



galilee 15

OWNER'S MANUAL



GALILEE BOATWORKS, INC.
P.O. Box 403
Mayo, Maryland 21106
(301) 798-6224

CONTENTS

| | Page |
|---|------|
| Introduction | 3 |
| Construction Of Your Galilee 15 | 5 |
| Equipment/Hardware | 6 |
| Rigging Diagram | 7 |
| Rigging Instructions | 8 |
| Trailering and Launching | 12 |
| Sailing Your Galilee 15 | 13 |
| Sailing With Auxiliary Outboard Motor | 16 |
| Maintenance Of Your Galilee 15 | 16 |
| Parts List | 17 |
| Helpful Knots | 18 |
| Warranty Information | 19 |

INTRODUCTION

Congratulations!

You have purchased the finest fifteen-foot sailboat available. The Galilee 15 is designed to be trailered easily, rigged quickly, and above all perform well under sail. The boat is roomy enough for five or six adults, yet it can be singlehanded with ease. Because the Galilee 15 has a low wetted surface area hull design, it is extremely fast in the water. Best of all, the boat is very *stable* in the water due to its beam and internal ballast.

The Galilee 15 provides more exciting sailing while offering both comfort and convenience than any other comparable sailboat!

Welcome aboard!

WARNING

Beware of electrical wires of all kinds over land or water while rigging or sailing. The aluminum mast and stainless steel shrouds are good conductors of electricity. It is possible to be injured or electrocuted if your mast or rigging comes in contact with electrical wires. If you find yourself in a situation in which you cannot avoid hitting an overhead wire, ABANDON SHIP. Do not go near the boat again as long as it is near overhead wires.

CONSTRUCTION OF YOUR GALILEE 15

The Galilee 15 is built of fiberglass-reinforced plastic using the most innovative equipment and time-proven construction methods in the marine industry.

The surface of the boat, both deck and hull, is a polyester gel-coat which requires little or no maintenance. With occasional waxing and buffing, your boat will retain its lustrous appearance even after years of sailing.

The Galilee 15 is relatively heavy for its size. This is due to both extra heavy fiberglass lamination and internal ballast, which helps give the boat its great stability in the water.

Positive foam flotation is built into the Galilee 15 to provide absolute assurance that the boat is as safe as it is possible to make it.

The deck of the Galilee 15 is reinforced from stem to stern with a rigid, closed-cell P.V. foam core. This enables you to walk or stand on any part of the boat without fear of cracking or otherwise damaging the deck or cockpit; you will find that your fifteen-foot daysailer has the feel of a much bigger boat.

All fittings and fasteners are well caulked. After a day of strenuous sailing, however, you may find a small amount of water between deck and hull. This is natural and to be expected, and for this reason a hull bung (drain fitting) has been installed at the bottom of the boat's transom.

Galilee Boatworks, Inc. builds each Galilee 15 with one of the best warranties in the industry. Please take a few moments to acquaint yourself with the warranty information provided in this manual.

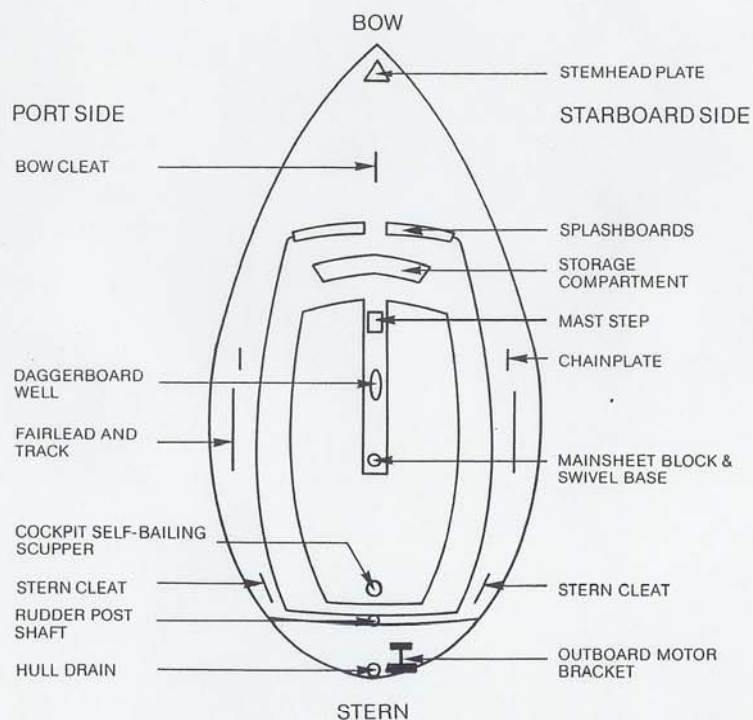
EQUIPMENT/HARDWARE

You'll find the equipment and hardware aboard the Galilee 15 to be among the best currently available.

