

OWNER'S GUIDE



RANGER YACHTS

A DIVISION OF BANGOR PUNTA CORPORATION
3090 PULLMAN ST. COSTA MESA, CALIF. 92627
BANGOR PUNTA'S WIDE WORLD OF BOATING
DUO JENSEN LUHRS O'DAY SEAGOING STARCRAFT ULRICHSEN

IMPORTANT PLEASE READ

THE RANGER YACHTS MARINE WARRANTY

Ranger Yachts warrants each new product manufactured by it to be free From defects in material and workmanship under normal use and service for a period which shall expire on the sooner of 180 days after commissioning by the original retail purchaser, or one year after the date of shipment by Ranger Yachts.

Ranger Yachts makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANT-ABILITY, FITNESS OR OTHERWISE, as to the mast, as to any external finish applied to the product or any part thereof.

Ranger Yachts makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANT-ABILITY, FITNESS OR OTHERWISE, as to engines, toilets, stoves, refrigerators, batteries, ignition, lighting devices, blowers, propellers (folding or otherwise), and/or other equipment or trade accessories manufactured by others. Ranger Yachts will deliver to the original retail purchaser the warranties, if any, extended to Ranger Yachts by other manufacturers.

Ranger Yachts makes NO WARRANTY, EXPRESS OR IMPLIED, OF MERCHANT-ABILITY, FITNESS OR OTHERWISE, as to any product or part thereof which has been subjected to misuse, negligent acts or omissions, or accident.

If within the foregoing time period it is established to Ranger Yacht's satisfaction that the product, or any part thereof included in this warranty, is defective in material or workmanship under normal use and service, then the sole and exclusive remedy and Ranger Yacht's liability shall be, at Ranger Yacht's sole option, the repairing of the defective product or part thereof, or the replacement of same by shipment to purchaser F.O.B. Ranger Yacht's factory.

Defective parts or products to be repaired or replaced pursuant to this Warranty shall be returned by the purchaser to a Ranger Yacht Dealer, or, if repair by a Dealer is determined by Ranger Yachts to be impracticable, returned to Ranger Yacht's factory. All such returns shall be freight prepaid.

This writing contains the entire Agreement between Ranger Yachts and the purchaser.

THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANT-ABILITY, FITNESS OR OTHERWISE WHICH EXTEND BEYOND THE FOREGOING WARRANTY.

OWNER'S GUIDE - RANGER 26-MK I

Welcome into the fast-growing owner's group of Ranger Fiberglass Yachts! Your RANGER 26 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 RANGER 26.

Let's become acquainted with these various operations by preparing your RANGER 26 for a day's sail and discussing the maintenance routine which you should follow. Slide the hatch forward and remove the hatch boards. Look below, for here we start our "Sailing Check-off list."

I. GALLEY

To starboard of the main companionway hatch is a Formica counter top for the optional stove while on the port side is the stainless steel sink and fresh water pump. Under the companionway step is the Ice Box. The sink drains aft into the cockpit drain system while the pump draws water from a 9 gallon tank located under the forward Dinette seat. The fill cap is directly on top while the vent is in the forepeak (opt.-deck fill on port side amid ship near chain plate).

To convert the Dinette Table into a Double Berth, FIRST Swing up the leg and lock in its horizontal position. THEN swing the table UP and detach it from the shelf and place between the Dinette seats. (Opt.-Unscrew and remove the leg , supporting the table by hand in a horizontal position. THEN unscrew the two thumb wheels located below the table at the port wall shelf, pull away the shelf and place between the Dinette seats.)

II. ELECTRICAL SYSTEM

A 12 volt, 70 amp hour battery and three 15 amp fused switches stores power for the electrical system. This Fuse Panel is located to starboard of the main companionway step on the berth riser while the battery is Just behind the Panel. The factory installed battery is an automotive type whose water level and charge must be maintained. (Opt. Dual Deep Cycle batteries and an upgraded multi-switch control panel is located behind a kick-cover on the starboard berth riser. A battery test switch is located on the starboard galley riser).

The "Running Lights" switch activates the red and green lights on the bow, the white stern light and white mast light. The Cabin Lights

are individually switched but have their fuse and main switch here. The third fused switch is a spare. Dim lights indicate a low battery so keep it well charged and avoid being "in the dark!" (Opt. Additional switches are provided for cockpit/navigation/VHF/radio/Knot-log meter/compass lights/ and Loran-C receiver).

III. MARINE TOILET

The marine toilet is self contained and complies with the most stringent Federal and State laws in effect. The operation instructions for this particular unit is included in your owners package.

