



ALLMAND BOATS, INC.

Mailing Address:
 P.O. Drawer 48110
 Hialeah, Florida 33114

Offices & Plant:
 Palmetto Expressway &
 N.W. 123rd Street
 Phone: (305) 821-4070
 TELEX 51-4736 HALA

ALLMAND BOATS, INC.
 THE TOTAL DESIGN LINE.

31-35-

WIRING COLOR CODE CHART 12 VOLT SYSTEM.

WIRING SIZE AND COLOR	FUSE/CIRCUIT BREAKER SIZE	EQUIPMENT UNIT
14-WHITE	15-AMP	CABIN LIGHTS
14-WHITE	10-AMP	RUNNING LIGHTS
14-WHITE & BLACK	5-AMP	BOW LIGHTS
14-GRAY	5-AMP	ANCHOR LIGHTS
14-GREEN	15-AMP	BILGE PUMP
12-WHITE	15-AMP	WATER PRESSURE PUM
14-BLUE & WHITE	5-AMP	FOREDECK
14-WHITE & PURPLE	15-AMP	SHOWER
14-WHITE & BROWN	5-AMP	COMPASS
14-RED	15-AMP	RADIO AM.FM.
14-RED & BLACK	8-AMP	CIGARETTE LIGHTER
14-RED	5-AMP	HULL SPEED
14-RED	5-AMP	DEPTH SOUNDER
14-BROWN	8-AMP	BLOWER
14-WHITE & BLUE	10-AMP	AUTOMATIC BILGE PU

120 VOLT

3/10-	30-AMP	MAIN A-C
3/10-	15-AMP	OUTLETS
3/10-	15-AMP	WATER HEATER
3/10-	()	REFRIGERATOR
3/10-	20-AMP	BATTERY CHARGER
3/10-	20-AMP	STOVE

ENG. HARNESS (UNIVERSAL DIESEL)

- 14-PURPLE=IGNITION
- 14-BLUE=OIL
- 14-BEIGE=TEMP
- 14-WHITE & RED=FUEL
- 10-GRAY AND BLUE=GLO PLUG
- 10-RED=POSITIVE
- 10-ORANGE=AMP METER
- 10-BLACK=GROUND

Total Design LINE

GENERAL INFORMATION

Before rigging your mast locate two sawhorses or something comparable. Position the sawhorses next to the boat and approximately 30 ft. apart. Place the mast on the sawhorses. Insert the two spreaders into each of the stainless steel brackets half way up the mast. The rounded edge of each spreader must face forward. The forward edge of the mast is opposite the side that has the main sail groove. The spreaders have been cut to fit snug against the mast. Secure with nuts and bolts provided.

STANDING RIGGING

All standing rigging on your sailboat is $\frac{1}{4}$ " stainless steel cable machine swaged to stainless steel terminals. The Navel Architect purposely designed the rigging oversized in the interest of safety. All of the stays and shrouds are tagged indicating their location. If for any reasons the tags are missing you may use the following rule to positively identify which goes where.

The shortest two stays are the forward lower shrouds. The next longest stays (by just a couple of inches) are the aft lower shrouds. The two upper shrouds are approximately equal in length and are longer by approximately 20 feet. The head stay or bow stay is longer still while the back stay is the longest of all. Both clevis pins and cotter pins are provided to make connections at both ends of all stays and shrouds.

It is a generally accepted practice that the pins are positioned in the mast tangs and at the chain plates such that the cotter pins are inboard (closer to the mast). Attach the standing rigging to the mast tangs; spread the cotter pins $\frac{3}{4}$ ". The upper shrouds run from near the top of the mast and around the ends of the spreaders. To insure the positive location of the shroud around the spreaders, the shroud fits into a groove at the end of each spreader. To hold the shroud in this position insert stainless steel wire through the $\frac{1}{8}$ " diameter hole at the end of each spreader. After pulling the shroud taut, wrap each end of each stainless steel wire around the shroud and then return each end of the stainless steel wire through the hole in the end of the spreader and again wrap the stainless steel wire around the upper shroud below and above the spreader. Securely fasten the stainless steel wire with two or three half-hitches around the shroud. Using white tape cover the ends of the spreader and the area of the shroud that has been wrapped with the stainless steel wire. The purpose of the tape is to reduce chafing the leach of the jib. For those who prefer there are alternative materials for reducing chafing that may be purchased locally. Attach the four lower shrouds to the mast just below the spreaders. The two shorter shrouds are on the forward holes of the mast tang. The back of the mast has a track groove running its entire length for the main sail slides. It is a good practice to coil the bottom 5 feet of all stays and attach to the mast with either tape or a light cord. This practice will keep the heavy turnbuckles from scratching and chipping the deck when hoisting the mast.