The mast and boom are made of anodized aluminum to offer both light weight and resistance to corrosion. Both mast and boom are foam-filled to provide additional flotation in the (unlikely) event of a capsize. All hardware is stainless steel, including standing rigging.

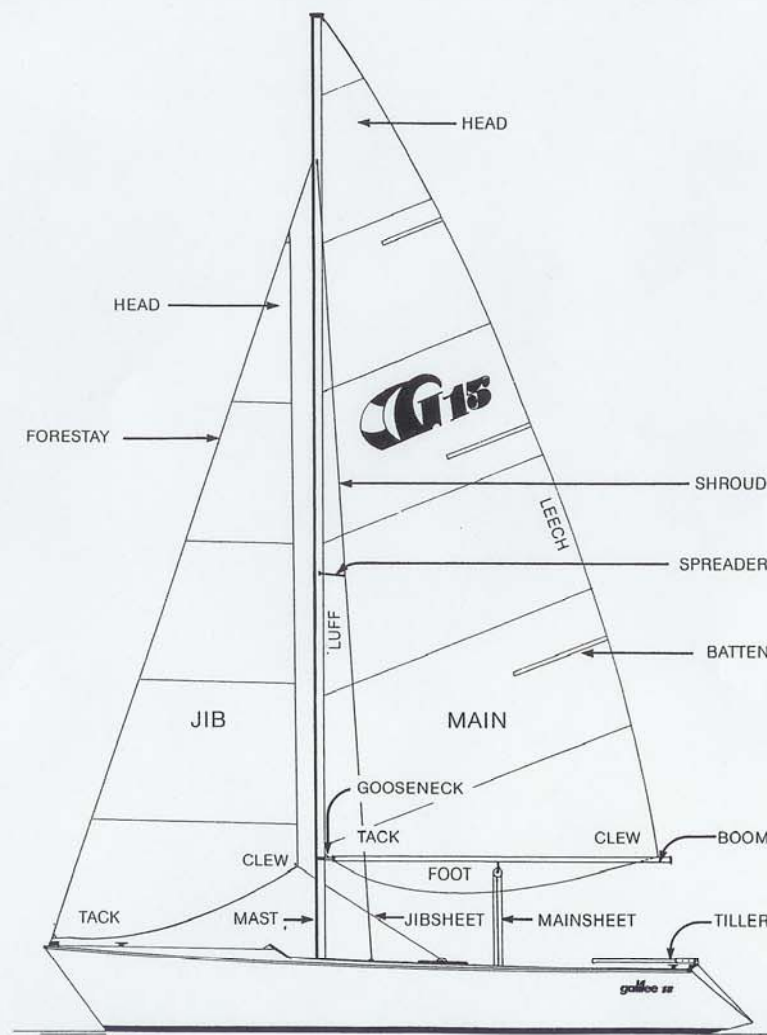
Please refer to the illustration below to become familiar with the deck layout on the Galilee 15:

Deck (top view)



RIGGING DIAGRAM

Refer to the illustration below to become familiar with rigging and rigging terminology on the Galilee 15:

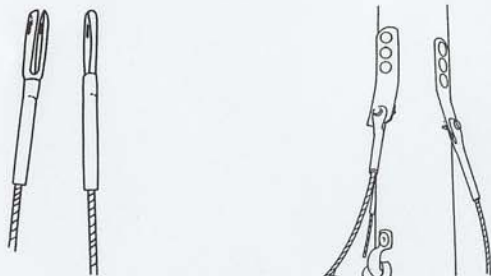


RIGGING INSTRUCTIONS

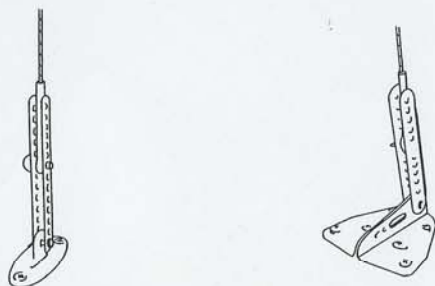
The Galilee 15 is rigged very easily by one or two people, and you should be underway in just a few minutes. Once all stays and lines have been attached, you will not find it necessary to re-rig them prior to sailing.

