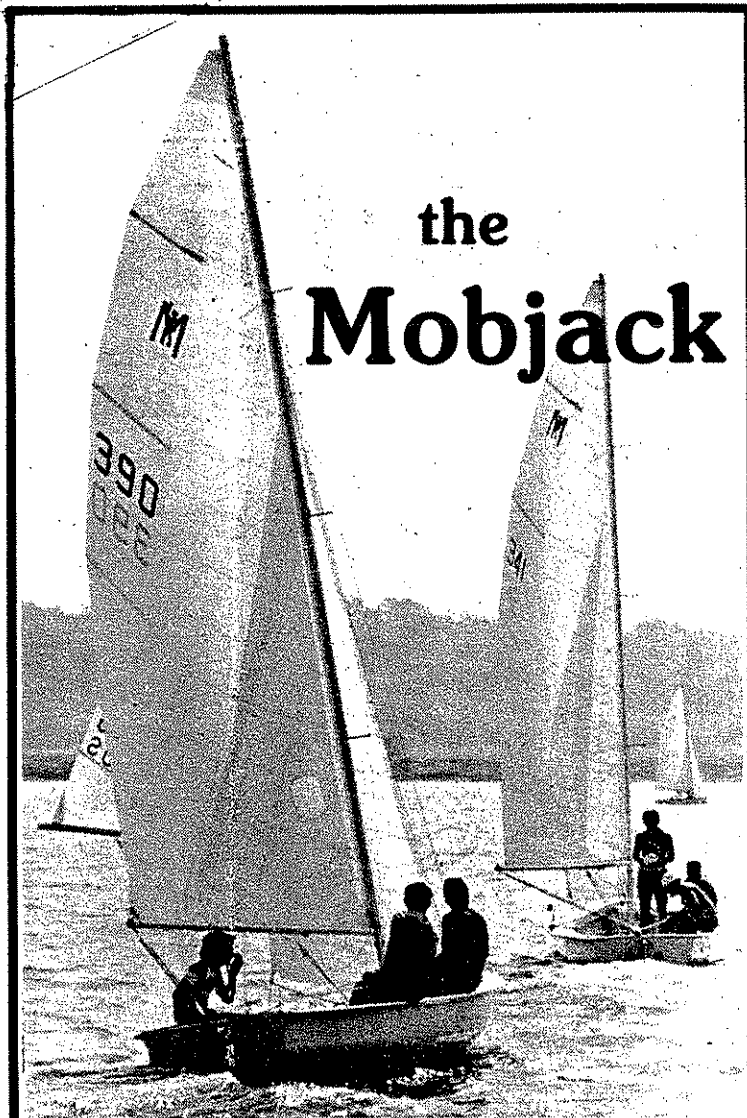


**Mobjack**



the  
**Mobjack**

**For safety, family fun, and racing performance, there is no better value in a 17' boat than the Mobjack.**

**Mobjack Sales Corporation**

11521 Danville Drive  
Rockville, Maryland 20852



## MOBJACK IS SAILING!

*while others are bailing.*

Leave your bailing buckets behind, and come sail the exciting Mobjack. Never a drop to bail, thanks to Mobjack's self-bailing double bottom construction. Non-swamping and self-rescuing, Mobjack floats on its side if capsized, easily supporting the crew. Quickly righted by standing on the centerboard, the cockpit drains itself, and Mobjack is up and sailing. And mighty exciting sailing it is, because Mobjack has few similar sized rivals in speed and all around performance. With a 16'9" waterline length, and plenty of sail power, Mobjack is fast in light airs and planes readily in a breeze.

For the racing sailor, the Mobjack class offers very competitive racing at minimum expense by

enforcing boat uniformity. Only one cut of sails is permitted. This further equalizes the boats, and maintains Mobjack's value. There are over 500 Mobjacks racing today.

For day sailing, Mobjack's large cockpit easily accommodates the whole family, and for occasional over-nighting, a boom tent shelters four full length sleeping bags.

Built of maintenance-free fiberglass, with aluminum spars and stainless and dacron rigging, Mobjack requires no maintenance other than an occasional washing.

## TEN MAJOR MOBJACK ADVANTAGES OVER COMPETITION

### FEATURE

### BENEFITS

#### SELF BAILING COCKPIT

This means that water drains from the cockpit and out the scuppers because the floor is above the waterline.

1. Under sail, your feet are not in water.
2. At the dock, the boat will not collect rainwater; drainage does not depend on forward motion of the boat.

#### JIB FURLER

The jib can be rolled up (furled) at a moments notice simply by hauling a line.

3. Rapid control of sail area provides safety in strong winds.
4. Convenience when returning to the dock.

#### LIGHTWEIGHT/RIGID CONSTRUCTION

The hull is constructed by laminating materials manually, layer by layer, so the quantity of fiberglass can be maximized relative to the quantity of the resin. In addition, a low density core material which does not absorb water is bonded between two layers of fiberglass.

5. The hull is stronger or weighs less than one constructed with a chopper gun which must use a resin-rich and hence weaker mixture of material.
6. The thickness of the laminate (and therefore the stiffness) is greatly increased with little weight penalty.

#### REINFORCING PLATES

We use small aluminum plates bonded into the hull at eleven strategic points.

7. Extra strength is added to areas where loads are concentrated.
8. Fasteners do not pull out.

#### MADE IN MARYLAND

Havre de Grace, to be specific.

9. Transportation costs are minimal.
10. We are close by if you need us.

The self bailing cockpit, furling jib, hand lay up, sandwich core construction, and aluminum reinforcing plates add cost to the Mobjack. We know how to make it cheaper. We prefer to make it better.