HALYARDS

Low stretch 3/8" diameter halyards are provided. The jib halyard is attached to a snap shackle while the main halyard is attached to long "D" shackle. Because the Allmand 31 features internal halyards, chase lines have been provided inside the mast for the main and jib halyard and topping lift. The topping lift messenger runs from either the port or starboard aft masthead sheave and runs in the mast and exits through a stainless steel box on the starboard side of the mast approximately 12" above a small black cleat. The jib halyard messenger runs from either the port or starboard forward masthead sheave through the mast and exits out the welded aluminum sheave box on the port side at the base of the mast. The main halyard messenger attaches in the remaining sheave at the aft of the masthead, travels through the mast and exits at an exit box on the starboard side of the mast just above the main halyard winch. If the messengers are not exactly as described modify them so as to make the corrections.

Now attach the halyards and topping lift to the respective messengers and pull them through the mast as follows.

Lay the end of the halyard in your right hand with about 4" projecting. Lay the top of the messenger in your right hand along side the halyard but in exactly the opposite direction. With your right hand holding the very end of the chase line and about 4" from the end of the halyard. Have your left hand tie two half-hitches around the halyard. Repeat this procedure approximately 1/2" from the end of the halyard. Make sure all half-hitches are tight. Tape the connection to make the transition smooth. After each halyard and topping lift have been pulled through the mast and the messengers and tape have been removed, immediately tie a figure 8 knot in each end. Bring the ends of the halyards and topping lift to the bottom of the mast and tie to the winch or cleats.

If you ordered your boat with a radio antenna, remove the antenna by removing the two bolts that go through the mast and turn the antenna into its proper upright position. Refasten the bolts securely. Pull the various electrical wires from the bottom of the mast.

If you are putting wind instruments on your boat we advise that you fasten the "wand" and connect its cable just prior to raising the mast. You may wish to place pieces of yarn or tell tales on various positions on your upper shrouds and aft stay. Naturally, the mast should be cleaned and all bits of tape, tags, etc., removed from the mast and stays. If you desire flag lines they should be installed to the center of the spreaders. With only one flag use the starboard spreader.

RAISING THE MAST

Under no condition would I raise the mast without having a responsible experienced marine yard employee operate the gin pole. Although the mast can be moved by 2 or 3 men in its horizontal position, it is extremely unstable and awkward in its verticle and unstayed position. I must refrain from giving detailed advise in that different techniques are used by different yards. They must have the responsibility of safely handling your mast from the time it leaves its horizontal position until all shrouds and stays have been secured and you have pulled away from the dock. You must rely on someone with qualifications and considerable experience to take the lead.

While the mast is suspended about 4" above the deck insert a 4" X 4" to prevent the mast from accidentally lowering. At this time make the various electrical connections at the mast base. Spray the connections with a sealer such as CRC and tape with electrical tape (from wire to wire). Push excess wire up the mast. Lower the mast into place.

Before the mast is released insert all clevis pins and secure with cotter pins (toward mast) and spread 3/4". Wrap white tape around the head and back stay clevis pins.

ATTACHING THE BOOM

To attach the boom to the mast remove the horizontal pin at the forward end of the boom. Put this pin in your pocket. Now remove the verticle pin that will hold the boom to the mast. Note there are two nylon bearing washers which are now loose and will slip free. Put this pin and your two nylon bearings in your other pocket. Position the boom on to the mast. The top of the boom has a track groove running its full length. Re-position the verticle pin back into the boom and through the two mast stainless steel brackets. Position the two nylon bearings above and below the stainless steel boom bearing. This operation takes two people; one at the aft end of the boom to hold and one at the forward end to perform the above operation. The topping lift may now be attached to the aft end of the boom using a bowline knot around the appropriate pin. Temporarily tie the boom to prevent wild swinging.

RUNNING RIGGING

Main sheet

Enclosed in the box that contains all of your blocks is a diagram and complete block list indicating the placement of all blocks. The blocks on the boom and traveler should be positioned so that their sheaves or pulleys are parallel with the length of the boat. With the Merriman blocks this is accomplished by changing the pin from going through the two holes so that the pin now passes under the curve of the stainless steel strap. To rig the main sheet (the line that controls the main sail) run either end underneath the traveler track, through the stand up block, up to the upper block on the boom, down to the lower block on the traveler, up to the lower block on the boom, down to the upper block on the traveler and up to the becket attached to the bottom of the block on the boom. Tie with a bowline knot. After a few years of service you may wish to reinstall the main sheet from the other end and cut off the original working end.