To rig the mast:

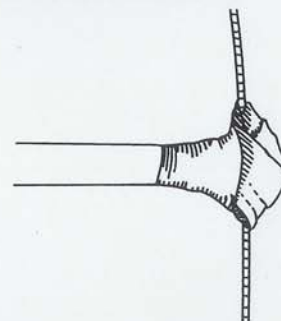
1. Attach forestay and shrouds to tangs on the mast using $\frac{1}{2}$ " clevis pins. (The longer of the three staywires is the forestay.) The forked or split-end fitting on each staywire is the mast-tang fitting. Put a cotter pin or ring through each clevis pin.



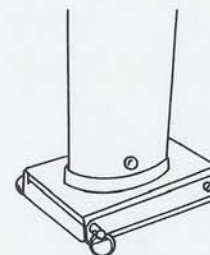
2. The single-tongue fitting on each of the staywires attaches to the deck, using $\frac{1}{2}$ " clevis pins and shroud adjusters. Attach shroud adjusters to port and starboard chain plates as shown, and attach a third adjuster to the foremost hole in the stemhead plate. Insert cotter pins or rings through holes in clevis pins. Spread the ends of cotter pins.



3. Attach spreaders to mast at spreader fittings, using pins provided. Shrouds will run through the slotted ends of the spreaders. Shrouds should be wired to spreaders and taped at spreader ends with boat tape or chafing tape; spreader boots may also be used if desired.



4. Run main halyard through the mast-top and cleat the line to the starboard mast cleat. Run the jib halyard through the small block on the front of the mast, and cleat the line to the port mast cleat.
5. Lay the mast in the boat so the butt plate at the bottom of the mast can be attached to the mast step. Attach the mast to the mast step using the stern-most pin holes only; this will allow the mast to hinge or pivot upward when raised. Insert the second mast pin in the step when the mast is fully supported by shrouds and forestay. Be sure mast pins are cottered on both sides.

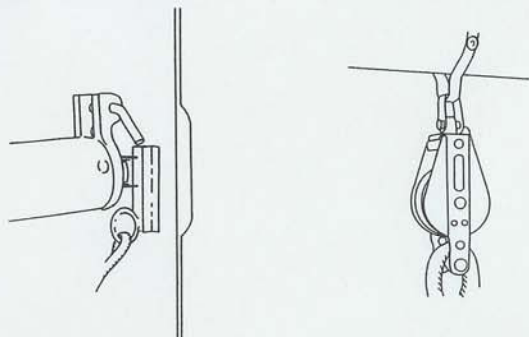


6. With shrouds attached to chain plates (try a mid-point hole in shroud adjusters), raise the mast carefully. ALWAYS CHECK TO BE SURE THE MAST WILL NOT COME IN CONTACT WITH OVERHEAD WIRES AS IT IS BEING RAISED OR AFTER IT IS UP.

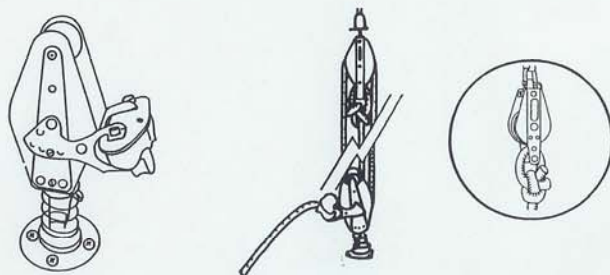
7. It is easiest to obtain proper shroud tension with the help of another person, although this is not difficult to do single-handed. It is necessary to apply tension to the shrouds while attaching the forestay; this can be done either with someone in the boat pushing the mast forward, or by pulling the mast forward with a halyard if working single-handed. Shrouds and forestay should be snug but not too tight, and the mast should stand at a 90-degree angle to the waterline or rake slightly toward the stern.

To rig the boom:

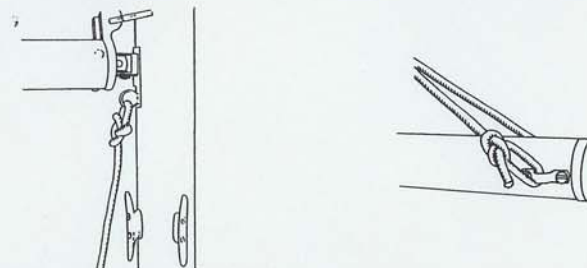
1. Insert boom gooseneck slide into opening in the mast slot. Allow the boom to rest in the cockpit while you reave the mainsheet.
2. Attach the mainsheet block with becket to the strap in the center of the boom.



3. Attach the fiddle block with cam cleat to the swivel base at the end of the daggerboard trunk. The stand-up spring supplied in your hardware kit is used to keep the fiddle block upright.
4. Reave the mainsheet (18 ft. of $\frac{3}{8}$ " line) through the becket block and fiddle block as shown. Begin by tying the sheet to the becket with a bowline.