## MOBJACK RIGGING AND HANDLING INSTRUCTIONS

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NOW YOU HAVE YOUR NEW MOBJACK, SO LET'S INTRODUCE YOU TO HER VARIOUS PARTS AND EXPLAIN HOW TO RIG HER AND GET THE MOST ENJOYMENT OUT OF HER.

THE BASIC COMPONENTS OF THE MOBJACK INCLUDE THE CENTERBOARD, RUDDER, TILLER WITH EXTENSION, MAST WITH RIGGING, BOOM, VANG, MAINSHEET AND BLOCKS, JIB AND JIBSHEET, AND MAINSAIL AND BATTENS. BEFORE SAILING, CHECK OVER THE VARIOUS PARTS AS FOLLOWS.

### MAST RIGGING

THE ATTACHED FIGURE SHOWS MAST RIGGING. THE STANDING RIGGING CONSISTS OF DIAMOND AND RHOMBUS STAYS, IN ADDITION TO THE FORESTAY AND SIDESTAYS (SHROUDS). CHECK THE ATTACHMENTS OF THE VARIOUS WIRES TO THE MAST TO MAKE CERTAIN THEY ARE SECURED WITH COTTER PINS. ALSO, CHECK TO SEE THAT THE DIAMOND AND RHOMBUS STAYS ARE SECURED TO THE ENDS OF THE SPREADERS EITHER WITH TAPE OR ARE CAPTURED BY THE END OF THE THREADED ADJUSTERS.

THE RUNNING RIGGING CONSISTS OF WIRE MAIN AND JIB HALYARDS WITH HALYARD TAILS SECURED TO PLASTIC CLEATS ON THE MAST. THE HALYARD SHACKLES SHOULD BE SECURED TO THE EYE PROVIDED ON THE FRONT OF THE MAST WHEN THEY ARE NOT ATTACHED TO A SAIL IN ORDER TO AVOID THE HALYARD INADVERTENTLY RUNNING UP THE MAST.

### RAISING THE MAST

IF YOU ARE RAISING THE MAST WHILE THE MOBJACK IS ON THE TRAILER, BE CERTAIN THAT THE BOW IS SECURED TO THE TRAILER AND THE TRAILER IS SECURED TO THE CAR. OTHERWISE, AS YOU MOVE YOUR WEIGHT TO THE STERN THE BOW WILL TIP UP IN THE AIR.

TO STEP THE MAST, FIRST PLACE THE BASE OF THE MAST ON THE TRAILER MAST CROTCH WITH THE TRACK DOWN AND THE MASTHEAD EXTENDING OVER THE STERN. ATTACH THE SHROUD ADJUSTER TO THE CHAINPLATE, BEING CERTAIN THE SHROUDS ARE NOT FOULED OR TWISTED. INITIALLY, THE SHROUDS SHOULD BE ATTACHED TO THE SHROUD ADJUSTER AT A LOCATION NEAR THE CENTER OF THE ADJUSTER. THIS POSITION MAY LATER BE ALTERED WHEN MAST RAKE IS MEASURED AS DESCRIBED IN TECHNICAL TIPS. HAVE SOMEONE HOLD THE HEEL OF THE MAST IN THE MAST STEP AS YOU STAND NEAR THE STERN AND THEN RAISE THE MAST TO THE VERTICAL BY WALKING FORWARD. ONCE THE MAST IS VERTICAL AND IN THE MAST STEP, HOLD THE MAST IN THIS POSITION BY PUSHING FORWARD AGAINST THE PULL OF THE SHROUDS. THE FORESTAY IS THEN SECURED TO THE ATTACHMENT WIRE IN THE BOW AND SUBSEQUENTLY TENSIONED BY SHOCK CORD LOCATED UNDER THE DECK. THE SHROUDS WILL NOT BE TIGHT AT THIS POINT, BUT WILL BE SUBSEQUENTLY TENSIONED AUTOMATICALLY AS THE JIB HALYARD IS TENSIONED.

BE CERTAIN TO TAPE THE COTTER PINS ON THE SHROUD ADJUSTERS SO THEY WILL NOT ACCIDENTALLY DETACH OR SNAG A LINE. WHEN LOWERING THE MAST, THE SHROUDS SHOULD REMAIN ATTACHED TO THE CHAINPLATES.

## JIB

BEFORE ATTACHING THE JIB, CHECK TO BE CERTAIN THE JIB FURLER LINE IS WOUND AROUND THE JIB FURLER DRUM. THE JIB IS THEN ATTACHED TO THE JIB TACK AND THE JIB HALYARD SECURED TO THE HEAD OF THE JIB. RAISE THE JIB BY HOISTING ON THE JIB HALYARD TAIL AND THEN SECURE THE END OF THE WIRE HALYARD TO THE HOOK ON THE MAGIC BOX. TENSION THE HALYARD WITH THE MAGIC BOX. FURL THE JIB. THEN LEAD THE JIBSHEETS THROUGH THE JIB BLOCKS AND TIE A FIGURE-OF-EIGHT KNOT IN THE END OF EACH JIBSHEET. AS A FINAL STEP, WRAP THE HALYARD TAIL AROUND THE PLASTIC CLEATS AND SECURE NEATLY.

## BOOM

THE BOOM IS INSTALLED BY DROPPING THE SLIDING GOOSENECK OVER THE MAST TRACK, USING THE GATE CUT INTO THE TRACK. THE BOOM VANG IS SECURED TO THE BOOM BAIL AND THEN TO THE BAIL NEAR THE MAST FOOT.

