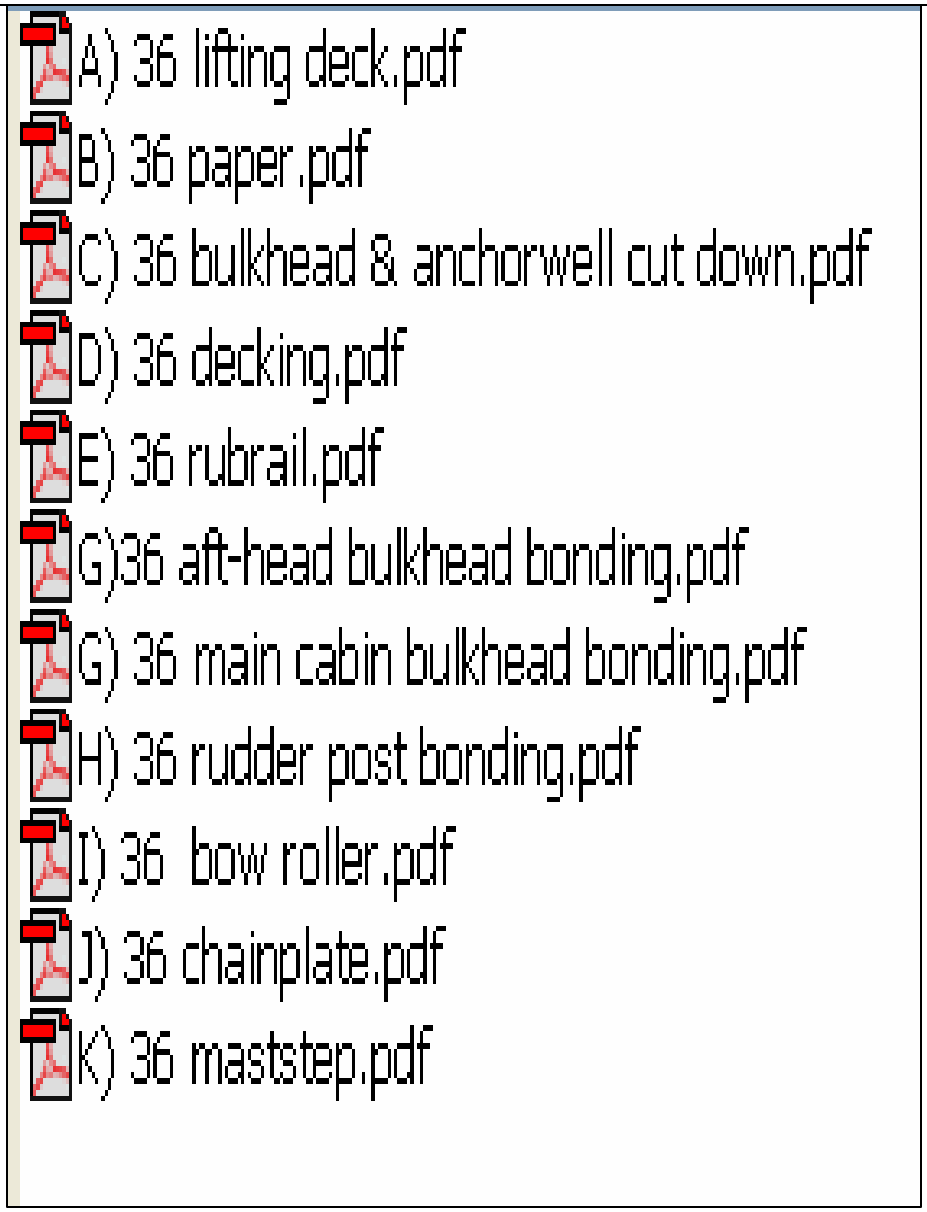
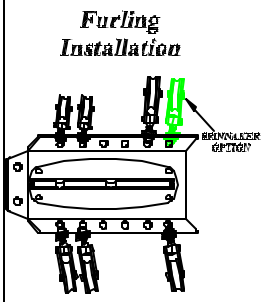
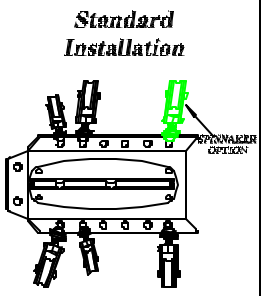
H36/ 356 Decking Stage

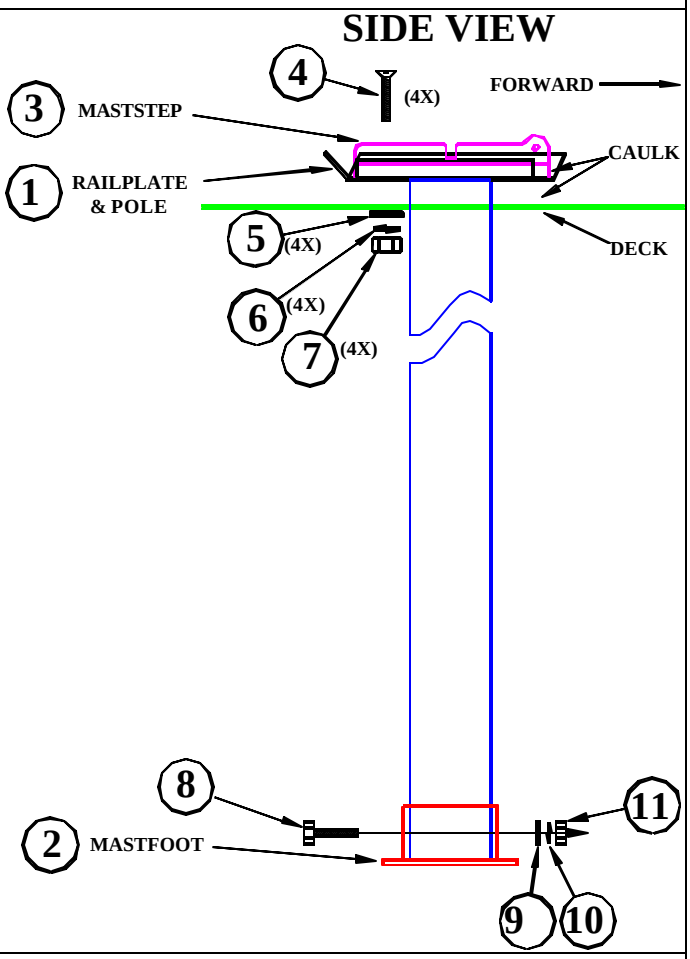


356 SOP MAST STEP INSTALLATION





#	#Ea.	Description	Size	Part #
1	1	Rail Plate & Pole		
2	1	Mast foot		
3	1	Mast step		
4	1	Machine bolt	5/16-18 x 2” F\H	462390
5	4	Fender washer	5/16”	469150
6	4	Lock washer	5/16”	469530
7	4	Hex nut	5/16-18	465130
8	1	Machine bolt	5/16-18 x 4” H\H	463550
9	1	Flat Washer		
10	1	Lock Washer		
11	1	Lock nut	5/16-18	
12		Mast blocks (pulleys)		
13		Optional furling installation mast step		

