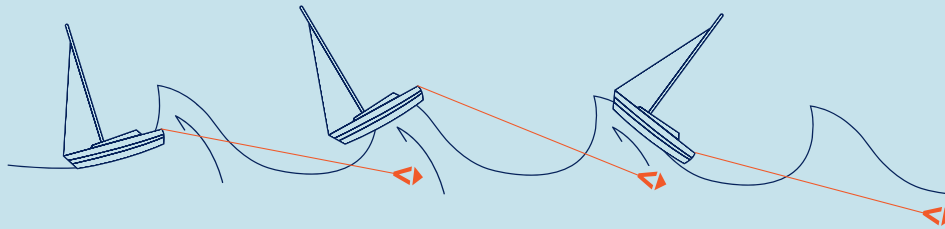


INSTRUCTIONS

RIGGING SUGGESTIONS & APPLICATIONS

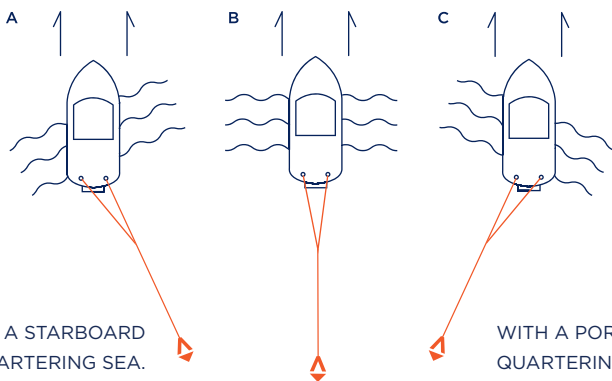


POINT OF ACCELERATION COMMENCES AS STERN BEGINS TO RISE.

SEABRAKE HOLDING STERN DOWN & RESTRAINING VESSEL'S FORWARD SPEED. ALLOWS WAVES TO PASS BENEATH VESSEL & PREVENTS SURFING OR BROACHING-TO.

HOW TO RIG

WHEREVER POSSIBLE, USE A OR C.

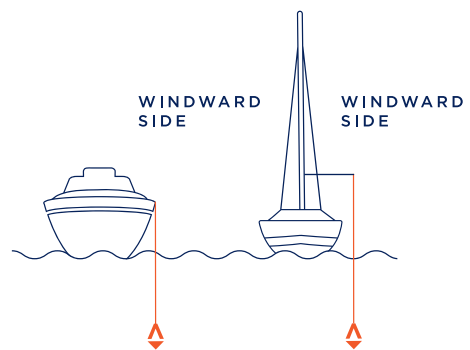


WITH A STARBOARD QUARTERING SEA.

WITH A PORT QUARTERING SEA.

WITH A FOLLOWING SEA.
NOTE: AVOID RUNNING WITH THE SEA DIRECTLY ASTERN.

STABILIZER AT ANCHOR



1. ATTACH A SHACKLE OR LIGHT WEIGHT TO THE BASE TABS OF THE SEABRAKE TO KEEP IT NEGATIVELY BUOYANT. (DO NOT OVER-WEIGHT)
2. ALLOW THE SEABRAKE TO SINK BELOW THE VESSEL'S DRAFT & TIE OFF TO A STERN CLEAT.
3. THE USE OF TWO SEABRAKES AT ANCHOR (ONLY), ONE EACH SIDE WITH FURTHER REDUCE YAW & ROLL.

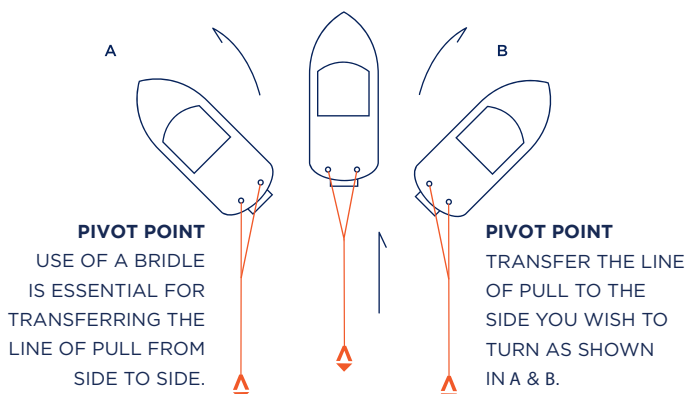
ASSEMBLY FOR SPARE M.O.B HARNESS OR BOSUN'S CHAIR