## MAINSAIL

PASS THE FOOT OF THE SAIL OUT ALONG THE BOOM INSIDE THE GROOVE. SECURE THE TACK TO THE GOOSENECK, THEN TENSION THE FOOT BY PASSING THE CLEW OUTHAUL LINE THROUGH THE BLOCK ON THE END OF THE MAINSAIL AND THEN THROUGH THE HOLE ON THE BOOM END CAP. SECURE THE OUTHAUL LINE WITH A FIGURE-OF-EIGHT KNOT IN THE BITTER END.

INSTALL THE BATTENS BY INSERTING THE THINNER END INTO THE BATTEN POCKET FIRST. AN ELASTIC STRIP AT THE INNER END OF THE BATTEN POCKET WILL SECURE THE BATTEN INTO PLACE IN THE LEACH POCKET WHEN THE BATTEN IS FULLY INSERTED.

ATTACH THE MAIN HALYARD SHACKLE TO THE HEADBOARD, FIRST GLANCING ALOFT TO MAKE CERTAIN THE HALYARD IS NOT WRAPPED AROUND A SPREADER. FEED THE SAILSLIDES ONTO THE MAST TRACK AT THE GATE IN THE TRACK.

## MAINSHEET

THE MAINSHEET MAY BE RIGGED IN EITHER OF TWO WAYS: THE FINAL PART OF THE SHEET LEADING FROM THE TRANSOM OR BOOM. USE THREADED PIN SHACKLES TO SECURE THE MAINSHEET FIDDLE BLOCKS TO THE BOOM AND TRAVELER CAR AND BE CERTAIN TO TIGHTEN THE PIN WITH A PLIERS TO PREVENT LOOSENING. BE MOST CERTAIN THAT THE MAINSHEET CLEAT IS SET AT AN APPROPRIATE ANGLE SO THE MAINSHEET MAY BE INSTANTLY RELEASED UNDER SAIL OR A CAPSIZE WILL RESULT.

## DRAINPLUG

YOUR MOBJACK IS FITTED WITH A TRANSOM DRAINPLUG WHICH SHOULD BE SECURELY TIGHTENED BEFORE THE BOAT IS LAUNCHED.

THE DRAINPLUG IS FURNISHED SO THAT CONDENSATION AND LEAKAGE CAN BE DETECTED AND REMOVED. WHEN THE BOAT IS OUT OF THE WATER, REMOVE THE DRAINPLUG AND STORE THE BOAT WITH THE BOW ELEVATED SO CONDENSATION WILL DRAIN. THE SCUPPER FLAPS SHOULD ALSO REMAIN OPEN DURING STORAGE.

IF YOUR BOAT IS LAUNCHED WITH THE DRAINPLUG INADVERTENTLY OPEN, THE INNER HULL WILL FILL WITH WATER. BECAUSE THE INNER HULL CONTAINS SOME FLOTATION THE BOAT WILL NOT SINK, BUT OF COURSE SHOULD NOT BE SAILED. WITH A LARGE AMOUNT OF WATER IN THE INNER HULL, THE BOAT MUST BE REMOVED FROM THE WATER VERY GRADUALLY, ALLOWING THE LEAKAGE TO DRAIN. THIS MAY TAKE UP TO AN HOUR! BE PATIENT, OTHERWISE THE WEIGHT OF THE WATER MAY CAUSE STRUCTURAL DAMAGE.

#### ESSENTIAL EQUIPMENT

BEFORE LAUNCHING THE BOAT, BE CERTAIN YOU HAVE THE FOLLOWING EQUIPMENT ON BOARD:

- \* PERSONAL FLOTATION DEVICES FOR EACH PERSON
- \* A THROWABLE BOUYANT CUSHION
- \* AN ANCHOR WITH ANCHOR LINE ATTACHED TO THE BOAT
- \* A PADDLE

#### LAUNCHING

LAUNCHING YOUR MOBJACK IS EASILY ACCOMPLISHED WITH THE STANDARD TILT-BED TRAILER FROM A RAMP. BACK THE TRAILER TO THE WATER SO THE TIRES ARE AT THE WATERLINE. RELEASE THE TILT-BED LOCK AND PUSH THE BOW UPWARDS UNTIL THE STERN IS IN THE WATER. THEN PUSH THE BOAT AFT ON THE TRAILER ROLLERS UNTIL SHE IS AFLOAT.

IF YOU PLAN TO USE A HOIST, THE STANDARD LIFTING SLING IS A TWO PART WIRE BRIDLE WHICH FASTENS THROUGH A SHACKLE AT THE BASE OF EACH SHROUD ADJUSTER. THE THIRD PART OF THE BRIDLE IS A LINE WHICH IS PASSED THROUGH THE TILLER HOLE IN THE TRANSOM. WHEN HOISTING THE BOAT BE CERTAIN THE MAST DOES NOT TOUCH THE HOIST OR THE MAST MAY BE DAMAGED. BEFORE LIFTING BE CERTAIN THE BOWEYE IS RELEASED FROM THE TRAILER.

#### RUDDER AND TILLER

ONCE YOUR MOBJACK IS AFLOAT, MOUNT THE RUDDER ON THE GUDGEONS, AND THEN PASS THE TILLER THROUGH THE HOLE IN THE TRANSOM AND INTO THE RUDDER HEAD UNTIL THE TAPE ON THE TILLER IS ALIGNED WITH THE RUDDER HEAD. A KEEPER PIN IS THEN INSERTED INTO THE RUDDER HEAD AND CAPTURES THE TILLER. THE KEEPER PIN IS HELD IN PLACE BY SLIPPING THE RUDDER SHOCK CORD OVER THE TOP OF THE KEEPER PIN. THIS ARRANGEMENT WILL KEEP THE RUDDER FROM COMING LOOSE IN THE EVENT OF A CAPSIZE.