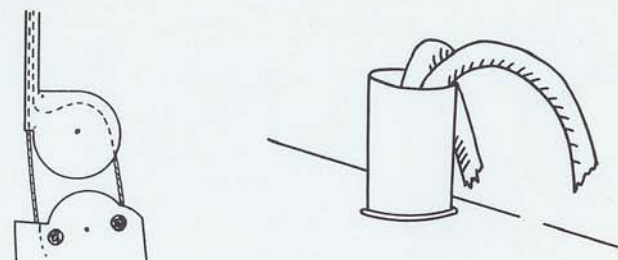


5. Attach the downhaul (shortest $\frac{1}{4}$ " line) to the eye at the bottom of the gooseneck. Attach the outhaul (slightly longer $\frac{1}{4}$ " line) to the strap at the end of the boom.

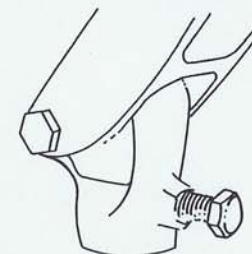


To rig the rudder:

1. Allow sufficient clearance under the stern of the boat to insert the rudder post into its shaft. When the control lines have been knotted into the rudder recess holes, insert the control lines up into the rudder shaft and push the rudder post up into position.



2. Insert the rudder control lines through the two holes in the tillerhead, and tighten the tiller locking bolt through the hole in the top of the rudder post. **DO NOT OVERTIGHTEN. TILLER LOCKING BOLT NEEDS TO BE HARDLY MORE THAN FINGER-TIGHT.** Because your aluminum tillerhead and stainless steel rudderpost are dissimilar metals, apply a small amount of oil or grease to the metal surfaces to prevent corrosion. This is especially important in salt water.



TRAILERING AND LAUNCHING

IMPORTANT: Trailer your Galilee 15 only with normal sailing gear stowed inside. This will avoid excessive weight on the trailer's hull supports. When loading your Galilee 15, be sure all gear is stowed properly to prevent damage to the boat's interior by shifting. *Neither the boat nor the trailer is designed to accommodate more than one adult in the boat while the boat is on the trailer.*

There are many trailers made which will carry your Galilee 15 without major adjustment. The trailer you choose for your boat depends upon where you will use it, how often it will be in the water, and of course, your budget. We recommend a trailer capacity weight of not less than 600 pounds. An 800 pound trailer capacity will offer additional trailering security.

TRAILER ADJUSTMENT

Your trailer should be adjusted so that your Galilee 15 is well balanced between stern and bow supports. Consult your trailer dealer, who is experienced in fitting boats to various trailers. When the Galilee 15 is properly balanced on the trailer, weight at the hitch should be between 50 and 75 pounds.

CHECKLIST BEFORE TRAILERING

1. Safety chains and lights are hooked up to the towing vehicle. All lights are working properly.
2. The bow of the boat is snug in the bow chock, with the winch line tight and locked.
3. All gear is properly stowed.
4. Mast and boom are secured, with a red load flag at the end of the mast.
5. Rudder is in up position and a short safety line has been tied around it to prevent accidental rudder drop.
6. The boat tie-down strap is tight and secured.
7. Trailer tires are inflated to correct pressure.

DRIVE CAREFULLY! A vehicle which is pulling a trailer has both its mobility and ability to avoid accidents significantly reduced. The principles of defensive driving, which are always important, become even more important when trailering. If you are not experienced at pulling a trailer and maneuvering with it, practice before going on the road. Learn how to park, how to back up, and how quickly you can stop in an emergency.

LAUNCHING

When using a launching ramp or beach, back the trailer into the water no farther than necessary to float the boat off the trailer. Be sure to determine ahead whether high or low tide will have any effect on the ease with which you can launch and retrieve your boat.

If your trailer will be in and out of the water frequently, check often to see that the wheel bearings are well lubricated. You may want to install special grease-filled wheel hub fittings, which are both inexpensive and easy to install.

LAUNCHING CHECKLIST

1. Disconnect trailer lights from vehicle.
2. Remove all tie-downs.
3. Attach a line to the bow eye or cleat.
4. Rudder is in up position.
5. **SET PARKING BRAKE ON VEHICLE** when trailer is in water far enough to float boat off.
6. Slack the winch line and use muscle assist if necessary.

SAILING YOUR GALILEE 15

This section is intended as an introduction, not as a complete set of sailing instructions. As with all skills, experience is the best teacher. If you are a beginning sailor, you will find the Galilee 15 an ideal boat for learning; the experienced sailor will discover a responsiveness which allows refining of sailing skills.