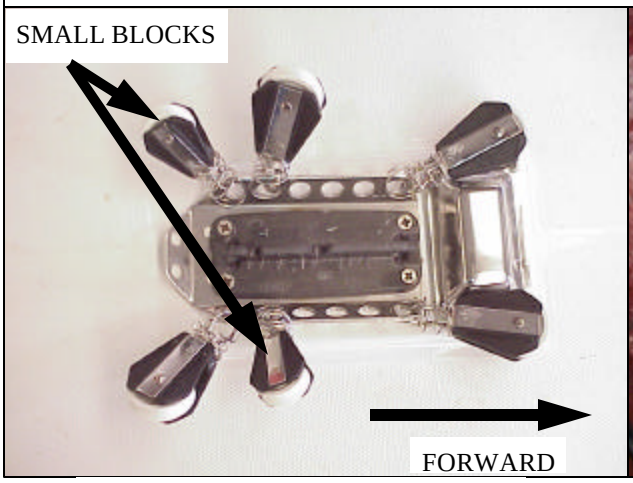


1. Place the mast foot in position (located on the forward stringer where the sub floor cutout is in between the port and starboard bunks). The foot should rest directly on stringers.
2. Slide the mast pole thru the hole in the top deck and into the mast foot. Make sure the pole is bottomed out in the foot.
3. Measure the distance between the top of deck and the rail plate.
4. Remove the rail plate and pole assembly then cut the previously measured distance off the bottom of the pole.
5. Replace the rail plate and pole assembly then double check that the pole bottoms out in the foot and the rail plate rest on top of the deck.
6. Square the rail plate up on the deck (the open end faces forward) then place the mast step on the rail plate. Mark the mounting hole locations onto the deck where the four bolts will go thru maststep.
7. Remove the rail plate and pole assembly then drill the marked holes on the deck with a 3/8” drill bit.
8. Apply generous amounts of 5200 caulk around the holes and to the bottom of the rail plate to make a water tight seal between the two.
9. Place the rail plate and pole assembly back in position but this time slide the wooden headliner cover (finished side down) and the dining table condiment holder (trim side up) onto the pole before setting the pole down into the foot. NOTE: The foot will be attached to the stringers at a later stage.
10. Apply 5200 caulk to the bottom of the mast step then place the mast step onto the rail plate. Secure the unit to the deck using the designated fasteners (bolts, washers, lock washers, and nuts).
11. Clean up excess caulk with alcohol
12. Using the holes in the mast foot as a guide drill thru the mast pole with a 1/2" drill bit then secure the mast foot to the pole.
13. Attach the blocks (pulleys) to the rail plate as per above drawings.

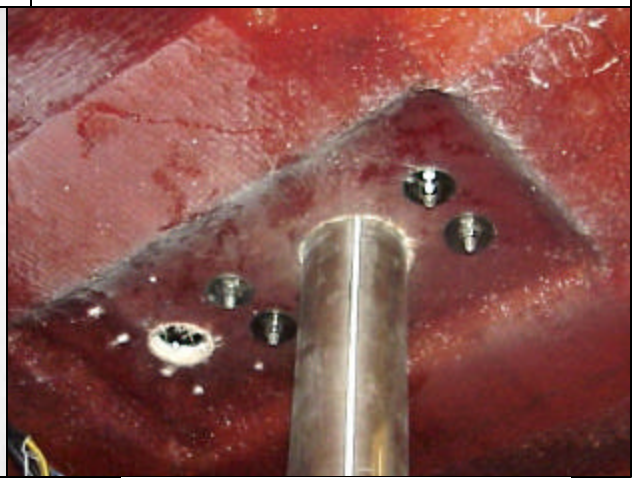
356 SOP MAST STEP INSTALLATION

SLIDE POLE THRU WOODEN HEADLINER COVER FIRST (FINISHED SIDE GOES DOWN) THEN THRU DINING TABLE CONDIMENT COMPARTMENT (FINISHED SIDE GOES UP) BEFORE FINAL INSTALLATION. .

DRILL AND ATTACH MAST FOOT TO MAST POLE WITH A THRU BOLT.
DO NOT SECURE FOOT TO STRINGER, IT WILL BE DONE AT A LATER STAGE.



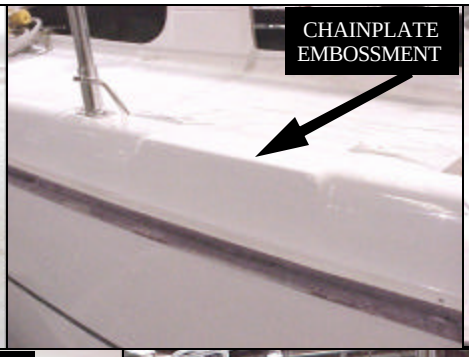
TOP VIEW OF MAST STEP AND RAIL PLATE

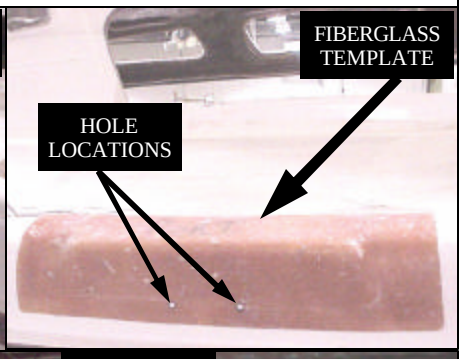


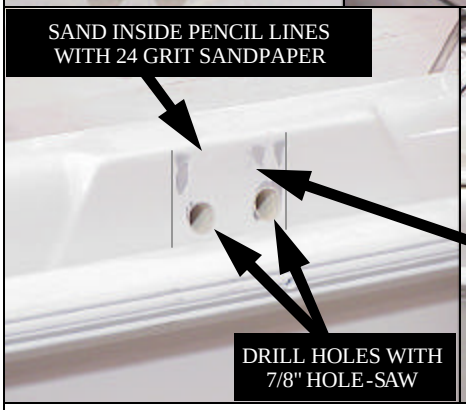
VIEW OF FASTENERS FROM UNDERNEATH THE DECK