(GP24L MODEL)

1. LAY SEABRAKE FLAT WITH SEABRAKE LOGO FACING UP & TO ONE SIDE
2. FACING THE BASE END, STEP INTO THE GAP BETWEEN THE TWO CONES KEEPING TWO WEBBING SUPPORT STRAPS BETWEEN YOUR LEGS.
3. PULL THE WHOLE SEABRAKE UP (AS IF TROUSERS)
4. REACH BEHIND & PULL WEBBING STRAPS WITH METAL THIMBLE OVER YOUR HEAD & SHOULDERS SO THAT TWO WEBBING STRAPS REST UNDER EACH ARM.
5. RUN THE THIMBLE AND STRAPS THROUGH THE BASE TABS AT YOUR FRONT AND SECURE WITH A NON SLIP KNOT.
WARNING: LIFTING WITHOUT THE USE OF A 'NON SLIP' KNOT MAY CAUSE INJURY.
6. SIT WELL BACK, LETTING THE TOP CONE FABRIC TAKE YOUR WEIGHT AS YOU ARE LIFTED ALOFT OR ABOARD.

* STABILIZER UNDER WAY * AID FOR AUTO PILOTS
* AID FOR BAR CROSSING
CAN ALSO BE RIGGED AS SEA & DRIFT ANCHOR (OFF THE BOW & FOR HEAVING-TO)

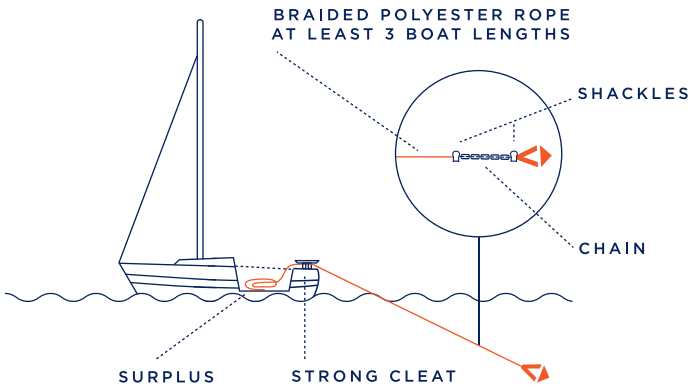
FOR EMERGENCY STEERING



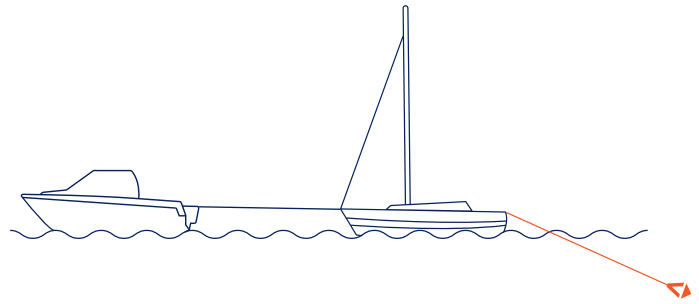
PIVOT POINT
USE OF A BRIDLE IS ESSENTIAL FOR TRANSFERRING THE LINE OF PULL FROM SIDE TO SIDE.

PIVOT POINT
TRANSFER THE LINE OF PULL TO THE SIDE YOU WISH TO TURN AS SHOWN IN A & B.

THE RIG



FOR VESSELS UNDER TOW



SEABRAKE STREAMED FROM THE VESSEL UNDER TOW KEEPS TOW ROPE TAUT AND BOTH VESSELS AT HARMONIOUS SPEED.

RIGGING SPECIFICATION CHART.

NOTE: THIS TABLE IS A GUIDE FOR PRODUCTION BOATS. VESSELS OF HEAVY CONSTRUCTION OR WITH HIGH WINDAGE ARE ADVISED TO GO UP A SIZE.

