

# OWNER'S GUIDE



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## IMPORTANT PLEASE READ

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## OWNER'S GUIDE - CAL-28

Welcome into the fast-growing owner's group of Jensen Fiberglass Yachts! Your CAL-28 has been carefully engineered and built to require a minimum of maintenance and a maximum of sailing pleasure. To insure this, the following is a description of the operational checks and tasks normally dealt with by the owner to maintain his CAL-28.

Let's become acquainted with these various operations by preparing a CAL-28 for a day's sail and discussing the maintenance routine which you should follow. A unique feature of the CAL-28 is the optional engine arrangement. The "coming on board" and the inspection of the engine starts our "Sailing Check-off List."

### I. ENGINE OPERATION

#### A. OUTBOARD MOTOR

The lazarette becomes the engine compartment and is completely sealed off from the rest of the boat. This eliminates noise and gas fumes from the below deck living area. The lazarette is self-bailing with an outboard motor well. A fiberglass plug seals the well while sailing and presents a smooth surface to the water below. When sailing, the outboard can be stowed in the lazarette along with the gas tank, or, when racing, under the cockpit aft of the companionway ladder.

#### B. INBOARD MOTOR

Engine operation procedures are well covered in the enclosed manual. Several important points should be re-emphasized.

1. The 18 gallon regular Fuel Tank is located under the settee, forward, and fills from deck at the port chain plates. Notice the fuel tank vent at the side of the hull just below the deck plate fill cap. The Fuel Shut-off Valve is on the aft side of the Battery Compartment, which is to port of the engine box, under the settee. When the handle is horizontal, the line is OPEN; when vertical, it's CLOSED. When not operating the engine, the valve should remain CLOSED.

A partially filled gas tank can result in water condensation, a major cause of sticky valves. To avoid this, we recommend keeping the tank full and carburetor fuel bowl clean.