BEFORE MOVING AFT TO MOUNT THE RUDDER, CLOSE THE SCUPPER FLAPS. AFTER THE RUDDER IS SECURED AND YOU MOVE FORWARD IN THE BOAT, OPEN THE SCUPPER FLAPS. SAIL WITH THE SCUPPER FLAPS OPEN.

#### RAISING SAIL

WITH THE BOW HEAD-TO-WIND, HOIST AWAY ON THE MAIN HALYARD TAIL, RAISING THE MAIN AND BEING CERTAIN THAT EACH SAIL SLIDE IS CAPTURED ON THE TRACK AS YOU GO. RAISE THE MAINSAIL AS HIGH AS IT WILL GO WITHOUT THE TOP OF THE HEADBOARD TOUCHING THE BOTTOM OF THE BLACK BAND ON THE TOP OF THE MAST. RAISING THE MAIN ABOVE THAT POINT WILL CAUSE THE HALYARD TO BREAK. WRAP THE HALYARD TAIL AROUND THE PLASTIC CLEATS AND SECURE NEATLY.

## HANDLING

WHEN SAILING THE MOBJACK TO WINDWARD IN A STRONG BREEZE, TRIM BOTH THE MAIN AND THE JIB IN HARD AND "FEATHER" UP INTO EACH PUFF TO AVOID HEALING TOO MUCH. OF COURSE, YOU AND YOUR CREW WILL BE HIKEING OUT AS MUCH AS POSSIBLE AT THESE TIMES. IN A STRONG BREEZE, A HEAVIER CREW WILL BE SOMEWHAT FASTER TO WINDWARD, WHILE A LIGHTER CREW WILL PLANE SOONER AND FASTER WHEN SAILING OFF THE WIND.

THE BOAT SAILS BEST WITH NO HEEL. KEEP HER FLAT AND LEVEL AND SHE WILL GO HER FASTEST AS WELL AS BEING LESS LIKELY TO CAPSIZE. TO KEEP THE BOAT LEVEL, THE FOLLOWING STEPS SHOULD BE TAKEN AS THE WIND INCREASES WHILE BEATING:

- 1) HIKE OUT
- 2) HIKE OUT MORE
- 3) EASE THE TRAVELER
- 4) EASE THE MAINSHEET
- 5) FURL THE JIB
- 6) REEF THE MAINSAIL
- 7) STAY AT THE DOCK.

WHEN SAILING THE MOBJACK DOWNWIND IN A STRONG BREEZE, RAISE THE CENTERBOARD TO IMPROVE SPEED. APPLY MODERATE TENSION TO THE BOOM VANG SO THE BOOM WILL BE HELD DOWN DURING A JIBE. WHEN JIBING BE CERTAIN TO RAISE THE CENTERBOARD AND A CAPSIZE WILL BE LESS LIKELY.

THE MOBJACK CAN BE SAILED WITH FOUR COMBINATIONS OF SAIL AREA:

- 1) FULL MAIN AND FULL JIB
- 2) REEFED MAIN AND FULL JIB
- 3) FULL MAIN AND FURLED JIB
- 4) REEFED MAIN AND FURLED JIB.

USE THE PROPER COMBINATION OF SAIL AREA TO SUIT THE WIND CONDITIONS, CREW WEIGHT AND YOUR EXPERIENCE LEVEL.

## SAFETY

THE MOBJACK WITH ITS DOUBLE HULL CONTAINING AIR AND FOAM FLOTATION, AS WELL AS RESERVE FLOTATION UNDER THE SEATS, IS ABOUT AS SAFE AS A BOAT OF THIS TYPE CAN BE MADE. ADDITIONAL FLOTATION IS ALSO SEALED INSIDE THE MAST AND BOOM.

NEVERTHELESS, THE MOST IMPORTANT SAFETY MEASURE IS THE USE OF COMMON SENSE AND GOOD SEAMANSHIP TO AVOID ACCIDENTS AND TO AVOID SITUATIONS WHICH PROMOTE ACCIDENTS.

WEARABLE LIFE JACKETS SHOULD ALWAYS BE ON BOARD AND THERE SHOULD BE ONE SUITABLY SIZED FOR EACH INDIVIDUAL. BE CERTAIN TO USE ONLY COAST GUARD APPROVED PERSONAL FLOTATION DEVICES. COMMON SENSE DICTATES THAT A NON-SWIMMER SHOULD WEAR A LIFE JACKET AT ALL TIMES. ALL HANDS SHOULD WEAR LIFE JACKETS WHEN THE WINDS ARE BRISK, OR WHEN THE WATER IS COLD. APRIL IS PROBABLY THE MOST DANGEROUS MONTH TO SAIL IN NORTHERN CLIMES BECAUSE THE WATER IS COLD ENOUGH TO BE LETHAL AND THE AIR IS DECEPTIVELY WARM. WEAR A LIFE JACKET AT ALL TIMES IF YOU SAIL ALONE, UNDER ANY WEATHER CONDITIONS.



## CAPSIZING

ANY SMALL CENTERBOARD SAILBOAT CAN BE CAPSIZED AND THE MOBJACK IS NO EXCEPTION. IN THE MOBJACK THIS IS NOT SERIOUS, AND WE SUGGEST THAT EVERY MOBJACK OWNER PRACTICE CAPSIZING AND CAPSIZE RECOVERY SO THAT YOU WILL DEVELOP CONFIDENCE TO HANDLE THE SITUATION. OF COARSE, YOU WILL WANT TO PRACTICE IN MODERATE WINDS AND WARM WATER.