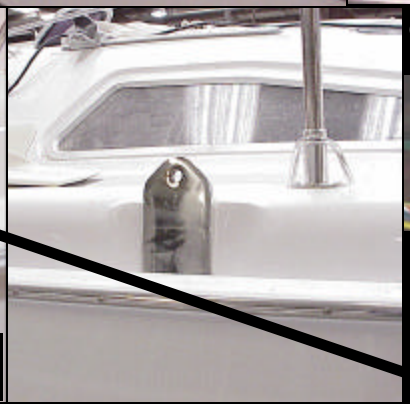
Revision Dates:	**Expected Time: 60 min.**

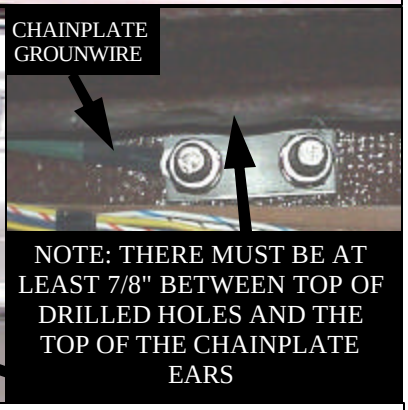
356 VERTICAL CHAINPLATE INSTALLATION







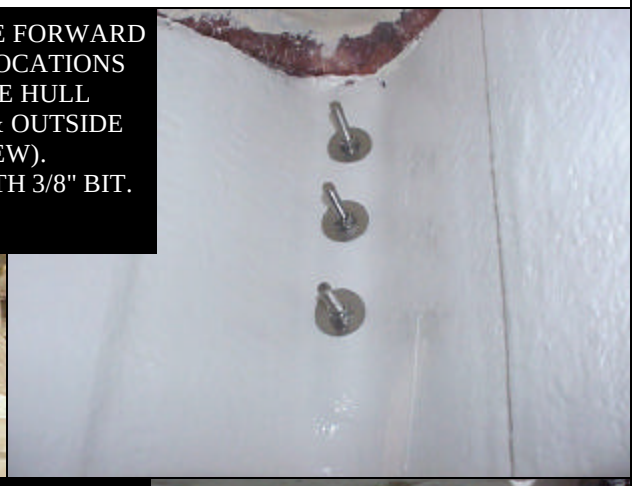




1. The vertical chainplate kit will come with both port and starboard chainplate (they are identical on this model), backing plates, lockwashers, and hex nuts.
2. The vertical chainplates must be installed after the boat has been decked and the rubrail is installed, but the holes should be drilled before the rubrail is installed.
3. Place the fiberglass templates on the embossments located midship on the port and starboard side (approximately 3 feet forward of the midship cleat) then mark the mounting hole locations. Drill the marked locations with a 7/8" hole-saw. **NOTE: There must be at least 7/8" in between the top of the drilled holes and the top of the chainplate ears that are fiberglassed into the hull. Notify QC if this minimum distance is not there.**
4. Place the chainplate into position. Push the chainplate all the way forward then with a pencil mark the deck on the aft side of the chainplate. Push the chainplate all the way aft then with a pencil mark the deck on the forward side of the chainplate. Remove the chainplate and sand the hull within the marked lines and the back of the chainplate around the bolts (not where it can be seen after installation) with 24 grit sandpaper (this is to ensure better adhesion of the caulk to the deck).
5. Check the inside of the holes for any voids and fill with epoxy if necessary.
6. Dremel the edges of the holes to expose a raw edge of glass.
7. Clean the surfaces and hardware with alcohol then caulk the area and the back of the chainplates with white 5200 caulk.
8. Place the chainplates in position. From inside the boat place the backing plate over the studs then place the chainplate ground wire onto one of the studs (on both port and starboard side).
9. Coat the studs with anti-seize compound then place the lock washers and nuts onto the studs.
10. Tighten the nuts down to 132 ft/lbs of torque.

356 SOP BOW ROLLER INSTALLATION

THE THREE FORWARD SCREW LOCATIONS ON THE HULL (INSIDE & OUTSIDE VIEW). DRILL WITH 3/8" BIT.



THE SIX TOP SCREW LOCATIONS ON THE DECK (INSIDE AND OUTSIDE VIEW). DRILL WITH 5/16" BIT AND TAP 3/8-16.

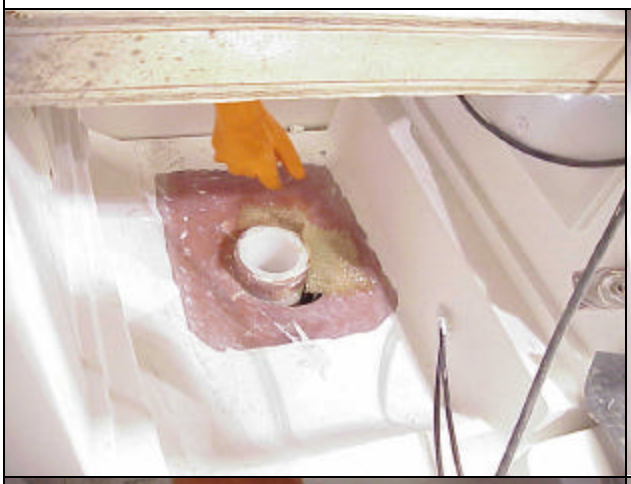
#	#Ea.	Description	Size	Part #	#	#Ea.	Description	Size	Part #
1	1	Bow Roller	356		4	3	Fender Washer	3/8” x 1 1/2”	469130
2	6	Bow Roller Fasteners (Top Plate)	3/8-16 x 1-1/2” F/H		5	3	Lock Washer	3/8”	469510
3	3	Bow Roller Fasteners (Forward Strap)	3/8-16 x 2” F/H	462250	6	3	Hex Nut	3/8-16	465110