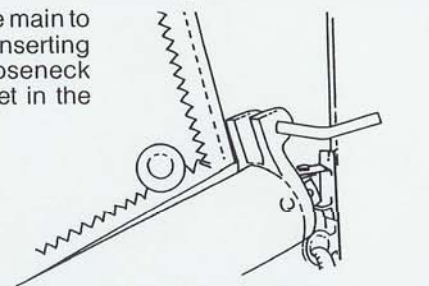
The secret of good boat trim in the water is familiarity with your boat. Sailing under different conditions will build that familiarity; as experience grows, so does expertise. In a very short time you will develop the skills that will serve in every sailing situation.

IMPORTANT: MAKE SURE LIFE JACKETS ARE ABOARD BEFORE GETTING UNDERWAY. ALTHOUGH THE BOAT HAS MORE THAN AMPLE EMERGENCY FLOTATION, LIFE JACKETS ARE AN ESSENTIAL SAFETY REQUIREMENT AND ARE REQUIRED BY LAW. YOU SHOULD HAVE ABOARD ONE LIFE JACKET PER PASSENGER.

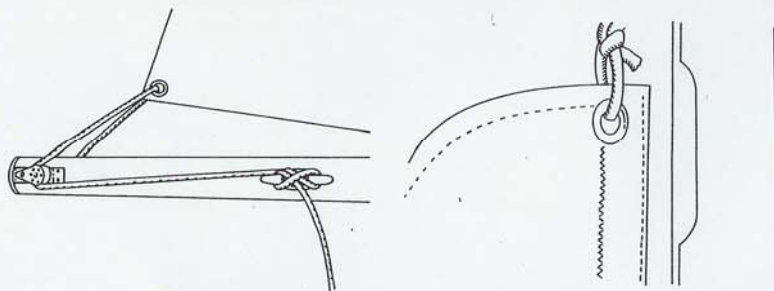
RAISING SAILS

Sails should normally be hoisted with the boat sitting into the wind. It may be necessary to pull the boat to the beach or dock stern first in some wind conditions in order to keep the bow into the wind.

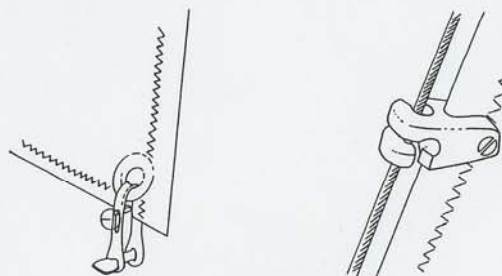
1. Attach the tack of the main to the gooseneck by inserting the pin at the gooseneck through the grommet in the corner of the sail.



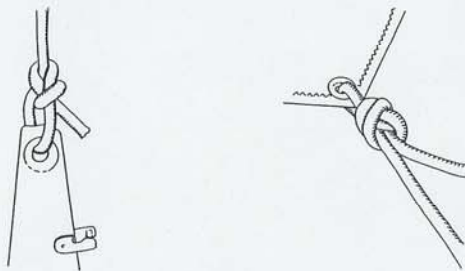
2. Rig the outhaul as shown, and tighten the foot of the main.
3. Attach the head of the main to the main halyard.



4. Using the shackle supplied in your hardware kit, attach the jib to the stemhead plate.
5. Attach the jib to the forestay with the twist hanks sewn on the luff of the jib.



6. Attach the jib halyard to the head of the sail.
7. Center the jib sheet in the clew of the sail, and tie the line so you will have both port and starboard jib sheets. Lead the jib sheets through the fairleads.



It is usually best to *raise the mainsail first*. This will provide better boat balance and will allow you to get underway with main alone. When raising the main, be sure the sail feeds evenly into the mast slot. When the sail is fully raised, cleat the halyard. Then tighten and cleat the downhaul. If necessary, tighten or loosen the foot of the main with the outhaul to provide good sail trim. Raise the jib and cleat the jib halyard.

You are now ready to sail! As you get underway and into deeper water, lower the rudder and drop the daggerboard to desired depth.

SAIL TRIM, TACKING

The sails provide the power to drive your boat through the water. The way you trim the sails directly affects the way your boat performs. Sailing is normally best with tight (flatter) sails than with loose (bellied) sails, so it's important to get sails tight before getting underway.

Changing direction of the boat by putting the wind first on one side of the boat and then on the other is called tacking. No sailboat is able to sail directly into the wind. Instead, the boat must sail a few degrees away from wind direction. In tacking, the boat will sail toward the wind first in one direction, then in the other, with the bow of the boat swinging through the eye of the wind on each change of direction.

