

31

# IRWIN 31

## APPROXIMATE SPECIFICATIONS

LOA	31'2½"
LWL	28'3"
Beam	11'0"
Shoal draft keel	4'0"
Fin keel	6'0"
Centerboard	4'0"/8'1"
Displacement	9,300 lbs.
Ballast	3,800 lbs.
Sails: Main	222 sq. ft.
110% Genoa	300 sq. ft.
Mast height above DWL	46'1"

## STANDARD SPECIFICATIONS

### CONSTRUCTION TECHNIQUE

Hull, deck and interior component molded in Irwin White gel coat. Decks molded with contrasting non-skid pattern. Topsides laminated with Coremat™ to reduce surface pattern, stiffen laminate and provide added insulation.

Laminates are carefully scheduled, pattern cut, and applied layers of gel coat, laminating polyester resins, glass mat, and 24 oz. woven roving or biaxial glass fiber. Horizontal deck surfaces are cored for added stiffness and insulation. Deck is bonded to internal hull flange w/polyester bonding compound and SS fasteners.

Structural strength and stiffness is provided by a molded grid pan and furniture base component which is bonded to the hull. Main bulkheads are fiberglass laced both sides with screws installed through lacing. Major deck fittings are thru bolted with aluminum back up plates. Stanchions installed in deep well sockets for maximum strength.

All wood is sealed, interior teak is varnished, exterior teak is cleaned and sealed.

### HULL

- Hull molded in one piece w/integral deck flange.

Recesses for flush mounted through hulls and ground plate

- Bolt on shoal draft keel (4'0"), w/cast lead ballast secured and sealed in fiberglass molded keel\*
- Choice of cove and boot stripe polyurethane colors. Accent stripe and Irwin insignia\*

### DECK & COCKPIT FEATURES

- Custom welded SS double bow and stern pulpits w/running light mounts, vinyl covered 5/16" SS double lifelines, SS stanchions secured in Irwin deck socket system
- Molded fiberglass anchor well in foredeck, w/over-board drain. Double metal anchor rollers part of stemhead fitting
- 36" SS destroyer type wheel on fiberglass pedestal w/wheel brake. Single lever engine controls, engine instruments, 4" compass, teak drink rack, SS pedestal guard and folding teak cockpit table
- T-shaped cockpit, 2 cockpit storage lockers, 2 molded cockpit coaming lockers, access hatch to LPG locker, engine access hatch in cockpit sole. Manual bilge pump mounted for easy helmsman's use. 1½" cockpit drain
- Inboard recessed genoa tracks, slotted aluminum T-track toe rail, teak grab rails/drip moldings cabin top
- Chromed bronze water, fuel, waste deck fittings, four 8" mooring cleats

### RIG

- Sloop rig with polyurethane coated spars and foil shaped spreaders. Mast stepped to keel. Standing rigging includes double lowers. All wire size is 1/4", 1x19 with rotary swaged terminals
- Boom has 6:1 boom vang, mid boom 6:1 sheeting, internal 4:1 outhaul, jiffy reef pennants w/clam cleats, and adjustable topping lift
- Sails include main w/one reef line, battens, Irwin insignia. 110% Genoa. Sail bags for each sail\*
- Internal 3/8" prestretched dacron halyards led aft to cockpit w/stoppers and winch. Sheets for main and genoa of prestretched dacron, ball bearing mainsheet traveler.

- Chromed bronze genoa sheet winches w/sheet cleats\*
- Spreader and masthead flag halyards

### STEERING SYSTEM

- High performance spade type molded fiberglass foam filled rudder with aluminum web core welded to 3" aluminum rudder post. Irwin high load nylon spindle bearing
- Sprocket driven SS chain and cable steering system. Bronze turning sheaves, aluminum quadrant, quadrant stops. Auxiliary tiller

### INTERIOR FEATURES

- Soft vinyl headliner w/zipper access ports. Teak paneling and trim. Teak and holly sole throughout
- Nav station w/lift top chart table, chart storage, instrument/book shelves
- Sleeps six w/slide-out double berth main cabin. V-berth has filler and cushion. Foldaway dinette table
- Forward cabin w/partially louvered teak privacy door, V-berth w/filler & cushion, bureau w/2 drawer bank, 2 storage lockers, hanging locker
- Upholstery in choice of four colors and fabric types\*
- Four opening ports w/screens for ventilation, 2 fixed tempered glass ports, 2 tinted opening ventilation hatches, tinted plexiglass companionway hatch w/molded spray cover, louvered teak drop boards

### GALLEY

- 9" deep SS sink w/single lever hot/cold mixer faucet
- Two burner SS gimbaled LPG stove w/oven, LPG leak detector, electric and manual LPG shut off valves, 10# propane tank
- 5.5 cu. ft. molded fiberglass ice box w/4" foam insulation, shelf, two part insulated lid
- Storage cabinet w/sliding doors, 3 drawer bank, counter access and under sink lockers