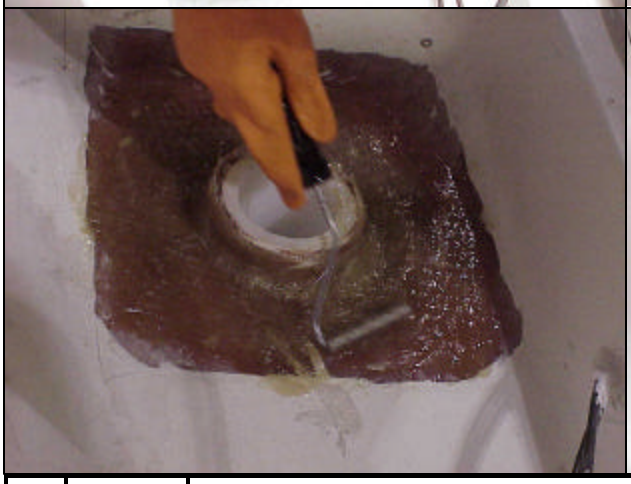
1. Place the bow roller in position on the bow of the boat and push aft so the strap on the bow roller is flush and centered to the flat on the hull. Mark all nine mounting hole locations, three on the forward edge of the hull and six on top of the deck .
2. Drill the six marked locations on top of the deck with a 5/16” drill bit then tap them with a 3/8-16 tap. Drill the three marked locations hull with a 3/8" drill bit.
3. Dremel the holes to expose a raw edge of glass (only edge of hole).
4. Clean the hardware and surfaces with alcohol.
5. Caulk the mounting holes with white 739 caulk.
6. Secure the top of the bow roller to the deck using the designated fasteners.
7. Have someone hold the strap screws in place then enter the boat and secure the fender washers, flat washers, and hex nuts.
8. Clean the surfaces with alcohol.

Revision Dates:

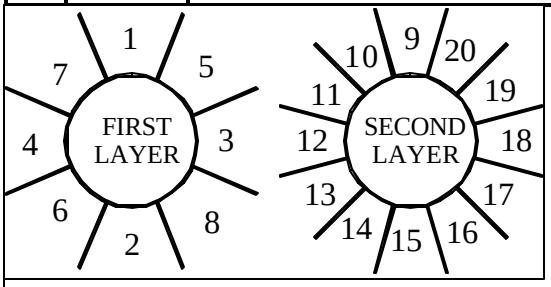
Expected Time: 30 min.

356 SOP RUDDER POST BONDING






#	#Ea.	Description	Size	Part #
1	20	Fabmat # 2415	4" x 6"	150970
2	1 pt.	Gelcoat White Interior	AB WG-AB11X-6008	102383



1. The rudder post is located in the cockpit walk through.
2. Grind the rudder post, using a 3" - 40 grit sanding disc.
3. Clean rudder post and deck area using alcohol.
4. Wet out 20 bonds, 4” x 6” each, using 1 pint of resin and 1 shot of red MEKP.
5. Use paper to carry the bonds to the boat.
6. Lay the bonds over lapping each other (see drawing for order to lay bonds). All 20 bonds will be used. Roll the bonds well to remove all air.
7. Place the helmsmen seat cover in place to ensure that no one steps on the bonds while they are curing.
8. After the bonds have cured, regrind and paint the rudder post area with white gelcoat.
9. Place the helmsman seat back in place to ensure that no one steps on the gelcoat before it dries.

Revision Dates:

Expected Time: 20 min.

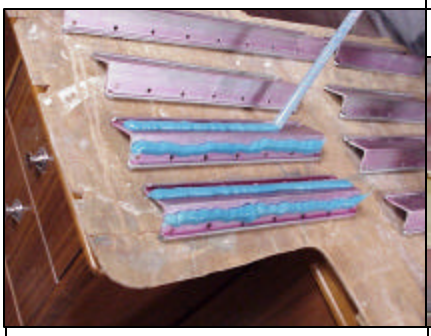
356 SOP MAIN CABIN BULKHEAD BONDING

#	#Ea.	Description	Size	Part #
1	2	3/16" thick 1-1/2" x 2" Aluminum Angle	48"	
2	1	3/16" thick 1-1/2" x 2" Aluminum Angle	18"	
3	5	3/16" thick 1-1/2" x 2" Aluminum Angle	12"	
4	2	3/16" thick 1-1/2" x 2" Aluminum Angle	10"	
5	N/A	Plexus MA557	N/A	
6	@ 130	Fasteners	# 8 x 5/8" P/H	

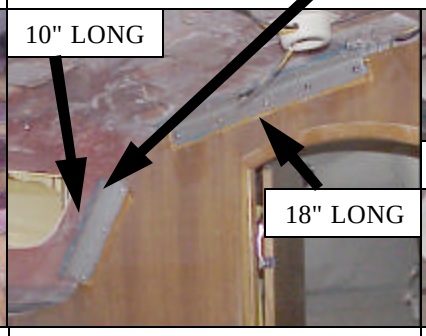
1. The top of the following bulkheads; the forward and aft sides of the forward main bulkhead, the forward side of the forward head bulkhead, and the forward side of the aft galley bulkhead will be attached to the underside of the deck with aluminum angle and plexus using #8 X 5/8" P/H screws.
2. The aluminum angle is 3/16" thick 1-1/2" x 2" in various lengths. The 1-1/2" leg will always go on the bulkhead, thus the 2" leg will be on the underside of the deck. 3/16" aluminum rods are welded on the backside of the aluminum angle to maintain a gap for the plexus and holes are pre-drilled in the angle for the fasteners. The 48" long pieces have slits in the 1-1/2" leg every 4" so it can be formed to the shape of the deck.
3. **Coat the shaved areas on the bulkhead where the aluminum will go with resin and let dry**.
4. After the resin has dried wipe down the bottom of the deck where the angle will go with acetone.
5. All of the aluminum angles will need a 1/2" thick bead of plexus laid down the whole length of the angle on the backside of both legs, run the bead down the middle of each leg (see pictures for clarification). Do all of the pieces that will go on the forward head bulkhead and secure them to the bulkhead, then do the other pieces for the other bulkheads and secure them to the bulkheads.
6. The 48" long pieces will be put on the forward and aft side of the forward main bulkhead. Place the center of the angle to the center of the top of the bulkhead so the 2" leg is against the bottom of the deck and the 1-1/2" leg is against the bulkhead. Secure the center of the angle to the underside of the deck with #8 X 5/8" panhead screws the then secure the 1-1/2" leg to the bulkhead using the same size screws (all of the fasteners used to secure the aluminum angle will be this size). Continue securing the angle in this fashion working from the center out so the angle bends to the contour off the deck. Do this procedure on both the forward and aft side of the bulkhead.
7. The forward main bulkhead will need four 12" long pieces of angle attached to the top-outboard sections of the bulkhead. On the aft side of the bulkhead center the angle over the shaved areas, push the angle up against the bulkhead and the bottom of the deck then secure it with the proper screws. On the forward side of the bulkhead place the angle so they are in the same spot as the aft angle then secure them in the same manner.
8. Next the forward head bulkhead will need two pieces of angle on the forward side to secure it in place. The first piece will be 12" long and go over the inboard shave. Secure in the same manner as before. The second piece will be 10" long and go over the outboard shave on the bulkhead, this piece will only be screwed into the bulkhead. CAUTION: If you screw thru the 2" leg that is against the bottom of the deck the screws will go all the way thru the deck.
9. Finally the aft galley bulkhead will need two pieces of angle on the forward side. The first piece will be 18" long and go over the inboard shave. Secure in the same manner as before. The second piece will be 10" long and go over the outboard shave on the bulkhead, this piece will only be screwed into the bulkhead. CAUTION: If you screw thru the 2" leg that is against the bottom of the deck the screws will go all the way thru the deck.
10. After all the angles are secure to the bulkhead, run a bead of plexus along the edges of the angle if the plexus that was placed on the back of the angle did not squeeze out from under the angle.