MODEL	GP24L	GP30L	GP48L	GP60L
BOAT LENGTH	10' - 35' 3.0 - 10.8 mt	36' - 55' 10.9 - 16.8 mt	56' - 75' 16.9 - 22.8 mt	75' - 95' 22.9 - 29.0 mt
TOW LINE TYPE	LOW STRETCH BRAIDED POLYESTER FOR ALL MODELS			
TOW LINE SIZE	9/16" 14 mm	5/8" 16 mm	3/4" 19 mm	3/4" 19 mm
TOW LINE LENGTH	3 x BOAT'S LENGTH FOR ALL MODELS (MINIMUM)			
TOW LINE SURPLUS	PLUS 30% FOR ALL MODELS			
CHAIN SIZE	3/8" 10 mm	3/8" 10 mm	1/2" 13 mm	1/2" 13 mm
CHAIN LENGTH	8ft 2.4 mts	10ft 3.0 mts	12ft 3.6 mts	14ft 4.2 mts
SHACKLE SIZE	3/8" 9.8 mm	3/8" 9.5 mm	1/2" 12.7 mm	1/2" 12.7 mm

INSTRUCTIONS

ASSEMBLY

- CONSULT THE RIGGING SPECIFICATION CHART TO ENSURE THE CORRECT LINE AND CHAIN FOR EACH MODEL SEABRAKE.
- ATTACH APPROPRIATE LENGTH OF CHAIN TO THE THIMBLE OF THE SEABRAKE ENSURING THE PINS OF THE SHACKLES ARE LOCKABLE OR WIRED TO PREVENT VIBRATING LOOSE.
- ATTACH APPROPRIATE LENGTH OF LINE OF GOOD QUALITY BRAIDED POLYESTER TO THE OTHER END OF THE CHAIN WITH A LOCKABLE OR WIRED SHACKLE.

DEPLOYMENT

- SECURE TOW LINE AROUND A STRONG CLEAT AND LAUNCH OFF STERN AT ONE SIDE **AT VERY SLOW SPEED**.
- KEEPING THE SEABRAKE CLOSE ASTERN CHECK THAT THE SEABRAKE SETS AND REMAINS STABLE.
CAUTION: HIGH LEVELS OF DRAG EXIST AT VERY SLOW SPEED.
- ENSURE THAT WHEN THE SEABRAKE IS DEPLOYED RAILINGS, STAUNCHIONS, RIGGING OR DECK STRUCTURES WILL NOT OBSTRUCT THE LINE AND KEEP LIMBS FREE OF ASSEMBLY.
- USING A TRANSOM CLEAT OR BOLLARD, EASE THE SEABRAKE OUT UNDER RESTRAINT TO APPROXIMATELY 3 BOAT LENGTHS.
- FOR ROUGH WEATHER OPERATION (ANTI BROACHING / SURFING) TIE OFF LINE TO WEATHER QUARTER CLEAT.
NOTE: OPERATIONAL SPEED IN HEAVY WEATHER SHOULD NOT EXCEED 7 KNOTS.
- CHECK TOW LINE REGULARLY FOR WEAR OR CHAFING IF LINE COMES IN CONTACT WITH THE DECK OR TRANSOM.
- TO RECOVER SEABRAKE SIMPLY BACK DOWN OR TURN BACK ON THE LINE TO HAND RECOVER.

CARE & MAINTENANCE

- AVOID ANY CONTACT WITH SHARP OBJECTS THAT MAY CAUSE DAMAGE TO THE SEABRAKE AND RIG.
- DO NOT EXPOSE THE SEABRAKE OR RIG TO CHEMICAL OR PETROLEUM PRODUCTS.
- KEEP METAL PARTS OF THE ASSEMBLY FREE OF RUST AND DIRT.
- CHECK SHACKLES FOR WEAR AND ENSURE PINS LOCK OR ARE WIRED TO PREVENT VIBRATING LOOSE.
- CHECK REGULARLY THAT THE ATTACHMENT POINTS ARE SECURE.
- WASH IN FRESH WATER AFTER USE AND DRY BEFORE RETURNING TO THE BAG.
- STORE IN A DRY PLACE OUT OF DIRECT SUNLIGHT.