 until he has received a written agreement from S2.

(4) S2 will not accept or pay any warranty claim submitted by anyone other than an authorized S2 dealer.

(5) All authorized warranty claims will be paid to your dealer within sixty (60) days.

(6) Transportation to and from the point of repair, in-and-out of the water charges, will be the responsibility of the owner.

CHECKLISTS:

1. OPERATIONS BEFORE LAUNCHING:

- All hose clamps tight
- All thru-hull fittings OK
- Bottom clean and paint OK
- Hull sides clean and finish OK
- Decks clean and finish OK
- Interior finish OK
- Upholstery clean and fitted
- Mast clean and complete
- Thru-hull valves closed
- All bonds OK

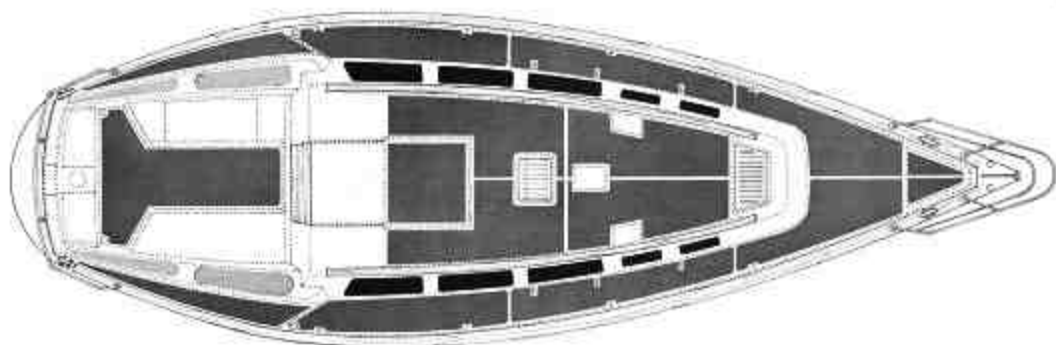
2. OPERATIONS IN WATER:

- No leaks (thru-hulls, shaft log, rudder post)
- No leaks thru hull fittings when open
- Hose-test windows and cabin for leaks
- All electrical equipment operates
- Water pressure system operates
- Fuel and water tanks checked for leaks
- Check battery water level
- Stove system holds pressure
- Toilet operates OK
- Engine and shaft alignment OK

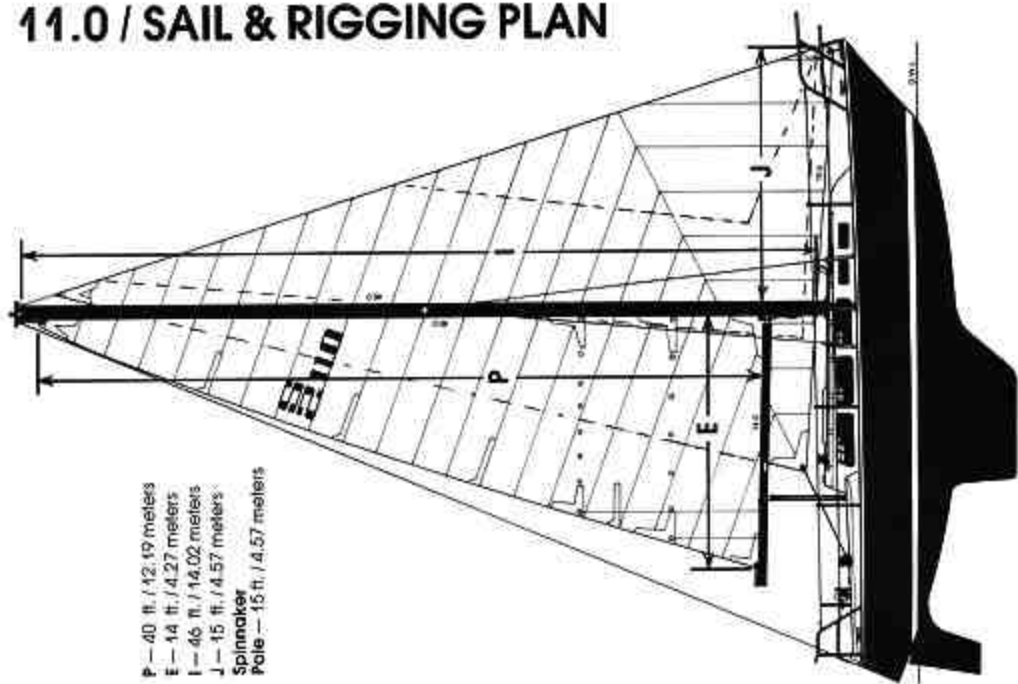
3. OPERATIONS UNDERWAY:

- Install any hardware to be installed by commissioner
- Running & standing rigging installed and tuned
- Owner's packet and accessory literature ready for owner
- Warranty card made out for mailing to factory
- Engine instruments register OK
- Check alternator output
- Sailing instruments register OK
- Mast alignment OK
- Quick reef and outhaul OK
- Boat steers and balances under sail
- Slow any loose gear
- Put fuel in stove tank & light all burners

11.0 / DECK PLAN



11.0 / SAIL & RIGGING PLAN



P — 40 ft. / 12.19 meters

E — 14 ft. / 4.27 meters

I — 46 ft. / 14.02 meters

J — 15 ft. / 4.57 meters

Spinnaker

Pole — 15 ft. / 4.57 meters

11.0 / RIGGING

11.0 RIGGING AND HARDWARE

The S2 11.0 meter sloop carries a masthead rig which was designed to be structurally very sound, yet maintain performance without sacrificing ease of handling. From its 5/16" stainless steel standing rigging to the internal halyards, which are led aft, the 11.0's rig will be able to meet the needs of racers and cruisers alike. Through proper tuning and maintenance, the mast, together with the sails, will be the main source of power for your 11.0, sailing season after sailing season.

RIGGING THE 11.0 MAST

When rigging the mast, a good first step is to make sure that the halyards are all in their proper locations. Be sure to check the halyards thoroughly for any chafing or damage to the line, splice and wire that might have occurred during the previous sailing season. Replace any worn or damaged halyards at first indication of fatigue. Before stepping the mast, secure all halyard shackles to base of mast, double checking for tangles. This sure beats a ride up in the Bos'n's chair.

LOWER SHROUDS

The second step should be attaching the marine eye of the lower shrouds to the tang located just below the spreader brackets on each side of the mast. There is a difference in length between the forward lower shrouds and the aft lower shrouds, so install accordingly. Once stepped, their turnbuckles will be pinned to the fore and aft plates of the side chain plates.

SPREADERS

To install the spreaders, insert their ends into the spreader brackets which are fastened to the middle of the mast section of both sides. The large clevis pin which is supplied can then be inserted. The clevis pin can then be cotter pinned, then taped to prevent sail damage. If there are spreader lights, be sure to make the proper connection at this time. The connection should also be taped for moisture protection and to keep them from working apart on the stern. If there is any type of backstay adjuster supplied, it will be pinned to the center chain plate if it is a wheel type, or the two outboard chain plates if it is a split backstay type.

UPPER SHROUDS

The marine eye on the upper shrouds can be pinned to the upper tangs located on each side of the masthead. Then, lead the shroud down to the spreaders and insert them into the spreader lip. Safety wire should be wrapped around both the shroud and the spreader to prevent the possibility of the shroud jumping out while under sail. A spreader boot or tape should then be applied to prevent any sail damage. Once stepped, the upper shroud's turnbuckles are attached to the outboard hole of the side chain plates.

HEADSTAY

The marine eye of the headstay should be inserted and pinned to the toggle supplied on the front of the masthead. After the mast is stepped, the forestay's turnbuckle will be attached to the chain plate on the front of the tack plate on the bow.

11.0 / STANDING RIGGING

11.0	FORESTAY	BACKSTAY	UPPERS	FORWARD LOWER	AFT LOWER
Cut-Off Length	45' 10½"	48' 2"	44' 2"	21' 4"	21' 6"
With Turnbuckle*	46' 11½"	49' 3"	45' 3"	22' 5"	22' 7"
Upper Fitting	#10 E	#10 E	#10 E	#8 E	#8 E
Cable Size	1x19-5/16"	1x19-5/16"	1x19-5/16"	1x19-1/4"	1x19-1/4"
Boom Hanger Location		100"			
Hanger Length		44"			

* Measurement is taken from pin to pin with turnbuckle two-thirds extended

CYN Industrial Inc. Chicago, Illinois hereby certifies that all material used in the manufacturing of standard rigging are in conformance with specifications. Test reports or other substantiating documents covering all material in these parts are on file subject to examination and indicate conformance with applicable specification requirements.

CYN Industrial Inc.
441 East Ohio Street
Chicago, IL 60611

11.0 / RUNNING RIGGING LENGTHS

STANDARD

MAIN HALYARD	1 - 60' x 7/16" XLS Spliced to 55' 7 x 19 5/32" Cable
MAIN SHEET	1 - 65' x 3/8" Yacht Braid W/Splice
CUNNINGHAM	1 - 6' x 3/8" Yacht Braid W/Splice
	1 - 18' x 3/8" Yacht Braid W/Splice
1ST REEF LINE	1 - 30' x 3/8" Yacht Braid
2ND REEF LINE	1 - 45' x 3/8" Yacht Braid
GENOA HALYARD	1 - 60' x 7/16" XLS Spliced to 55' 7 x 19 5/32" Cable
GENOA SHEETS	2 - 55' x 1/2" Yacht Braid
FIXED TOPPING LIFT	1 - 8' x 1/4" Yacht Braid W/Splice, 40' 1/8" 7 x 19 cable