IV. OUTBOARD MOTOR

Provision has been made to stow an outboard motor on a bracket in the starboard cockpit seat locker. Or the outboard may be mounted in the transom cutout and tipped up, out of the water, while sailing. The cockpit seat locker covers are secured by lines leading below and forward to jamb cleats in the Galley. The optional Hand Bilge Pump would be mounted in the starboard cockpit seat locker as the lowest point of the boat is in this area.

V. INTERIOR DETAILS

You can treat below-decks just as a home interior. All the teak has a special oiled finish applied at the factory. This specially developed oil finish will accept varnish if you so desire, however, a good brand of teak oil will keep your boat beautiful for years.

Our fiberglass hull is water tight, but if water found its way below it would collect in two spots:

- A. There could be some seepage thru the keel bolts due to hard sailing. This water would collect in the "floor pan" under the main cabin sole. Lift up the rug (it is set down with carpet tape) and remove the plywood inspection plate. Tighten the keel bolts and this leak will be eliminated.
- B. Water that comes in thru open hatches or ports, will end up in the lockers and can be removed with a sponge. There is NO drainage between the area under the cockpit and the interior.

We are now ready to get underway but should pause for a moment and look about the deck to become acquainted with the sailing gear.

VI. SPARS, RIGGING, AND HARDWARE

Our masts are built to withstand any normal usage but improper tuning or handling can cause problems. Therefore we do not warranty the mast of your RANGER 26 Under our current warranty program. Rigging, as well as tuning, becomes all important when setting up the mast because of the light weight section we use.

A knowledgeable person should oversee the rigging and tuning so as to eliminate the possibility of an eccentric load which might occur with an improperly loaded shroud. Special attention should be given to the initial stretch of the uppers and a further gradual stretch of the wire over the first few hard races.

A. MAST TUNE

The mast should be set straight athwart-ships in the boat and have a slight rake aft. A straight mast can best be obtained by turnbuckle adjustment while sailing to windward in a 5 to 10 mph breeze. The head of the mast should not "hook" to windward. If not straight, it would be more desirable to have the head "fall-off" slightly to leeward. This should give the mast a smooth, even curve from head to deck. Sighting along the back of the mast on each tack, from deck level, will give a comparison and indicate the necessary adjustments.

For normal cruising conditions, we recommend a "loose" rig. Thus a dock-side starting point would have the headstay, backstay and uppers just firm with the lowers fairly loose. Now the backstay may be made slightly tighter to "hook" the top of the mast aft. One should be able to stand facing the mast, reach out and pull on any stay and see the mast move in that direction. Try to get tension on both stays equal with about 1" to 2" of play on the uppers and 2" to 3" of play on the lowers with the Forward Lowers being slightly tighter than the After Lowers.

When racing, the backstay may be tightened up to compensate for the additional forward loading applied by the genoa. At the conclusion of the race it is best to "slack-off" the amount you "took-up" on the backstay turnbuckle. This avoids setting up unnecessary strains on the hull end rig. Under NO circumstances should any of the rigging be set up "bar-tight."

A description of all standing and running rigging, if replacement is necessary, can be found in Part X. Following are some maintenance tips which should be of value.

B. SPARS

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The finish of natural aluminum is protected by Turko Guard 100; Dust, dirt, smoke, salt, and traffic fumes will adhere to this finish. Coating the mast surface periodically or about three times a year with Turko Guard 100, Vista Wax, Simonize Wax or with a clear sealer like Coricone 1700, will protect the aluminum surface. If the mast has become tarnished, any high grade cleaner-wax-polish will restore the original sheen. Minor pitting can be removed by wet-sanding with #600 paper prior to polishing and waxing.

C. RIGGING

Clean rigging means clean sails. A quick trip aloft with damp rags takes care of this problem. While aloft, check the entire rig for loose screws, nuts, bolts, cotter pins and chafe which may have resulted from hard sailing. Spreader tips well taped? Periodic inspection of the rig from aloft is your best insurance against rigging and spar failure. Keeping halyards tied away from the mast stops the annoying dockside clanking and saves the mast finish.

Salt water will gradually stiffen Dacron line. Hosing with fresh water or soaking in warm soapy water will make the line soft and flexible again. Keep coiled and stowed in a dry spot below.

D. HARDWARE

Many materials are used, all of which clean well with fresh water and a chamois. Winches must be kept clean and well oiled (Lubriplate is excellent unless the manufacturer recommends otherwise) as do all turnbuckles, track slides, sheaves and shackles. The chrome and stainless steel brighten up with the chamois while a good automotive chrome cleaner or mild kitchen abrasive like Comet takes care of the tarnished spots,

Keep all gear lubricated and in good working condition. Remember, the less an item is used, a turnbuckle, for example, the more apt it will be to freeze-up.