THE MOBJACK HAS A UNIQUE SELF-BAILING ABILITY WHICH IS AN OUTSTANDING SAFETY FEATURE. ONCE UPRIGHT AFTER A CAPSIZE, THE SELF-BAILING COCK-PIT WILL DRAIN ITSELF, EVEN WITHOUT FORWARD MOTION OF THE BOAT. WITHIN A MINUTE THE MOBJACK WILL BE DRY WITHOUT ANYONE HAVING TO BAIL A DROP.

## CAPSIZING RECOVERY

BEFORE ATTEMPTING TO RECOVER FROM A CAPSIZE, BE CERTAIN THE MAINSHEET AND JIBSHEET ARE NOT CLEATED. IN A STRONG BREEZE THE BOW SHOULD BE BROUGHT INTO THE WIND BEFORE RIGHTING THE BOAT.

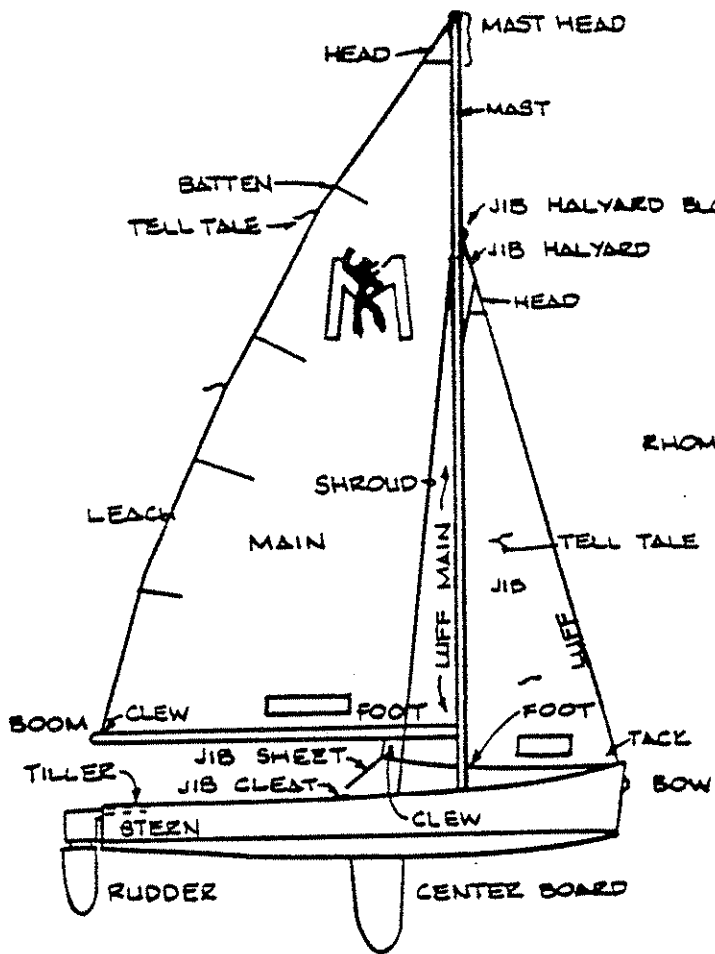
CLIMB ONTO THE PROTRUDING CENTERBOARD AND STAND UP, HOLDING ON TO THE RUBRAIL FOR SUPPORT. A SECOND PERSON DOES LIKEWISE, HOLDING ON TO THE WAIST OF THE FIRST PERSON. GRADUALLY ROCK THE BOAT UPRIGHT. DO NOT JUMP ON THE CENTERBOARD OR STRUCTURAL DAMAGE TO THE CENTERBOARD WELL WILL RESULT. AS THE MOBJACK RIGHTS, CLIMB ABOARD AND STABILIZE THE BOAT. IT MAY BE MORE CONVENIENT FOR THE SECOND PERSON TO CLIMB ABOARD OVER THE TRANSOM.

PERHAPS THE MOST COMMON PROBLEM IN CAPSIZE RECOVERY IS ONE OF RIGHTING THE BOAT ONLY TO HAVE HER RECAPSIZE IN THE OTHER DIRECTION. THIS OCCURS BECAUSE THE BOAT IS ROLLING TOO FAST AS THE MAST APPROACHES THE VERTICAL AND ANGULAR MOMENTUM CAUSES THE BOAT TO CONTINUE TO ROLL, AND RECAPSIZE RESULTS. RECAPSIZE CAN BE PREVENTED BY PROPER USE OF BODY WEIGHT TO SLOW THE ROLL. BEFORE THE MAST NEARS VERTICAL, STOP HANGING ON THE HIGH SIDE; GET YOUR BODY IN THE WATER AND THRUST UPWARD AGAINST THE RUBRAIL TO SLOW THE ROLL. ALLOW THE BOAT TO STABILIZE FOR A FEW SECONDS BEFORE REBOARDING.

