SABRE YACHTS
RE: KNOTMETER AND DEPTH SOUNDER
TRANSDUCER INSTALLATION

October 12, 1978

CAUTION: Transducer installations are more difficult than they at first appear. Therefore, we suggest that they be made by experienced marine service personnel. The following instructions are offered only as a general guideline. All work must be carried out in accordance with all applicable standards of the U.S. Coast Guard, American Boat and Yacht Council and National Fire Protection Association, as well as those provided by the equipment manufacturer.

1. Locations for thru-hull transducers are shown on the attached diagram.

2. Before a thru-hull is installed, the surrounding area must be reinforced with alternating layers of 1½ oz. mat and 24 oz. roving. The thickness of this additional reinforcement is determined by the amount of original hull laminate that is ground away to flush mount the transducer. One layer of mat and roving equals approximately 1/8" in hull thickness. We suggest beginning with a 5" x 5" piece of mat and roving; next, apply a 9" x 9" layer of mat and roving to provide a 2" overlap on the hull on all sides. Each succeeding layer must have a 2" overlap on all sides to achieve its own bond with the hull. The width or length of pieces may vary to avoid interference with bulkheads and partitions. Continue on in this manner until the original hull thickness is achieved.

3. In addition to the fiberglass reinforcement, the thru-hull should be backed up inside the hull with a block of marine plywood.

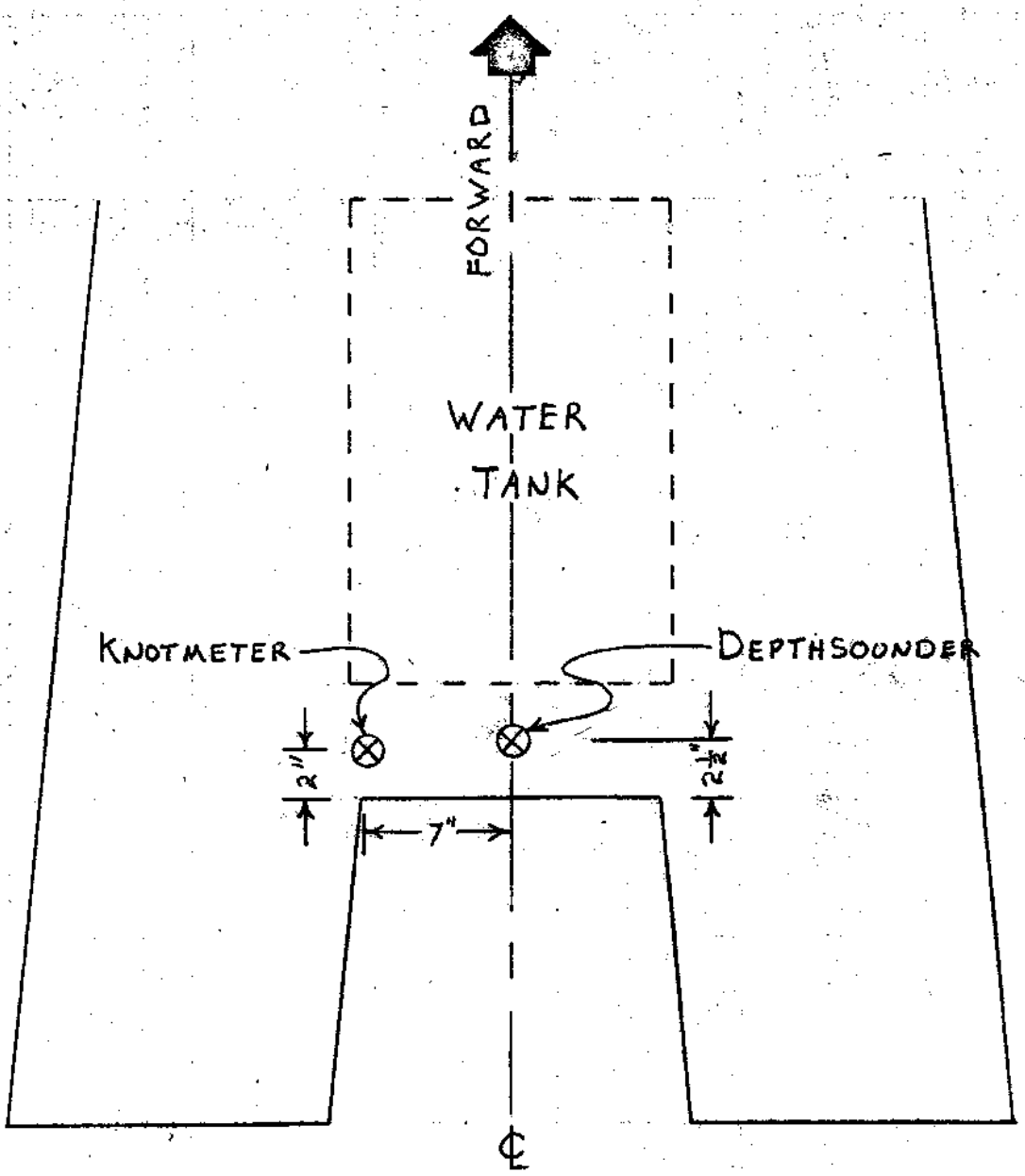
4. The coaxial cable supplied with the knotmeter transducer can be shortened or lengthened to suit your needs without affecting accuracy.

5. DO NOT cut or add to a depth sounder transducer cable. The length of the cable has been calibrated to the instrument and transducer and should not be tampered with.

6. DO NOT coil up excess depth sounder cable as it can affect the sensitivity of the instrument. If you find you have excess cable, try to re-route it over a longer path.

7. Route the depth sounder cable away from other wiring to avoid loss of sensitivity.

8. Never sand or paint the exterior surface of a depth sounder transducer. Anti-fouling bottom paints can interfere with the instrument's echo.



KNOTMETER AND DEPTHSOUNDER
LOCATION UNDER V-BERTH
IN S-28

INSTRUMENT LOCATION Sabre Yachts SO. CASCO, MAINE	SCALE: NONE DATE: 21 MAR 78 BY: GW APVD: PH DWG NO: 780314-2