

June 2008

GENERAL SPECIFICATIONS FOR CUSTOM WILLIAMS 28' BASS BOAT

HULL AND ENGINE

Standard **STANLEY 28** fiberglass hull with an overall length of twenty-eight (28) feet, a beam of nine (9) feet six (6) inches, and a draft of two (2) feet four (4) inches. The hull shall be constructed according to the standard laminate schedule. The hull shall be completed with a five (5) inch flange of three-eighths (3/8) inch thick running up both port and starboard sides from the transom forward to the bulkhead at a height determined by the engine selection and platform design. There shall be a five (5) inch flange of three-eighths (3/8) thick material running around the hull at the sheer line. There shall be four (4) longitudinal stringers running from the transom to the main bulkhead and glassed into the hull. There will be one main bulkhead placed nineteen (19) feet from the transom and separating the cockpit and the forepeak.

The rudder shall be molded fiberglass with a one and one half (1-1/2) inch stainless steel rudder post and bronze bearings installed.

The hull, boot top and bottom will be a color designated by the *Buyer*.

Trim Tabs will be installed at the transom to adjust trim.

A drain plug will be installed in the hull.

The hull will be *Aw*/gripped

The hull will be documented

The basic equipment drive train will be the *Aquamat 22* stainless steel one and one half (1-1/2) inch shaft, one and one half (1-1/2) inch stuffing box inside the hull, and one and one half (1-1/2) inch cutlass bearing outside, a four (4) blade propeller sized to complement the engine, engine beds, and bonding for electrolysis. The engine beds consist of two (2) six (6) foot sections of laminated fiberglass mounted on the inboard longitudinal stringers and heavily glassed into the hull.

The engine will be the *Yanmar 260HP* marine diesel or an engine designated by the *Buyer*. The *Seller* will advise the *Buyer* of engine availability and performance characteristics, as well as, coordinate the selection of options and installation of the engine.

The boat name & hail will be painted on the transom.

COMPONENTS

Platform

The cockpit sole extends from the transom to the main bulkhead located at nineteen (19) feet forward of the transom. The sole will be supported by fiberglass flanges outboard and two (2) inch fiberglass "I" beams throughout the center section. The sole will be made of cored fiberglass panels adequately fiberglassed to the hull and adhered to the "I" beams. Hatches access the engine area, drive train, and steering system. Platform framing has been designed to isolate the engine in its own compartment to reduce noise. Platform height will be determined by engine selection and necessary freeboard requirements, as well as the *Buyer's* preference.

The engine box will be designed as a seat with a cushion on top. The box will be insulated to suppress noise and be hinged at the aft end. There will be gas springs attached to the box to facilitate lifting and hold the box in the upright position.

There will be a helm and companionway seat fwd just aft of the windshield. Thought has to be given to the design, function and exact location of these seats.

There will be a teak swim platform.

Deck Hardware

All deck hardware will be of stainless steel, unless otherwise stipulated.

There will be two (2) bow chocks, two (2) twelve (12) inch bow cleats, two (2) ten (10) inch breast cleats amidships and two (2) ten (10) inch aft cleats. A flag staff holder aft and anchor rode deck pipe forward.

Stainless steel three-quarter (3/4) inch half oval will be fastened to the top of the toe rail and around the entire guard rail and on the quarter guards.

Main Deck

The stern deck will be fourteen (14) inches fore and aft or as designated by the *Buyer*.

The main deck will be composite construction using half (1/2" PVC core and fiberglass.

The deck color will be selected by the *Buyer*, non-skid areas are included.

Rails

The guard and toe rails will be natural teak. The full length spray rails will be PVC bolted to the hull and Aw/gripped. The six (6) foot quarter guards will be Aw/gripped PVC and bolted to the hull above the boot top starting at the transom. Stainless steel half oval mounted on guard rail.

Windshield

Varnished teak, two panel windshield with side windows. The top section of the side windows will have three (3) hand holds cut into the framing structure. The varnished teak cockpit coaming will start on the stern deck and run fwd into the side window frame.

Dashboard

A dashboard of varnished teak will be fashioned to the main bulkhead to provide a location for the engine panel, steering wheel, instruments, etc.

Forecastle (Forepeak)

There will be a forepeak sole installed fwd of the main bulkhead with a teak companionway door providing and lift out hatch.

There will be a partial bulkhead fwd to contain the anchor rode.

A marine toilet and holding tank will be installed just forward of the bulkhead to port.

SYSTEMS

Electrical Systems

The circuit breaker panel will be designed and built locally and will be located on the forward side of the main bulkhead on the starboard side of the companionway. Circuit breakers and capacity as specified to meet equipment requirements.

Basic ABYC approved wiring and lighting circuits will be used.

Cole Hersey main breaker switch will be mounted by the electrical panel.

Yanmar engine instrument panel will be mounted on the steering console directly forward of the helm station. "On-off" switches to accommodate related equipment will be installed conveniently at the helm station.

Designated electronic equipment will be mounted on the port side of the steering console.

Coast guard approved port and starboard running lights will be a single unit mounted at the bow. The stern light will be a 360 degree light mounted on the top of the engine staff.

Two (2) 150 amp, 4-D *Decca* gel cell batteries connected to the main engine battery switch.

Engine Systems

Wet mufflered *Vernay Products* six (6) inch exhaust system exiting out the stern, insulated to reduce noise.

Single station *Yanmar* control unit.

One and one half (1 1/2) inch *Wilcox* seawater strainer and seacock.

Basic lead lined foam engine room insulation in the engine box Natural draft engine room ventilation from forward and aft of the engine. Includes two (2) stainless steel cowl vents mounted on deck.

Fire Boy automatic fire extinguishing systems in the engine room.

Steering System

SeaStar Teleflex manual hydraulic steering system. The steering wheel will be an eighteen (18) inch traditional varnished teak Edson destroyer wheel or equivalent, mounted on the main bulkhead.

Fuel Systems

Seller will install adequate tankage of approximately one hundred fifty gallons (150) gallons of fuel in two (2) heavy wall PVC tanks located under the pilothouse platform. The system will include *Racor* fuel filtration with a vacuum gauge and ABYC approved suction, vent and fill lines inter-connected with a selector valve manifold. Mechanical Rochester gauges will be mounted on the tanks so that a six (6) inch deck plate in the cockpit sole will provide visual access to these gauges.

Plumbing

Two (2) *Rule* 750 bilge pumps will be wired directly to the main panel and a circuit breaker and "on-off" manual switch, one located forward under the forecastle sole and one in the engine room.