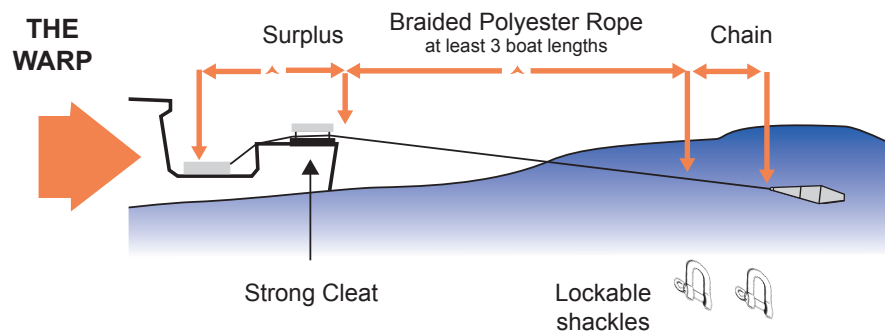


RIGGING SPECIFICATION CHART.				
<b>Note: This table is a guide for production boats. Vessels of heavy construction or with high windage areas are advised to go up a size.</b>				
Model	GP24L	GP30L	GP48L	GP60L
Tow Line Type	Braided Polyester for all models			
Tow Line Size	9/16" 14mm	5/8" 16mm	3/4" 19mm	3/4" 19mm
Tow Line Length	Length 3 x Boats length for all models (Minimum)			
Tow Line Surplus	Plus 30% for all models			
Chain Size	3/8" 10mm	3/8" 10mm	1/2" 13mm	1/2" 13mm
Chain Length	8ft 2.4 mts	10ft 3.0 mts	12ft 3.6 mts	14ft 4.2 mts
Shackle Size	3/8" 9.5mm	3/8" 9.5mm	1/2" 12.7mm	1/2" 12.7mm
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
Note : removal of the GP18L from 2006 Seabrake range has been compensated in Boat length recommendations				

## THE RIG



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## INSTRUCTIONS

### ASSEMBLY

1. Consult the rigging specification chart to ensure the correct line and chain for each model Seabrake
2. 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.
3. Attach appropriate length of line of good quality braided polyester to the other end of the chain with a lockable or wired shackle

### DEPLOYMENT

1. Secure tow line around a strong cleat and launch off stern at one side **at very slow speed**
2. Keeping the Seabrake close astern check that the Seabrake sets and remains stable. **CAUTION: High levels of drag exist at very slow speed**
3. Ensure that when the Seabrake is deployed railings, staunchions, rigging or deck structures will not obstruct the line and keep limbs free of assembly.
4. Using a transom cleat or bollard ease the Seabrake out under restraint to approximately 3 boat lengths
5. 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**
6. Check tow line regularly for wear or chaffing if line comes in contact with deck or transom.
7. To recover Seabrake simply back down or turn back on the line to hand recover.

### CARE & MAINTENANCE

1. Avoid any contact with sharp objects that may cause damage to the Seabrake and rig.
2. Do not expose the Seabrake or rig to chemical or petroleum products.
3. Keep metal parts of the assembly free of rust and dirt.
4. Check shackles for wear and ensure pins lock or are wired to prevent vibrating loose.
5. Check regularly that the attachment points are secure.
6. Wash in fresh water after use and dry before returning to the bag



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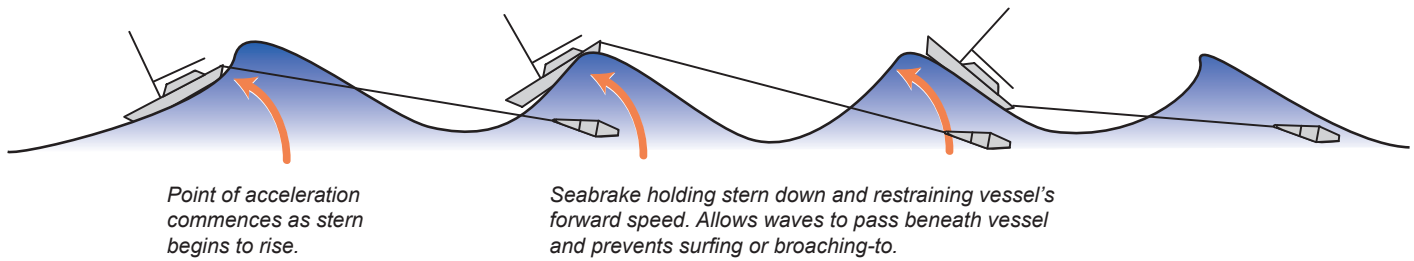
Seabrake International  
Burke Marine