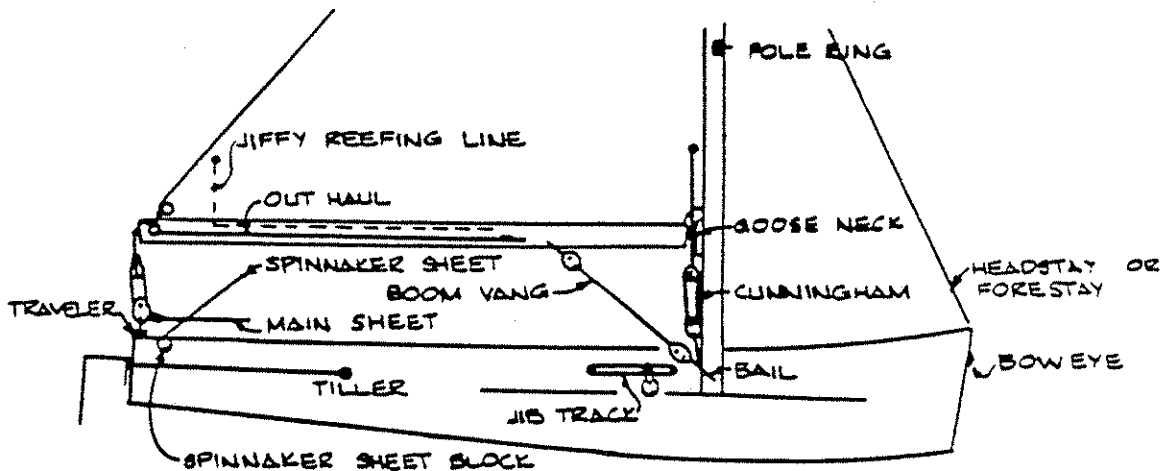
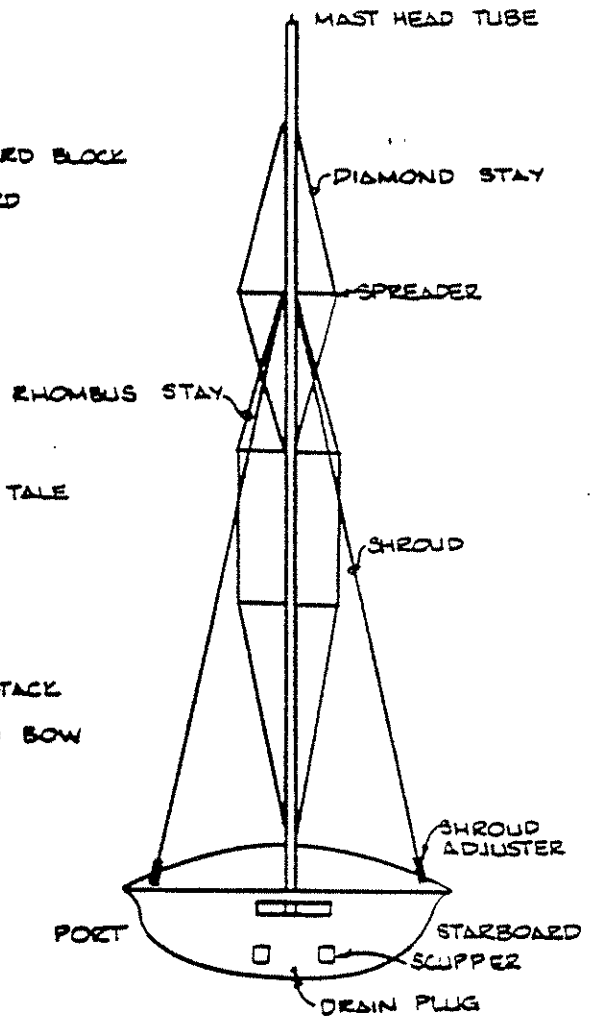
THE MOBJACK REQUIRES TWO PEOPLE, PROPERLY USING THEIR BODY WEIGHT TO RECOVER FROM A CAPSIZE UNDER BREEZY CONDITIONS. UNDER IDEAL CONDITIONS, A HEAVY, EXPERIENCED SAILOR CAN DO THE JOB. BECAUSE CAPSIZES USUALLY DO NOT OCCUR DURING IDEAL CONDITIONS, WE DO NOT RECOMMEND SINGLE-HANDING THE MOBJACK UNLESS ASSISTANCE IS CLOSE BY.