Normally the boat's crew will sit on the windward side of the boat (the side closest to the wind) on each tack. This is not only more comfortable for the crew, but it helps to balance the boat under sail; the crew's weight counteracts the force of the wind on the sails. For best performance through the water, it is important to keep the boat from heeling excessively.

Since sailing a boat is something that is always done relative to wind direction, it is important to learn how to tell where the wind is coming from. The feel of the breeze on your face, windvanes or tell-tales, ripples on the surface of the water, and watching other boats are all ways to determine which way the wind is blowing.

JIBING

In tacking the bow of the boat is brought into and through the eye of the wind, whereas in jibing the *stern* of the boat is brought through the eye of the wind.

Care should be taken in a jibe to complete the maneuver with the boat *under control*. This requires that the main and jib be sheeted in as the jibe begins; otherwise the wind can carry the boom very quickly from one side of the boat to the other and damage both equipment and crew.

CAPSIZING

It is unlikely that you will experience a capsize with proper boat handling, since your Galilee 15 is very stable in the water. The boat's beaminess coupled with the internal ballast built into the hull will always work to keep the boat upright.

If the boat heels excessively while under sail, releasing the mainsheet or bringing the boat into the wind will decrease heel very quickly.

If you manage to knock the boat over on her beam, you will find that it is very easily righted by putting downward pressure or weight on the daggerboard. Swim to the bottom of the boat, reach up and pull down on the daggerboard. With very slight pressure the boat will right itself, and you can climb in and be underway again. Since the Galilee 15 has a self-bailing cockpit both standing and underway, removal of the cockpit scupper plug will have the cockpit dry in no time. Do not be alarmed if cockpit seems to drain slowly at first, moving crew weight forward will speed drainage.

SAILING WITH AUXILIARY OUTBOARD MOTOR

The Galilee 15 is designed to take up to a two horsepower outboard on its motor mount. A motor of this size is all that is required to move the boat very efficiently through the water under power.

When using the motor in shallow water *with the rudder in the up position*, take care to turn rudder and motor in the same direction at the same time; otherwise it is possible to turn the rudder into the motor propeller and damage the rudder blade.

You will find that because of the design of the Galilee 15, even in the event of a knockdown your motor will ride high and dry on its mount on the transom. The boat will float on its beam until righted without damaging the motor.

MAINTENANCE OF YOUR GALILEE 15

Your Galilee 15 requires little or no maintenance except minor routine cleaning and/or polishing. Mild soap and water on a clean rag or sponge will clean deck and hull of nearly any dirt or grime. Occasionally a good liquid cleaning solution may be called for, if soap and water are not sufficient.

There are many good products on the market for restoring luster to dulled gel-coat surfaces. The gel-coat used in building your Galilee 15 is the best currently available, but in time any gel-coat finish will need polishing to restore luster. Follow directions on the product package.

Teak trim on your Galilee 15 may be oiled occasionally as desired, using commercially available products. Teak may be left to weather naturally, but periodic oiling will keep your boat looking its best. The teak on your Galilee 15 may be removed for oiling if necessary.

The tiller is constructed of laminated mahogany and ash, and is finished at the factory to withstand seasons of normal use. The tiller may be removed and refinished if necessary with marine spar varnish or with any other good wood finishing product.

The yacht braid lines on your Galilee 15 should last through many seasons of normal use. Most boat owners, however, make it a practice to inspect lines regularly for chafing or other signs of wear.

OWNER'S MANUAL PARTS LIST

A. Sail Plan & Rigging

| | | |
|--------|---|---------------------------------------|
| 151001 | 1 | 75 sq ft dacron mainsail |
| 151002 | 1 | 35 sq ft dacron jib |
| 151003 | 3 | mainsail battens |
| 151004 | 1 | mast, anodized aluminum |
| 151005 | 2 | spreaders, anodized aluminum |
| 151006 | 1 | boom anodized aluminum |
| 151007 | 1 | forestay, stainless steel wire |
| 151008 | 2 | shrouds, s.s. wire |
| 151009 | 3 | shroud adjusters |
| 151011 | 9 | 1/2" s.s. clevis pin |
| 151012 | 1 | mainsail halyard |
| 151013 | 1 | jib halyard |
| 151014 | 1 | jib halyard block |
| 151015 | 2 | halyard cleats |
| 151016 | 1 | downhaul cleat |
| 151017 | 1 | outhaul cleat |
| 151018 | 1 | main sheet |
| 151019 | 1 | jib sheet |
| 151020 | 1 | downhaul |
| 151021 | 1 | outhaul |
| 151022 | 1 | mainsheet block with becket |
| 151023 | 1 | mainsheet fiddle block with cam cleat |
| 151024 | 1 | stand-up spring for no. 151023 |
| 151025 | 1 | jib shackle |
| 151026 | 1 | flasher |
| 151027 | 1 | flasher sheet |
| 151028 | 1 | flasher downhaul |
| 151029 | 1 | genoa jib |
| 151030 | 1 | tri-radial spinnaker |