356 SOP MAIN CABIN BULKHEAD BONDING

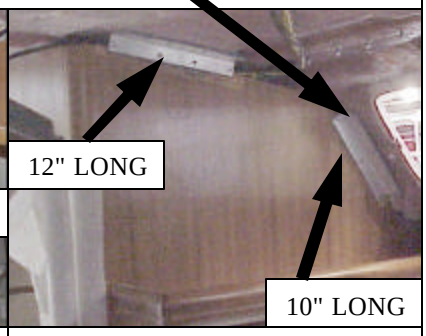
CAUTION:
DO NOT PUT SCREWS ON DECKSIDE OF THESE TWO ANGLES



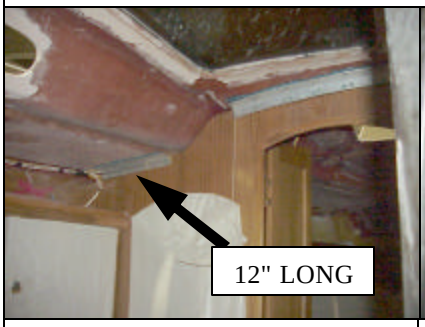
PLEXUS BEING APPLIED TO BACK OF ALUMINUM ANGLE. BEAD SHOULD BE @ 1/2" THICK



ALUMINUM ANGLES ON FORWARD SIDE OF AFT GALLEY BULKHEAD



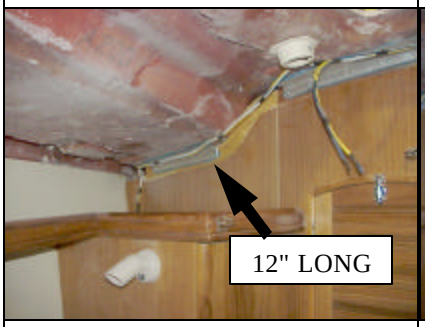
ALUMINUM ANGLES ON FORWARD SIDE OF FORWARD HEAD BULKHEAD



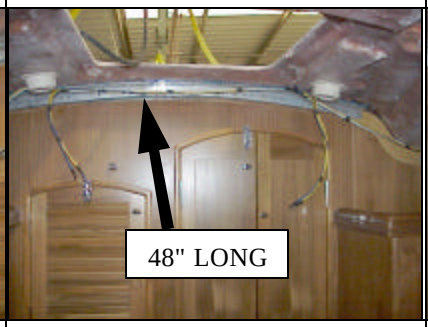
AFT-PORT SIDE OF FORWARD MAIN BULKHEAD

AFT SIDE OF FORWARD MAIN BULKHEAD, MIDDLE SECTION

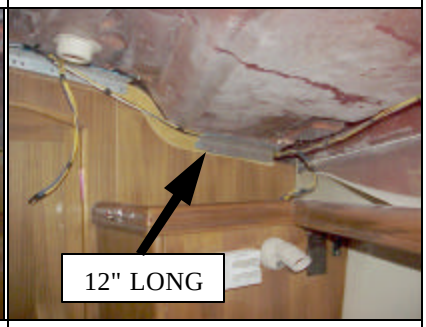
AFT-STARBOARD SIDE OF FORWARD MAIN BULKHEAD



FORWARD-STARBOARD SIDE OF FORWARD MAIN BULKHEAD



FORWARD SIDE OF FORWARD MAIN BULKHEAD, MIDDLE SECTION



FORWARD-PORT SIDE OF FORWARD MAIN BULKHEAD

356 SOP AFT HEAD BULKHEAD BONDING

#	#Ea.	Description	Size	Part #
1				
2		XM 1808	6" Wide	
3		Beige Gelcoat		

1. The top of the aft side of the aft head bulkhead will be bonded to the underside of the deck. Access to the aft head bulkhead is thru the port euroseat opening, you will need to reach over the top of the wet locker. NOTE: Use all safety precautions that apply to bonding fiberglass.
2. Wipe down the bottom of the deck with acetone where the fiberglass will be bonded and wet the shaved area of the bulkhead with resin.
3. Cut the 6" wide XM 1808 fiberglass into the appropriate lengths to bond the top of the bulkhead. (This will be a double bond so cut enough material and also cut it so the seams overlap.)
4. Mix 1 pint of resin with 1 shot of red MEKP until it is a uniform color.
5. Wet the bonds out with the resin mixture then apply the bonds to the top of the bulkhead and the underside of the deck. Roll the bonds well to remove all air.
6. Clean up any excess resin that might have gotten on the laminate of the bulkhead.
7. After the bonds have cured paint them with beige gelcoat.

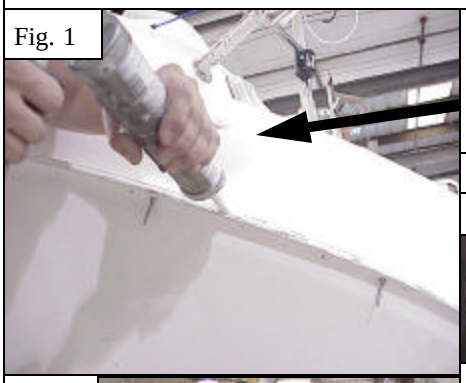
356 SOP RUB RAIL INSTALLATION

1	1	Rub Rail Keeper - Transom	22'	308080
2	2	Rub Rail Keeper - Port and Starboard Sides	34' each	308080
3	176	Rub Rail Keeper Fasteners	#10 x 1 1/2" FH	461330
4	1	Stainless Rub Rail	78'	308138
5	148	Stainless Fasteners	# 8 x 3/4" OH	465930

Heating The Rub Rail Keeper:
Before pinning the flange, mark the center of the 22' piece of rub rail keeper then place it into the hot box for 3 to 3 1/2 hours to soften before installing.