## IMA MEMBERSHIP

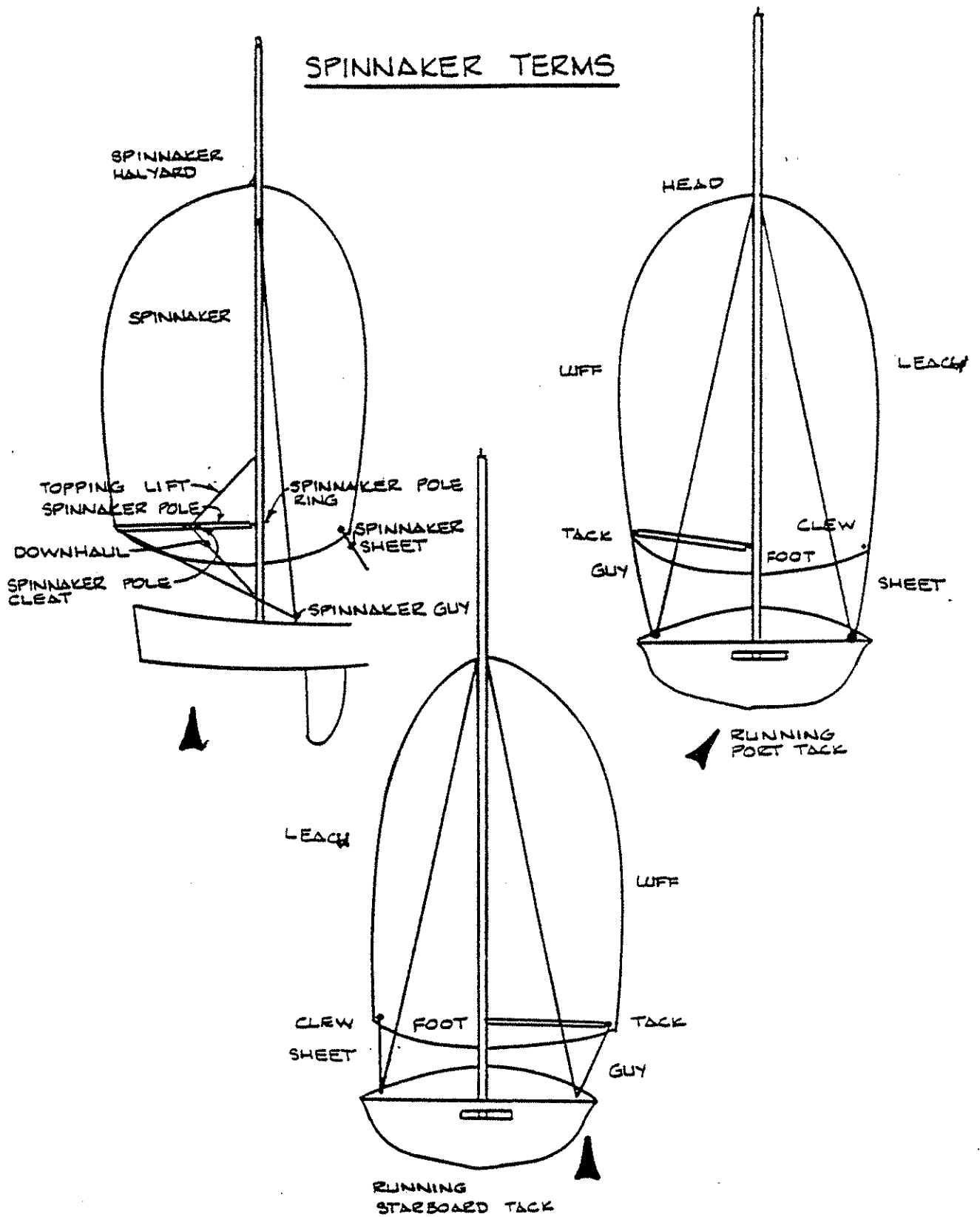
PLEASE JOIN THE INTERNATIONAL MOBJACK ASSOCIATION EACH YEAR. THIS IS YOUR CLASS ASSOCIATION AND OPERATES ON A NON-PROFIT BASIS. THE FUNDS ARE USED TO PUBLISH THE "JACK TAR" WHICH BRINGS YOU CLASS NEWS AND TECHNICAL TIPS. THE FUNDS ARE ALSO USED TO SEND OUT NEWSLETTERS, PUBLISH BROCHURES AND PROVIDE FOR SPACE FOR THE MOBJACK IN BOAT SHOWS. IMA NEEDS YOUR SUPPORT TO PROMOTE GROWTH IN THE CLASS AND THERBY TO PROECT YOUR INVESTMENT.