VII. SAILS

The mainsail, with battens removed and out haul slacked, is properly furled on the boom, under a cover. Headsails have been stripped of sheets, properly folded and are bagged below ready to be brought on deck. The Dacron and nylon sails do get wet and become caked with salt. When they do, hose them off with fresh water and dry thoroughly by hoisting them at the dock on a still, warm day.

Take care of your sails with periodic checks, especially spinnakers, for smell tears and chafe. Hoisting and lowering sails, except spinnakers, while head-to-wind is good practice, and easier on the Sails.

VII. FIBERGLASS SURFACES

Periodic application of Tide and fresh, warm water with deck brush and sponge followed by a good hosing and chamois will do the cleaning job. If the gloss dulls or fades, wax the smooth surfaces with Vista or Meguiars Mirror Glaze paste wax. Surfaces that have started to oxidize can be brought back with Meguiers' Fiberglass Boat Cleaner or DuPont White #7 polishing Compound. Wax the hull with a power buffer and paste wax once a year. The non-skid surfaces can be brought back to life with a lather of Tide or Mr. Clean. Be sure to follow up with lots of fresh water to avoid streaks on the topsides.

Avoid any metal filings on the fiberglass surfaces as they will leave rust spots. These spots can be removed with oxalic acid or Teak-Brite, but first test a small area against bleaching out the surface color.

IX. WOOD SURFACES

The tiller has been well covered with a high grade marine varnish at the factory. In order to maintain the original high luster and protect the wood, sanding and re-varnishing will be necessary when the gloss fades or bare spots appear. The rest of the exterior wood is Teak, which is weather resistant due to its natural oils. Teak does fade to a dull gray, which if objectionable, can be scrubbed clean with "Teak-Brite." Teak's natural color and texture can be preserved by application of Weldwood's "Woodlife" or similar sealers.

Teak, when well varnished produces the ultimate in s yacht wood finish, but requires constant loving care!

Ranger Yacht's interest in both customer and product continues long after you have commissioned your RANGER 26. Within the limits of our specifications, the company's Parts Department is ready to serve your nearest dealer quickly and efficiently. All replacement parts or accessories are delivered through your dealer. He must have detailed information from you to be certain we send the parts requested.

Additional sailing and maintenance tips can be found in various boating publications. Yachting's Annual Maintenance Issue in April is an excellent starting point.

This brings us to the end of our "Sailing Check-List" and leaves only the securing of your RANGER 26. If we ran the list in reverse, adding only one item, your RANGER 26 will be ready for the next sail. This one important item is a GOOD HOSING. Nothing keeps a boat better than fresh water and the chamois. Use plenty of pressure, especially in the cockpit scuppers, non-skid areas and metal surfaces. Turn to with sponge and chamois and you will be rewarded with a sharp, sparkling yacht that is only matched by its comparable performance.

Good Luck and Happy Sailing

RANGER YACHTS

X. STANDING RIGGING

1-Headstay -3/16" 1x19 s/s x 33'-6-1/2", Marine Eye & 3/8" Thd. Shank
1-Backstay -5/32" 1x19 s/s x 29'0", Marine Eye & 1/4" Thd. Shank
2-Backstay
 Bridles -5/32" 1x19 s/s x6'9", Marine Fork each end
1-Boomlift -1/8" 7x19 s/s x1'-8", Nico-Press Loop & Snap hook
2-Uppers -3/16" 1x19 s/s x31'10", Marine fork & 3/8" Thd. Shank
4-Lowers -5/32" 1x19 s/s x16'7-1/2", Marine Fork & 1/4" Thd. Shank

All dimensions are center eye to eye or end of Thd. Shank.
On insulated Backstays, keep insulated as far apart as possible.

RUNNING RIGGING

1-Main Halyard	-1/8" 7x19 s/s x 32'	Wire to-Rope		
1-Jib Halyard	-5/32" 7x19 s/s x 33'6"	Wire to-Rope		
1-Main Halyard Tail	-5/16" x 32'	Dacron Yacht Braid		
1-Jib Halyard Tail	-3/8" x 32'	"	"	"
1-Mainsheet	-5/16" x 65'	"	"	"
2-Jib Sheets	-3/8" x 28'	"	"	"
1-Outhaul	-1/8" x 4'	"	"	"
1-Downhaul	-1/4" x 4'	"	"	"

SPINNAKER GEAR

1 Spinnaker Halyard	-3/8" x 66'	Dacron Yacht Braid		
2-Spinnaker Sheets	-5/16" x 35'	"	"	"
1-Topping Lift	-1/4" x 40'	"	"	"
1-Foreguy	-5/16" x 30'	"	"	"