### HEAD COMPARTMENT

- Manual toilet w/approx. 15 gallon holding tank, deck pump out\*
- One piece molded head component w/molded in sink/ soap dish, shower pan and drain, hot/cold mixer faucet for shower and sink
- Large teak framed mirror mounted on bulkhead, cabinet w/shelves behind sink, storage under
- Teak bifold privacy door

### DIESEL POWER

- 15hp, 2 cylinder diesel, 2.62:1 reduction gear box, bronze prop shaft, SS shaft strut, 2 blade prop, shaft zinc. 35 amp alternator, fresh water engine cooling, water cooled exhaust muffler, molded engine mount/pan, foam insulated engine room\*
- Approx. 31 gallon baffled, welded aluminum fuel tank w/fuel shut off valve

### ELECTRICAL EQUIPMENT

- 12v. DC system includes two 75 amp hr batteries, push-button circuit breaker panel w/battery condition indicator, battery selector switch
- 12v. lights include 8 cabin lights, running lights, mast head and spreader lights
- Grounded rigging to flush external grounding plate
- 110v. AC system includes shore power cord, plug receptacle in cockpit coaming, four 110v. double plug outlets, 110v. AC breaker, power availability and reversed polarity indicators
- Electric LPG system solenoid shut off switch w/red light indicator

### WATER SYSTEM

- Approx. 35 gallon baffled, welded aluminum fresh water tank, polybutyl tubing, hot/cold mixer faucet in head and galley
- 12v. demand type pressure water pump, pressure hot/cold shower in head
- 6 gallon hot water heater, 110v. and engine heat exchange operation
- Manual bilge pump mounted in cockpit\*

\*Options available

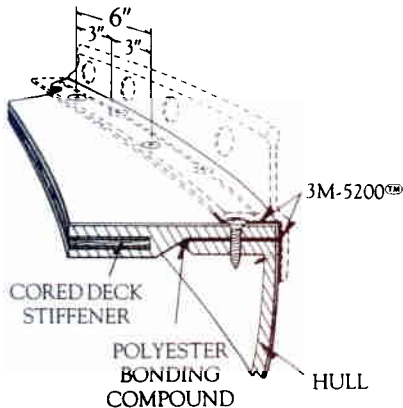
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## IRWIN FACTS AND BENEFITS

The following facts and benefits are presented to illustrate a few of the areas where Irwin goes to extra expense to make each Irwin yacht an outstanding value. These features are included in the base price of this yacht.

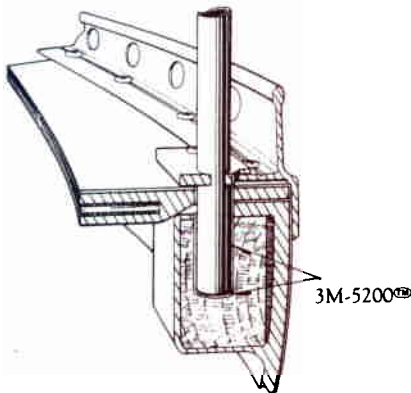
### HULL-TO-DECK JOINT

An internal flange is molded on the hull which provides a wide bonding surface to mate with the deck. This internal lap is chemically bonded with a special formulation of polyester adhesive compound. Before the compound cures, the deck is mechanically fastened with stainless steel screws on 6" centers. These screws are permanently sealed by the compound. The toe rail is then installed with 3M-5200<sup>™</sup> adhesive and more screws which increases the mechanical fastening density to 3" centers.



### STANCHION INSTALLATION

An ash block is laminated and sealed under the hull-to-deck flange during hull lamination. After the deck is installed, a hole is drilled through the deck and hull flange into the block, the hole is resin sealed and the double course stanchion is installed in 3M-5200<sup>™</sup> Adhesive. The screws in the base strap hold the stanchion down in the socket. The result is a system that relies on the strength of the stanchion post instead of attachment to the yacht.



### BALLAST, INSTALLATION

Irwin uses only cast lead ballast, the most expensive and highest density of metals available for such use. This allows placing the ballast lower in the keel for greater stability.

Irwin molds all keels in fiberglass with special attention to reinforcing impact areas. The cast lead ballast is inserted into the fiberglass shell. A special compound is vibrated down around the lead to fill any voids before the keel cap is applied. The keel cap is a second bottom which prevents water from entering the hull if the keel is holed. Note: On most models, Irwin molds the shallow keel as part of the hull mold. On fin keel installations, the keel is bolted to the hull after construction as noted. The bolts are cast into the lead ballast.

### CONTRASTING NON-SKID PATTERN

Irwin masks and gel coats each deck twice to provide a lasting, functional and aesthetically appealing, contrasting non-skid pattern. The color of the non-skid cuts down heat absorption and diffuses light reflection.

### LPG STOVE

Irwin uses a stainless steel, LPG, gimbaled stove with oven by a major manufacturer. It features a glass see through oven door, and full sea rails to keep everything in place.

The Irwin installation is complete with an LPG storage tank in its own sealed, overboard vented locker with copper feed line from the tank pressure regulator to the stove. An electric solenoid valve at the tank is controlled by a switch panel in the galley. A red indicator lights when the propane is turned on. A leak detector is included at the tank, and a manual shut off valve in the galley.