OPTIONAL

SPINNAKER HALYARD	1 - 110' x 7/16" Yacht Braid W/Splice
SPINNAKER SHEETS	2 - 75' x 7/16" Yacht Braid W/Splice
SPINNAKER POLE LIFT	1 - 55' x 3/8" Yacht Braid W/Splice
SPINNAKER POLE FOREGUY	1 - 55' x 3/8" Yacht Braid W/Splice
BOOM VANG	1 - 30' x 3/8" Yacht Braid W/Splice
ROPE HALYARD	1 - 115' x 7/16" XLS W/Splice

NORTH SAILS.
1253 E WIS. AVE.
Pewaukee Wis.,
53072

11.0 / SAIL STATISTICS

SAIL	WEIGHT (OZ.)	AREA (SQ. FT.)	SAIL	WEIGHT (OZ.)	AREA (SQ. FT.)
MAINSAIL SEE OPTIONS BELOW	7	280	120 GENOA	7.5	434
170 GENOA (drifter or blooper)	3/4 - 1.5	615	110 GENOA	7.5	398
170 GENOA	2 - 3.8	615	105 GENOA	7.5	380
170 GENOA	4 - 5	615	100 JIB	7.5	362
170 GENOA	5.5	615	115 GENOA Luff 39.1 ft.	6.5	337
160 GENOA (drifter or blooper)	3/4 - 1.5	579	95 JIB Luff 32.2	7.5	229
160 GENOA	2 - 3.8	579	STORM JIB or STORM TRISAIL	7.5	105
160 GENOA	4 - 5	579	TALL SPINNAKER STAYSAIL (80)	3/4 - 1.5	262
160 GENOA	5.5	579	TALL SPINNAKER STAYSAIL (110)	2 - 3.8	360
160 GENOA	6.5	579	DUAL STAYSAIL (110)	4 - 5	360
150 GENOA (drifter or blooper)	3/4 - 1.5	543	100 GENOA STAYSAIL Luff 30.4'	4 - 5	227
150 GENOA	2 - 3.8	543	SPINNAKER (Radial Head)	.5	1241
150 GENOA	4 - 5	543	SPINNAKER (Radial Head)	3/4	1241
150 GENOA	5.5	543	SPINNAKER (Radial Head)	1.5	1241
150 GENOA	6.5	543	STARCUT or TRI-RADIAL	.5	1241
140 GENOA	7.5	507	STARCUT or TRI-RADIAL	3/4	1241
130 GENOA	7.5	470	STARCUT or TRI-RADIAL	1.5	1241

NOTES: All genoas have 46.0' luff unless specified otherwise. If specified, sail numbers are included on Main and Spinnakers. Spinnakers include Spinn. Turtle.

MAINSAIL OPTIONS: Zipperless Shell / Quick Reef / Flattening Reef / Cunningham / Cover.

OTHER OPTIONS: Jib Reef / Tell-Tale Windows / Sail Numbers / Spinn. Puller / Tacking Eye / Shape Stripes.

11.0 / RIGGING

Now let's go to the lower shrouds. We'll concentrate on the forward lowers first. Just snug them up, pulling out any sideways bend that may be in the spar. The mainsail track up the aft edge of the mast should appear as one straight line. Any bend in the mast will show up here. Once the spar has been straightened with the forward lowers, snug up the aft lowers, checking to make sure the mast is still straight. The tension of the lower shrouds should be a little less than the uppers, but still fairly snug.

NOW, LET'S GO SAILING!

Pick a day that has an apparent wind of 8 to 10 knots and calm seas. These are the best conditions to tell how the boat's helm is balanced. If it has a weather helm (the boat rounds up into the wind when the tiller is released), then sails are developing too much drive behind the boat's pivoting point and the mast should be tilted a little farther forward. If it has a lee helm (the boat falls away from the wind when the tiller is released), then sails are developing too much drive forward of the pivot point and the mast should be tilted a little farther aft. Of course, this is an over-simplified explanation of everything that is happening, but will help get the boat sailing very well. A slight amount of weather helm is preferable helping the boat's pointing ability when going to weather. While sailing is also the time to re-check if the mast is remaining in column while under a load. If may be necessary to re-adjust the lower shrouds to accomplish this. Once the mast has been satisfactorily tuned, all turnbuckles should be pinned and taped to keep them from loosening up or ripping a sail.

It is this type of tinkering with the rigging that helps a skipper acquire a thorough knowledge of how his boat will react and perform through a wide variety of wind and weather conditions. A true sailor will always be looking for better ways to improve sail shape through tuning and sail handling, thus increasing the boat's performance and ease of handling.