Installation And Securing Of The Rub Rail Keeper :
Please read all the instructions below before proceeding

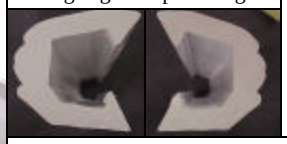
Fig. 1



Before retrieving the rub rail keeper from the hot tank check around the deck flange for holes, voids or chips in the seal. If there are any seal them using 5200 white caulk. (Fig. 1)
Also make sure all fasteners have been broken off flush to the flange.

Port | Starboard

Long edge at top of flange



NOTE: Close observation of the rubrail keeper will show that it is not symmetrical. The long edge of the flange will go on top. Orientate the rubrail while it is in the hotbox to facilitate putting the hot piece on the boat in a timely manner.

Fig. 2

1. **VERY HOT - USE CAUTION**: For this procedure you will need three people. Using heat resistant gloves, retrieve the 22' piece of rub rail keeper from the hot box and quickly place the keeper over the boat flange. Fig. 2
2. Have the person who is going to tape the keeper in place center the keeper using the center of the transom boat flange and the center mark on the rub rail keeper as a guide. Place the keeper over the flange, the other two people will wrap it around both sides. Remember the long edge of the keeper goes on top.
3. While the two people hold the keeper in place the other will tape the keeper into place using 3" white Polykin Tape. (Fig. 4 & 5)

Fig. 3

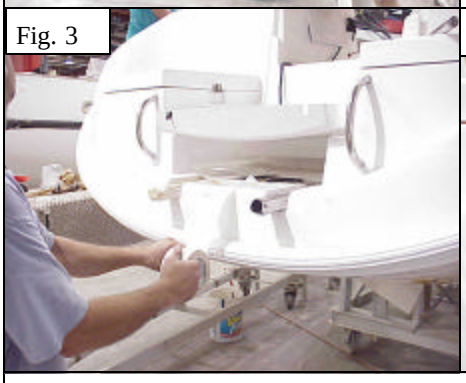


Fig. 4

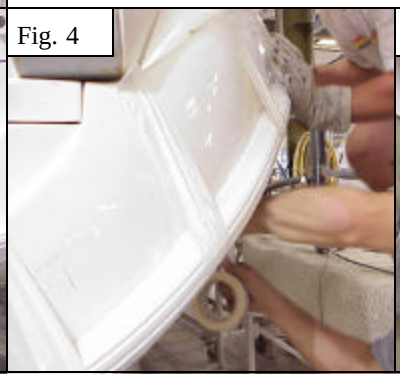


Fig. 5

Revision Dates:

Expected Time: 165 min

356 SOP RUB RAIL INSTALLATION

Fig. 6

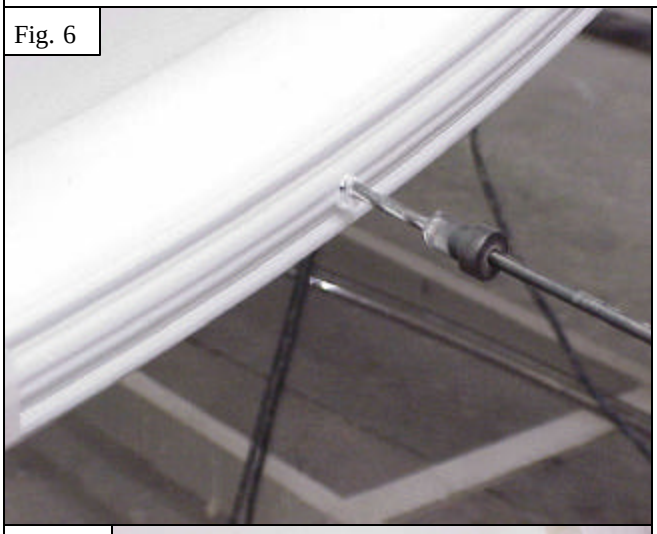


Fig. 7

1. Once keeper has been taped to the flange, allow the keeper to cool down before proceeding.
2. After keeper has cooled, pre-drill holes using a 5/32” drill bit and a C-9 countersink, drilling into the center of the keeper and into the flange, place holes about 8” apart. (Fig. 6)
3. Secure keeper to flange using only #10 X 1-1/2" FH screws. (Fig. 7) Make sure that there are no gaps between keeper and the hull and deck. (Fig. 8 & 9)
4. After keeper has been secured, pull off the 3" white tape.
5. The rest of the rub rail keeper does not need to be heated. Except for the non-heating they will be installed in the same manner as the previous piece. One piece will go on the port side and one piece will go on the starboard side.
6. Cut off excess keeper even with the bow of the boat. Fig. 10 & 11.

Fig. 8
Deck

Fig. 9
Hull

Fig. 10

Fig. 11

356 SOP RUB RAIL INSTALLATION

Fig. 12

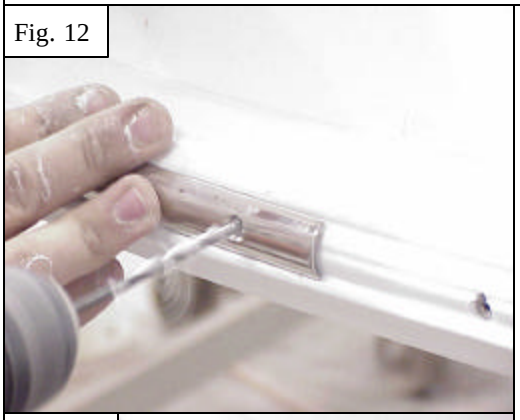


Fig. 13

Fig. 14

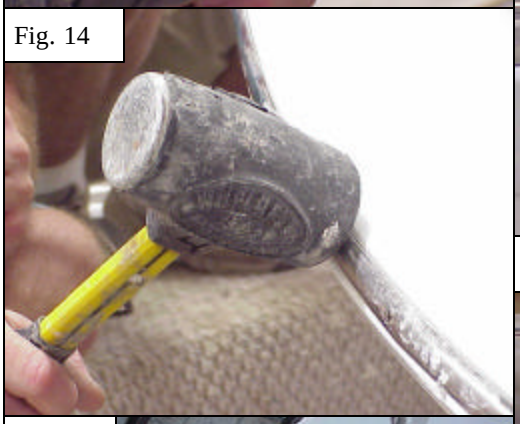


Fig. 15

Installation Of Stainless Rub Rail

1. Starting on the port side and at the center of the transom, install the stainless rub rail by placing it into the grooves of the keeper.
2. Using a 1/8" drill bit, drill through the predrilled holes in the rail and into the keeper. Secure first two holes using designated fasteners. Fig. 12
3. For the transom area, two people will be needed. One person will twist the rail using vice grips or channel locks forming the rail to fit the curves of the keeper, while the second person will drill and secure the rail. Fig. 13
4. Using a rubber mallet, hammer the rail to close the gaps between the rail and the keeper. Fig. 14 & 15
5. Repeat this process for the starboard transom side. Fig. 16 After transom is installed, continue drilling and securing the rail down both sides of the boat. Fig. 32
6. Cut off excess rail even with the bow of the boat. Fig. 17