econtact@seabrake.com  
sales@burkemarine.com.au

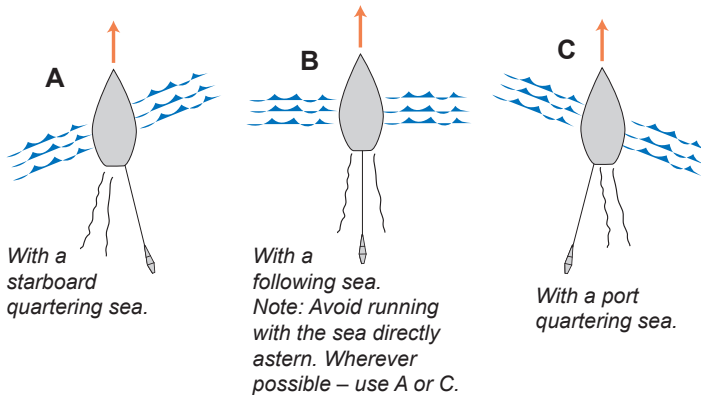
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# INSTRUCTIONS – RIGGING SUGGESTIONS AND APPLICATIONS

## FOR WHEN THE GOING GETS ROUGH



## HOW TO RIG

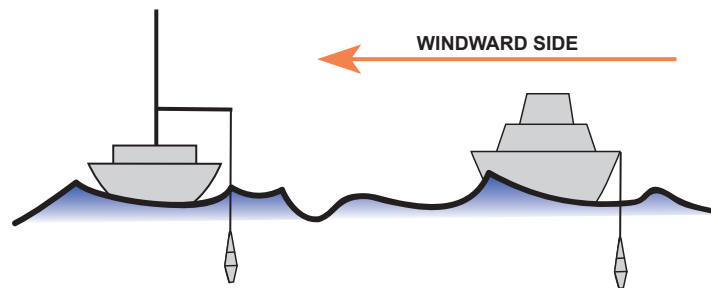


- Stabilizer under way
- Aid for auto pilots
- Aid for bar crossing

**Can also be rigged as:**

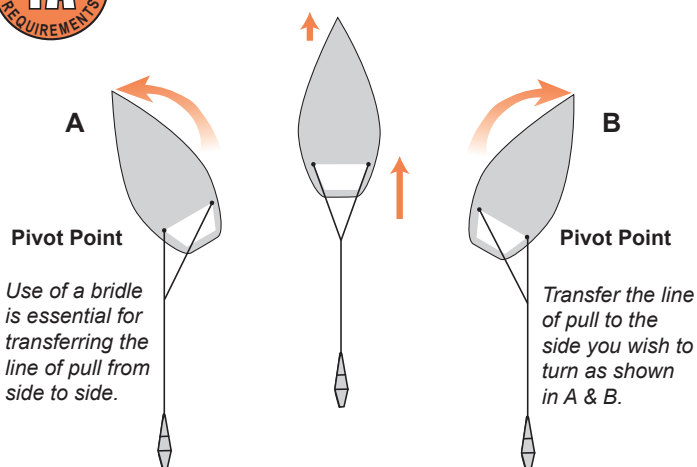
- Sea anchor and drift anchor (off the bow and for heaving-to)

## STABILIZER AT ANCHOR

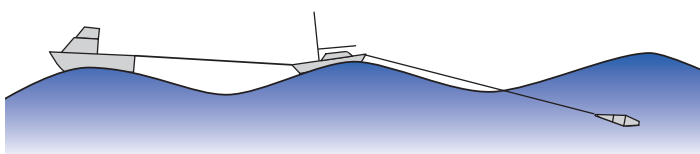


1. Attach a shackle or light weight to the base tabs of the Seabrake to keep it negatively buoyant. (Do not over-weight).
2. Allow the Seabrake to sink below the vessels draft and tie off to a stern cleat
3. The use of two Seabrakes at anchor (only), one each side, will further reduce yaw and roll

## FOR EMERGENCY STEERING



## FOR VESSELS UNDER TOW



Seabrake streamed from the vessel under tow keeps tow rope taut and both vessels at harmonious speed.

## ASSEMBLY FOR SPARE M.O.B HARNESS OR BOSUN'S CHAIR (GP24L MODEL)

1. Lay Seabrake flat with Seabrake logo facing up and 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 and pull webbing straps with metal thimble over your head and 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.

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