Traveler control lines

Traveler control lines, optional, are provided so that the car may be conveniently adjusted to any position. Begin with a tight bowline knot on each becket on both ends of the traveler track. Run each line along the track along its aft edge to the sheaves on the car, continue around the sheaves back to the respective ends of the traveler track.

Jib sheet

The jib sheet is soft blue yacht braid of large diameter. To attach jib sheet to the jib simply find the center of the line. Place a loop at the center and push it through the grommet in the clew of the jib. Draw the two ends of the jib sheet through the loop. Lead one end aft to port while the other one leads aft to starboard. Each end should go through the appropriate lead block and back to the respective primary winch. The jib sheet leads "outside" the shrouds and stanchions.

Boom vang

Your Allmand 31 comes standard with a boom vang. By referring to the same drawing which detailed the main sheet you will see how the boom vang is attached to the boom and mast base. The purpose of the vang is to maintain the main sail in the proper shape no matter at what point of sail you are on. Another important benefit is that the vang can be used as a "preventor". A preventor is any line that is used to hold the boom in an outward position; thus, avoiding an accidental jibe. To do this simply unsnap the snap shackle at the base of the mast and re-attach the snap shackle to a stanchion base outboard of the boom. A cam cleat is provided at the port side of the cabin top to maintain tension on the vang.

Main sail reefing

Main sail reefing is accomplished by a "jiffy" or "slab" system. In a similar manner that the halyards were pulled through the mast so is the jiffy reefing line. Each end of the reefing line is pulled through the boom, from forward to stern. Start with the whole coil of reefing line (about 60 ft.) lying aft of the mast. Pull all the line aft through the boom so that approximately 10 ft. of one end and 20 ft. of the other are extending out the aft end of the boom. These ends should be coiled tightly and tucked into the aft end of the boom. When reefing is desired (or anticipated) take the shorter end around the appropriate sheave, up the leach of the main sail and through the first reef point. Return the line back down the other side of the sail and around the boom directly below. Tie the end off on its own line (at the boom) with a tight bowline knot. If your sail has a second set of reef points do the same with the other end; only go through the leach and around the boom in the opposite direction.

To reef the main lower the halyard enough to place the new tack "gringle" through either port or starboard hook above the gooseneck (at the mast). Be sure the gringle is in a straight upward pull direction and not upside down. Retighten the main halyard. Pull down on the reef line to bring the new "clew" down to the boom.

ELECTRICAL SYSTEMS

12 Volt

Your Allmand Sail 31 comes standard with 12, 12 volt circuit breakers, Two 90 amp-hr. batteries with selector switch and test meter is also standard. Seven of these circuits are used with the standard items: pressure water, bow light, anchor light, foredeck light, cabin light, running lights, and automatic bilge pump. The remaining circuits are available for options. Remember, when working on your 12 volt or 110 volt systems always disconnect shorepower both at the dock and boat receptacle.

Your compass light is on the same circuit as the running lights but may be turned off by a switch aft of the compass.

An automatic bilge pump is standard. For automatic operation it is wired directly to the battery wire that goes to the main panel switch (at the switch) and has an inline fuse. The fuse is located near the fiberglass instrument safety cover inside the starboard locker in aft cockpit. If you wish to operate the pump manually turn on the circuit breaker.

110 Volt

Standard boat has a single on-off 110 volt circuit breaker with polarity alarm designed for 30 amps. If any 110 volt options are ordered such as microwave oven, electrical range, or hot water, you will receive a multiple switch circuit panel.

MARINE HEAD AND HOLDING TANK

For boats that are delivered to ocean coast areas we are permitted to install marine toilets that may be discharged into a holding tank or directly overboard, untreated. The overboard discharge must be beyond 3 miles from shore. In inland areas boats are equipped with a recirculating marine toilet which requires priming and initial treatment. The appropriate manual is enclosed. For obvious reasons if you have a non recirculating marine toilet be very conservative as the amount of salt water intake. Once the tank fills to capacity the pressure increases enormously and a safety device will release effluent into the boat.