### VARNISHED INTERIORS

Varnished teak is the finishing touch which makes our fine handcrafted joiner work stand out. All interior teak is sanded, sealed and spray finished with at least two coats of satin polyurethane varnish.

### DECOR, FABRICS, COLORS

A choice of four interior colors is accentuated by a choice of four fabric selections. Therefore, if you choose a blue interior, you can then choose a combination of velours and patterned material to customize the interior.

**IRWIN**  
yacht & marine corp.

EXPERIENCE THE IRWIN ADVANTAGE

13055 49th Street North  
Clearwater, Florida 33520  
(813) 577-4581 Telex 807971

Due to our continuing program of product improvement, Irwin reserves the right without obligation to revise prices, specifications and equipment. Prices are quoted F.O.B. Clearwater, Florida and do not include dealer commissioning, transportation or state and local taxes. Some items shown may be optional equipment.

# DEALER COMMISSIONING REPORT

**IRWIN**  
Yacht & marine corp.

13055 - 49th Street North, Clearwater, Florida 33520  
a subsidiary of Ted Irwin, Inc.

Dealer: Sailboats, Int. Inc.  
893 10<sup>th</sup> S Naples, Fla.

Model/Hull No.: 31 - XYM31218MP4F

Date Sold: 10/20/1984

Owner: John E. Miller

Date Commissioned: Nov 27/84

THE COMMISSIONING OF AN IRWIN YACHT IS THE SELLING DEALER'S RESPONSIBILITY. BECAUSE IRWIN BOATS MUST TRAVEL BY ROAD PRIOR TO LAUNCHING, THE BOAT IS SUBJECTED TO UNUSUAL VIBRATIONS AND FORCES WHICH MAY LOOSEN MECHANICAL FITTINGS AND FASTENINGS. IT IS IMPERATIVE, THEREFORE, THAT THE SELLING DEALER PERFORMS THE OPERATIONS OUTLINED ON THIS CHECK LIST OR TO SEE THAT IT IS DONE IF THE BOAT IS COMMISSIONED BY ANOTHER PARTY.

## PRE-LAUNCH HULL

- Install prop
- Thru-hull fittings tight
- Gate valves closed
- Stuffing boxes finger tight (rudder, prop, centerboard)
- Rudder gudgeon tight; check movement
- Steering System — smooth with no play; check quadrant
- Pedestal, insure free movement of cables and cable sheaves
- Interior — clean, including lockers
- Bilge — clean out residue
- Keel bolts tight, sealed

## PRE-LAUNCH ENGINE

- Exhaust hook-up complete
- Electric check out (panel, blower, pump)
- Controls function properly
- Oil level correct (crankcase, gearbox)
- Fuel lines tight
- Batteries, connect & check

## PRE-LAUNCH DECK

- Water test (windows, rails, stanchions)
- Lifelines, secure, turnbuckle lock nuts right

## RIGGING OPERATIONS PRIOR TO STEPPING MAST

- All shrouds and stays attached to mast
- Masthead sheaves turn free and fastenings tight
- Sail track on mast clean, smooth, and burr free
- Turnbuckles attached to chainplates (all turn same way)
- Boom track and all fittings O.K.
- Spreaders O.K. and tips wrapped to prevent chafe
- Installation of halyards O.K.
- Mast step casting bedded and properly fastened
- Electrical connections and running lights O.K.
- Tang thru-bolts tight, completely seated thru-nuts

## RIGGING OPERATIONS AFTER STEPPING MAST

- Install boom, topping lift and outhaul
- Mainsheet block and sheet O.K.
- Genoa track slides run free
- Chainplate, stemhead, bolts and nuts secure
- Tune all rigging, spar straight
- All winches turn free

## LAUNCH

- Engine/shaft alignment with coupling disconnected; check cutlass screws
- After final adjustment, connect & wire
- No water leaks at all thru-hull fittings, hoses tight
- Head function tested, clamps tight
- Fill water system, water pump and lines checked for leaks & kinks
- Running and standing rigging, final adjust
- Fill fuel tank, leak check system, no kinks
- Adjust all stuffing boxes — slow drip (rudder, engine, centerboard)
- Sea Trials under power — 1 hour, temperature and oil pressure observed. Tachometer checked
- Exhaust water flow
- Cabin lights and navigation lights tested
- Appliances tested
- 110-V Shore Power tested
- Hot water system checked
- Other options check (A/C, generator, etc.)

## FINAL

- Boat clean, hull, deck, interior
- Carpet, cushions, installed
- Warranty filled out — copy to owner, copy to IYMC
- Go over boat with owner, check him out
- Owner fully apprised of warranty limitations, warranty procedures

Comments: \_\_\_\_\_

Date 10/20/1984 Signed R. Miller Dealer Representative

This report will be completed at the time of commissioning of each Irwin yacht. Report is to be sent to IYMC with the completed Warranty Certificate. Must be returned to IYMC before Warranty claims honored.