Fig. 16

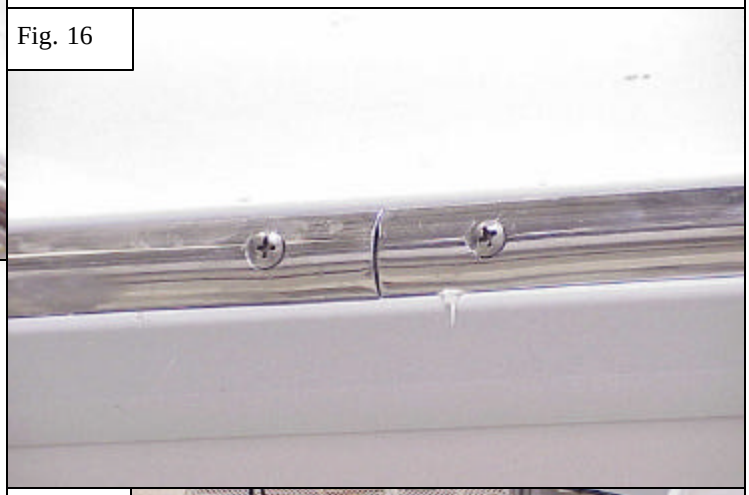
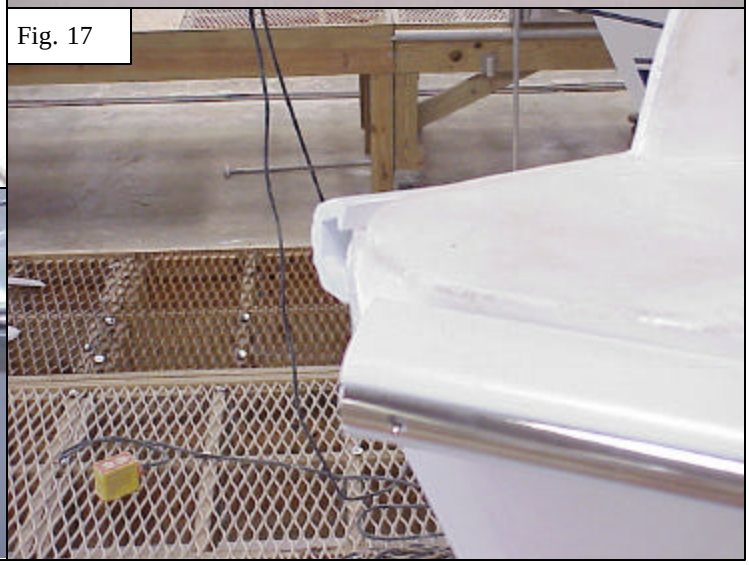


Fig. 17



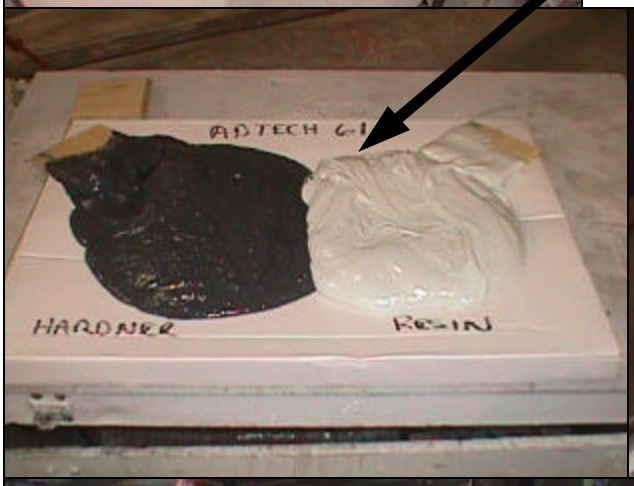
356 SOP DECKING INSTALLATION

Application Of Caulk On Hull Flange And Bulk Head

1. Run a thick bead of 5200 white caulk on the entire hull flange except the area where the chain plate ears are.
2. Run a thick bead of 5200 white caulk over top of all bulkheads where they will come in contact with the deck.

Mixing and Application of Epoxy On Chain Plates

1. Use equal amount of hardener and resin in mix.
2. Mix thoroughly, until mix is one color.
3. Apply epoxy to chain plates.



Lowering Of Deck

1. Lower deck slowly into place.
2. Walk on top of deck to make sure deck is all the way down.

#	# Ea.	Description	Size	Part #
1	250	Pin Fasteners	#10 x 1 1/4” F/H	461370
2	44	Thru Bolt Fasteners	10-24 X 1-1/2" P/H	467250
3	44	Thru Bolt Lock Nuts	10-24 Locknuts	465210

Revision Dates:

Expected Time: 180 min

356 SOP DECKING INSTALLATION

Pinning Flange:

1 Starting at the hull and deck mid transom flange, port side first, secure flange every 6" using designated pinning fasteners. Go about 10 feet around transom towards the bow. Fig. 1

2 Repeat this step for the starboard side. Fig. 2

3 Once the transom is pinned, pin the flange on the port and starboard sides of the boat using same procedure. Fig. 3

4 If the flange is uneven attach a screw into the top or bottom flange, depending on which flange needs to be pulled out, pulling down on the screw using a claw hammer to bring the flange out until even with the other flange . Fig. 4