To discharge the toilet directly overboard with each flush, move the optional "Y" valve handle so that the end of the handle that is connected to the valve is pointed toward the hose that goes to the holding tank. Open the thru hull seacock. The seacock is located 3 feet aft. Now, with each flush of the toilet the effluent will be discharged directly overboard. To discharge into the holding tank turn the "Y" valve so that the front of the handle (where it connects to the valve) is pointed toward the hose that goes overboard. To be "legal" close the thru hull seacock.

To empty the holding tank overboard position the "Y" valve toward the tank. Open the seacock and pump the diaphragm pump slowly and steadily. To empty the tank from a pumpout station (on deck) the "Y" valve should be positioned to the tank (to be legal).

DIESEL ENGINE MAINTENANCE

A detailed engine manual is enclosed. It outlines maintenance procedures and warranty. If there was any chance of the engine freezing while in transit your engine was drained of water and the various plugs are in a pouch attached to the engine. Consult the engine manual for reinstalling these plugs. If a hole cannot be found, partially fill the cooling system and run the engine for a few seconds. They will readily show up. If you have ordered hot water and your engine has been drained you will have to bleed the air out of the hot water system while you fill the engine with water. To do this simply remove at the engine the return hot water line. The hot water return is tagged. As you fill the engine with water and when water starts to come through this return line reattach the hose with the clamp provided and continue to fill.

Water Test

At the factory your boat was placed in a test tank. All thru hull fitting, mechanical parts, diesel engine and transmission were tested. Approximately 5 gallons of diesel fuel was put in your tank. We also tested the various electrical systems, pumps, control cables and steering. The engine was tested for proper alignment. The propellor was later removed for shipping.

EMERGENCY TILLER

An emergency tiller is provided as standard equipment in the unlikely event that you have a break down of the wheel steering. In this event using a conventional screwdriver pop off the inspection plate on the cockpit sole (floor) directly aft of the wheel. Open the hinged galvanized emergency tiller and insert the slotted end over the now exposed 1½" diameter stainless steel rudder post.

MAINTENANCE

Normal fiberglass cleaning on a new boat requires nothing more than a detergent such as dish washing liquid. For stubborn spots, grease, tar, etc., "Fantastik" does a good job. Exterior teak may be maintained first by cleaning with a teak cleaner and then by reapplying Wood Sealer such as Tip Top Teak or Golden Teak Sealer. Sails may be cleaned with a mild soap and water solution; they should be dried before folding and bagging.

MINIMUM SAFETY EQUIPMENT REQUIRED BY THE COAST GUARD

1. Coast Guard approved life preservers for the maximum number of people on board (allow one extra due to damage or loss).
2. Life ring or horseshoe buoy.
3. Fire extinguishers. Either one B-11 or two B-1. B-11 is either 2½ gallons of foam, 15lbs. carbon dioxide, or 10 pounds of dry chemical. B-1 is either 1½ gallons of foam, 4 lbs. of carbon dioxide or 2 pounds of dry chemical.
4. Bell (for conditions of fog).
5. Whistle or horn, audible 1 mile.

ADDITIONAL RECOMMENDED SAFETY GEAR

1. Large floatation strobe light (when sailing at night).
2. Small personal floatation strobe lights with whistle for each exposed crew member, (when sailing at night).
3. Emergency inflatable life raft large enough to accomodate all persons (extended cruising or racing).
4. Distress flares.
5. Manual bilge pump with hose capable of pumping from cabin sole hatch to cockpit.
6. Large heavy duty spot light and spare battery.
7. A fully equipped first aid kit.
8. Tools and an assortment of spare parts (winch handle, blocks, bolts, oil, etc.).
9. Anchor and line.
10. Extra bulbs for navigation, anchor, and flash lights.
11. Extra cannister for horn.
12. Extra line for emergency anchoring in deep water. Depending on location.
13. Tie up lines: two bow, two stern, and one spring.

TANKAGE

The water tank is a 50 gal. capacity, and the fuel tank is a 40 gal. capacity. It is recommended to keep tanks at least 50% full.

VHF RADIO

With antenna mounted on mast for extended cruising. A second antenna mounted on the deck for standby use for extended cruising and racing.

ALCOHOL STOVES

Alcohol stoves are unlike any other stove in that they must be lit twice. Without fail, thoroughly read and follow the enclosed manual. In case of a fire, water is very effective because alcohol is heavier than water.

WARRANTEE

A copy of your Allmand Warrantee is attached. The mechanical and electrical devices on your boat are warranteed by others (the manufacturers of these items). For service or warrantee your Allmand dealer has a list of addresses and phone numbers of our suppliers.