| | | |
|--------|---|--|
| 151031 | 1 | crosscut spinnaker |
| 151032 | 2 | spinnaker sheet |
| 151033 | 1 | spinnaker pole |
| 151034 | 1 | spinnaker halyard |
| 151035 | 1 | spinnaker halyard block |
| 151036 | 2 | fasteners for no. 151035 |
| 151037 | 1 | spinnaker pole topping lift |
| 151038 | 1 | spinnaker pole topping lift block |
| 151039 | 2 | fasteners for no. 151038 |
| 151040 | 2 | spinnaker pole storage fitting |
| 151041 | 8 | fasteners for no. 151040 |
| 151042 | 2 | spinnaker pole guy fairlead with cam cleat |
| 151043 | 1 | spinnaker halyard cleat |
| 151044 | 2 | fasteners for no. 151043 |
| 151045 | 1 | spinnaker pole topping lift cleat |
| 151046 | 2 | fasteners for no. 151045 |

B. Deck Fittings & Hardware

| | | |
|--------|---|-------------------------------|
| 152001 | 1 | stemhead plate |
| 152002 | 1 | bow cleat |
| 152003 | 2 | fasteners for no. 152002 |
| 152004 | 2 | teak splashboard |
| 152005 | 6 | fasteners for no. 152004 |
| 152006 | 2 | shroud chainplate |
| 152007 | 2 | fairlead track |
| 152008 | 4 | fairlead track end stop |
| 152009 | 2 | fairlead with cam cleat |
| 152010 | 2 | stern cleat |
| 152011 | 2 | daggerboard pin striker plate |
| 152012 | 1 | daggerboard pin |
| 152013 | 1 | mainsheet block swivel base |

| | | |
|--------|---|---|
| 152014 | 1 | mast step |
| 152015 | 2 | mast step pin |
| 152016 | 1 | fiberglass cooler top |
| 152017 | 1 | canvas storage compartment cover |
| 152018 | 6 | snap fasteners for no. 152017 |
| 152019 | 2 | spinnaker sheet fairlead with cam cleat |
| 152020 | 6 | fasteners for no. 152019 |

C. Rudder & Tiller Assembly

| | | |
|--------|---|-----------------------------------|
| 153001 | 1 | laminated mahogany and ash tiller |
| 153002 | 1 | tiller extension (hiking stick) |
| 153003 | 2 | fasteners for no. 153002 |
| 153004 | 1 | tiller extension clip |
| 153005 | 2 | fasteners for no. 153004 |
| 153006 | 1 | clamcleat |
| 153007 | 2 | fasteners for no. 153006 |
| 153008 | 2 | rudder control line |
| 153009 | 1 | tillerhead (strap) |
| 153010 | 1 | tillerhead (cap) |
| 153011 | 2 | fasteners for no. 153009 |
| 153012 | 1 | tillerhead bolt |
| 153013 | 1 | tiller locking bolt |

| | | |
|--------|---|---------------------------------|
| 153014 | 1 | rudder post with cheekplates |
| 153015 | 1 | rudder |
| 153016 | 1 | rudder pivot bolt |
| 153017 | 1 | rudder control line bushing |
| 153018 | 1 | bolt for no. 153017 |
| 153019 | 1 | nylon tillerhead bearing washer |

D. Hull Fittings/Misc. Parts

| | | |
|--------|---|--------------------------|
| 154001 | 1 | outboard motor bracket |
| 154002 | 1 | mounting block |
| 154003 | 4 | fasteners for no. 154002 |
| 154004 | 1 | hull bung |
| 154005 | 1 | cockpit scupper |
| 154006 | 2 | cooler drain/thru-hull |
| 154007 | 1 | daggerboard |
| 154008 | 1 | daggerboard top, teak |
| 154009 | 4 | fasteners for no. 154008 |
| 154010 | 1 | daggerboard handle |
| 154011 | 4 | fasteners for no. 154010 |
| 154012 | 1 | rudder post shaft |
| 154013 | 1 | bow eye |
| 154014 | 1 | 4' wooden paddle |
| 154015 | 4 | rubrail end bullet |
| 154016 | 4 | fasteners for no. 154015 |