5 While applying pressure with the hammer, secure flanges using designated pinning fasteners. Fig. 5

6 After hull and deck is pinned, break off protruding fasteners using vice grips or channel locks. Fig. 6

7 Clean excess caulk using alcohol.

8 Once the flange is secured, drill holes using a 13/64" drill bit, 24" apart all the way around the boat. Fig. 7

9 Secure using designated thru-bolt fasteners and lock nuts. Fig. 8

10 Break off protruding fasteners using vice grips or channel locks. Fig. 9

Fig. 1

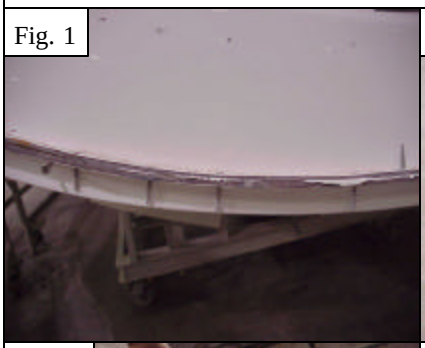


Fig. 2

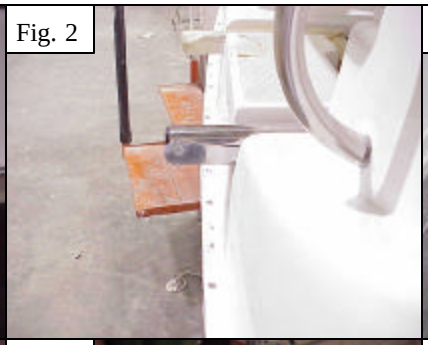


Fig. 3

Fig. 4

Fig. 5

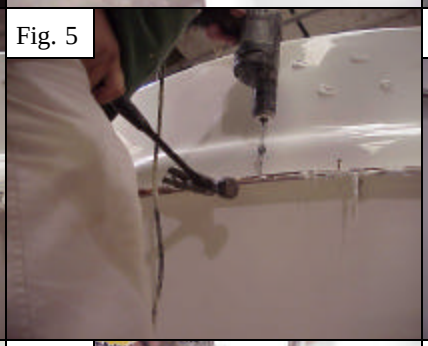


Fig. 6

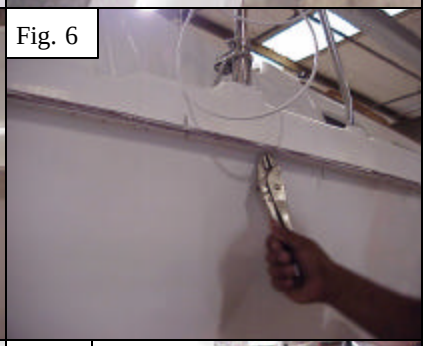
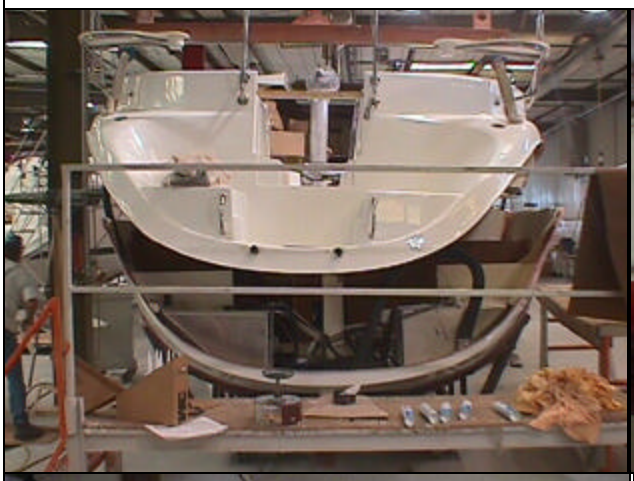


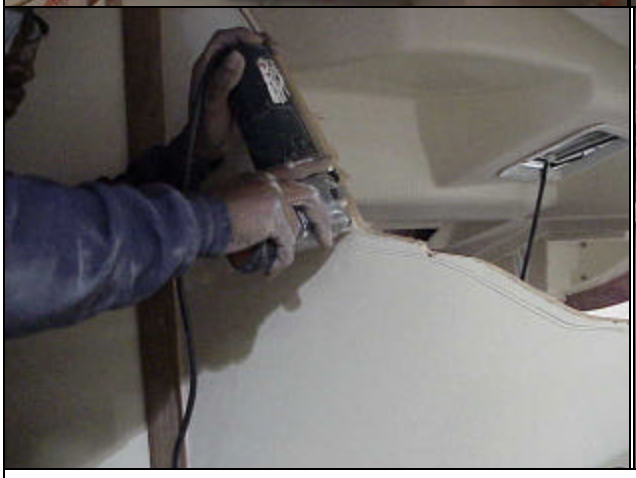
Fig. 7

Fig. 8

Fig. 9

356 SOP BULKHEAD & ANCHORWELL CUT-DOWN






1. Dry run deck to hull, by setting deck down on hull.
2. Check all bulkheads to make sure the bulkheads are not too high.
3. If the bulkheads are to high, scribe a line from the deck onto the bulkhead to mark where the bulkhead needs to be cut.
4. The portion of the anchorwell in the hull will also need to be scribed and cut to receive the portion of anchorwell that is in the deck.
5. Lift deck up off hull then cut along the scribed lines using Bosch wood blades.
6. Set the deck back onto the hull and recheck the height of the bulkheads and anchorwell then repeat the procedure if necessary.

Revision Dates:	**Expected Time: 40 min.**

356 SOP PUTTY PAPER INSTALLATION

NOTE:
HARD HAT MUST BE WORN WHEN WORKING UNDER ANY SUSPENDED LOAD.

1. Wipe down the hull and deck flanges and the top of bulkheads lightly with acetone.
2. Tape paper under the ears of the chainplate reinforcements.
3. Place paper under the transom of the hull.
4. After the boat is lowered and secured and all of the epoxy and caulk is cleaned off of the hull and deck remove the paper.

Revision Dates:	**Expected Time: 10 min.**

356 SOP DECK LIFTING INSTALLATION

NOTE:
HARD HAT MUST BE WORN WHEN WORKING UNDER ANY SUSPENDED LOAD.
ANYONE OPERATING A HOIST MUST A TRAINED HOIST OPERATOR.

1. Place the forward lifting jig thru the forward deck hatch opening in the deck then rotate the jig so it is running port to starboard.
2. Tighten the C-clamps to the deck using caution not to mar the deck.

1. The straps on the aft lifting jig will go around the port and starboard aft mooring cleats. It is imperative that the strap starts on the inboard side of the cleat, goes under the cleat around the outboard side and back under the other side of the cleat as shown in the above picture. **NOTE:** Hooking the strap the other way would create a **VERY DANGEROUS** situation.
2. After the lifting jigs have been properly connected to the boat it will take two trained hoist operators to lift the deck and move it over the hull. The deck will need to be lowered and raised several times before the deck is secured to the hull so leave all jigs connected until the deck has been pinned to the hull.

Revision Dates:	**Expected Time: 15 min.**