HELPFUL KNOTS

Bowline



Figure Eight Stop Knot



Clove Hitch



Sheet Bend



Reef or Square Knot



LIMITED WARRANTY

1. GALILEE BOATWORKS, INC., a Maryland Corporation, as Manufacturer, warrants all boats and parts manufactured by Galilee Boatworks, Inc., to be free from defects in material and workmanship under normal use and service as follows:
 - a. HULL AND DECK shall be warranted to be free from structural defects due to substandard materials or workmanship, under conditions of normal use, FOR A PERIOD OF ONE YEAR FROM DATE OF DELIVERY TO ORIGINAL PURCHASER.
 - b. Other parts shall be warranted to be free from defects due to substandard materials or workmanship FOR A PERIOD OF ONE YEAR FROM DATE OF DELIVERY TO ORIGINAL PURCHASER.
2. Parts not manufactured by Galilee Boatworks, Inc. shall be warranted to be free from defects in materials or workmanship FOR A PERIOD OF ONE YEAR FROM DATE OF DELIVERY TO ORIGINAL PURCHASER.
3. THIS WARRANTY IS EXPRESSLY MADE IN LIEU OF ALL OTHER EXPRESS WARRANTIES, REPRESENTATIONS, CONDITIONS, OBLIGATIONS, OR LIABILITIES ON THE PART OF THE COMPANY. ALL IMPLIED WARRANTIES, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO THE WARRANTY PERIODS ABOVE DESCRIBED. RELIEF UNDER THIS WARRANTY IS LIMITED TO THE TERMS HEREOF AND THE COMPANY ACCEPTS NO RESPONSIBILITY WITH RESPECT TO INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING FROM A BREACH HEREOF.
4. Any boat or boat part delivered as original equipment, whether manufactured by Galilee Boatworks, Inc. or not, which shall have been altered or repaired at other than duly authorized facilities, or which shall have been subjected to misuse, misapplication, negligence, or accident, shall not be covered by the terms of this warranty.
5. Equipment and accessories not specified as original equipment on boats manufactured by Galilee Boatworks, Inc. shall not be covered by the terms of this warranty.
6. ORIGINAL PURCHASER OBLIGATIONS: As a condition precedent to securing warranty performance, the original purchaser must:
 - a. Complete the Warranty Registration Form attached to this Warranty and mail it to Galilee Boatworks, Inc. at the address shown thereon within 30 days of delivery;
 - b. Make any defective part or boat available, at the purchaser's sole expense, free and clear of all liens, at the location of an authorized dealer of the company within the warranty period.

NOTES

- c. Submit any claim under this Warranty in writing both to the authorized dealer where the boat was purchased, and Galilee Boatworks, Inc.
- 7. AUTHORIZED DEALER OBLIGATIONS: As a condition to securing reimbursement of expenses under this Warranty, the authorized dealer must:
 - a. Make a thorough investigation of the alleged defect and the cause(s) thereof, and determine that a defect covered by this Warranty does in fact exist;
 - b. Make a written claim to Galilee Boatworks, Inc. within 30 days of the date work is commenced by the dealer on repair or removal of a defective component or part;
 - c. Retain any replaced parts for ultimate inspection by the company;
 - d. Consult with Galilee Boatworks, Inc. directly before undertaking any major repairs and receive written approval to proceed.
- 8. Within the warranty periods specified herein, the company will, through its authorized selling dealer, reimburse the purchaser for the labor costs necessary for the removal of the defective parts and the reinstallation of repaired or replacement parts, provided that the labor cost reimbursement will be based on a reasonable number of hours as determined by the company. Labor costs are to be paid at the regional labor rate. If repair or replacement of the defective boat or part is not commercially reasonable in the opinion of the company, Galilee Boatworks, Inc. may elect to refund the purchase price and take back the product.
- 9. The dealer is not an agent for the company except for the purpose of administering this Warranty. Galilee Boatworks, Inc. does not authorize the dealer or any other person to assume for the company any liability in connection with this Warranty or any liability or expense incurred in the replacement or repair of its product other than as expressly stated herein.
- 10. The company reserves the right to make changes in design or materials in its products without being obligated to incorporate such changes in products of prior manufacture, and to make changes at any time in design, materials, or parts of boats of any one year's model without obligation or liability to owners of boats of the same year's model of prior manufacture.
- 11. Repairs or replacements under this Warranty shall be performed by the company or its authorized dealer within 60 days of purchaser's notice of a claim in writing having been received by the company or the authorized dealer.
- 12. This Warranty gives you specific legal rights. In the event of a problem with service or performance under this Warranty, you may be able to seek further satisfaction in a small claims court, a State court, or a Federal district court.