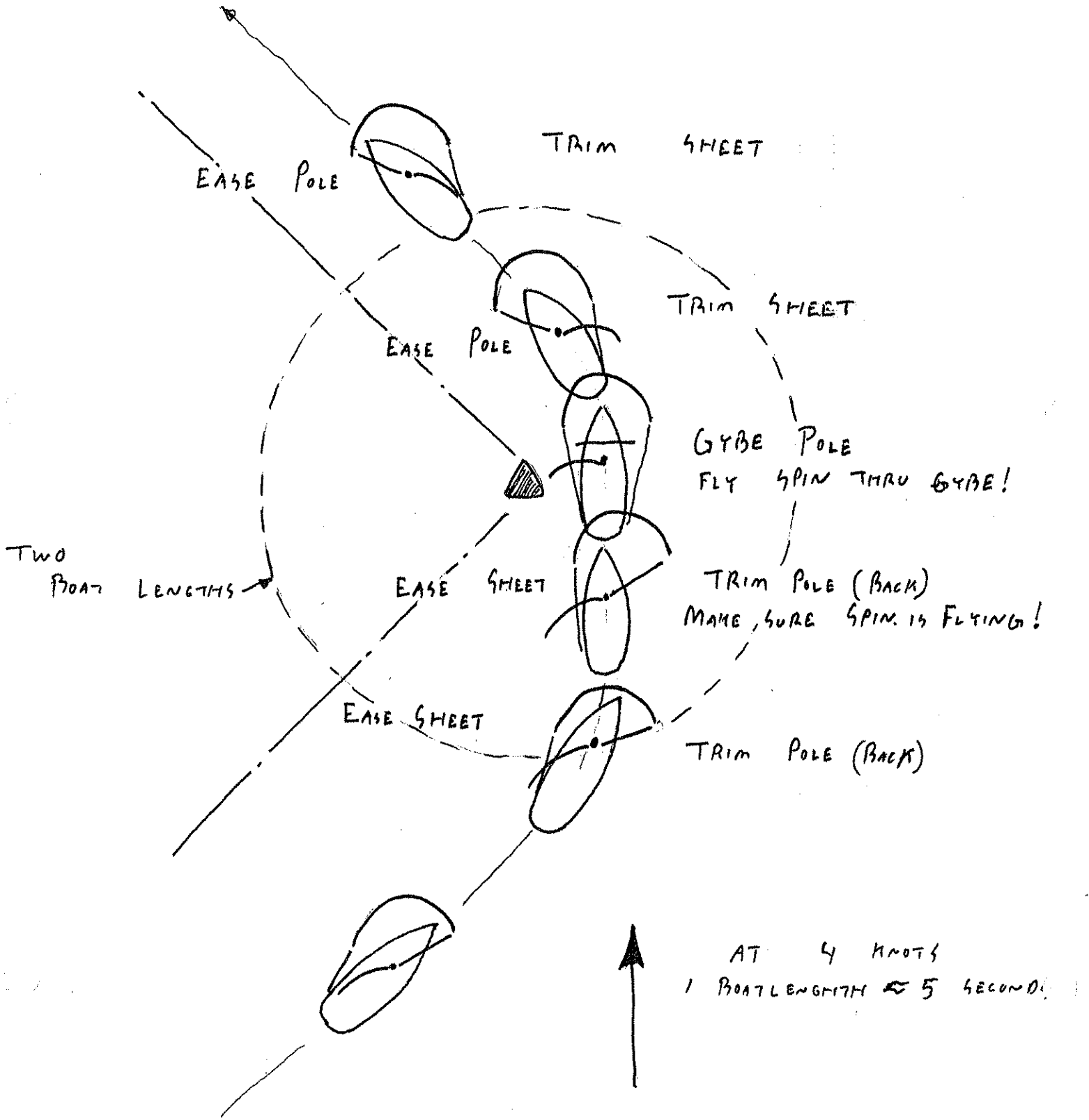
TERMS



# SPINNAKER TERMS



# WHEN IN DOUBT - LET IT OUT!



## Maintenance Tips

The MOBJACK is virtually as maintenance free as a yacht can be, so the following potpourri will be brief.

- (1) The main halyard tube should receive a drop of oil twice a season. The groove of the mast track should be cleaned with a soft brush each Spring. An old toothbrush works fine.
- (2) If the boat is on land (even overnight), remove the drainplug, open the scupper flaps, and store with bow tilted up far enough to allow all rain and condensate to drain.
- (3) If the boat is in the water (even overnight), open the scupper flaps to allow rain to drain off the floor.
- (4) Wash the boat twice a year with warm water and detergent using a soft scrub brush.
- (5) Raising the mainsail headboard above the black band causes excessive bending and hence breakage of the wire halyard.
- (6) Periodically inspect the tape on the end of the spreaders and replace when necessary. The tape holds the wire or adjuster in position on the spreader when the wire is slack.
- (7) Inspect centerboard gaskets and expect to replace them every three years.
- (8) Inspect the hiking straps and expect to replace them every three years. The straps fail without warning and a capsize can result.
- (9) Inspect the pintles and gudgeons two or three times a year. Be certain all fasteners are tight. Replace at the first sign of weakness or upon the appearance of a slight crack.
- (10) Use the trailer bunks to provide the principal support for the boat. The bearing area of each bunk should be at least 4 x 54 in.
- (11) All cotter pins and rings should be covered with tape to prevent injury or accidental loss.

## PLEASE READ THIS BEFORE YOU SAIL

- Always have life jackets and a throwable cushion on board.
- Always have an anchor and an anchor line tied-in and ready to use. We prefer a 2-1/2 pound galvanized Danforth with fifty feet of line.
- Always have a paddle on board. We prefer an inexpensive 42" long wooden paddle.
- Have an experienced sailor with you for the first ten hours on the water.
- Be familiar with the information provided on Safety Tips and Rigging and Handling.

## TECHNICAL TIPS

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by  
BOB STEIN

### MAST TUNING

THE DIAMOND AND RHOMBUS STAYS SHOULD BE TENSIONED ONLY ENOUGH TO ASSURE A REASONABLY STRAIGHT MAST, IN TERMS OF ATHWARTSHIP BEND UNDER SAIL. CORRECTIONS TO ATHWARTSHIP MAST BEND CAN BE MADE BY ADJUSTING THE NUTS ON THE END OF THE SPREADERS. TO PREVENT LOOSENING, BE CERTAIN THAT THE ADJUSTING NUTS ARE TAPED. THE DIAMOND STAY SHOULD BE TENSIONED TO ABOUT 60-100 CPS WHEN PLUCKED. THE RHOMBUS STAY SHOULD BE TENSIONED TO ABOUT 10-30 CPS, WHICH IS BARELY AUDIBLE. THESE TENSIONS HAVE BEEN SET PRIOR TO DELIVERY AND SHOULD NOT REQUIRE ADJUSTMENT. EXCESSIVE TENSION OF THE DIAMOND AND RHOMBUS STAYS CAN CAUSE MAST BREAKAGE.

### MAST RAKE

THE ADJUSTERS AT THE LOWER END OF THE SHROUDS CONTROL MAST RAKE. MAST RAKE IS MEASURED BY DROPPING A PLUMB FROM THE MAIN HALYARD AND MEASURING THE DISTANCE BETWEEN THE MAST TRACK AND WHERE THE PLUMB TOUCHES THE FLOOR. THIS SHOULD BE DONE WITH THE BOAT IN THE WATER ON A CALM DAY WITH THE JIB HALYARD TENSIONED, MAINSAIL REMOVED, WITH THE CENTERBOARD AND RUDDER DOWN AND NO ONE IN THE BOAT. A MAST RAKE OF ABOUT 15" IS RECOMMENDED. RECORD THE RAKE MEASUREMENT AND LOCATION OF THE POSITION OF THE SHROUD CLEVIS PIN IN THE SHROUD ADJUSTER AND THE MEASUREMENT PROCEDURE NEED NOT BE REPEATED. TO CHANGE THE RAKE FROM THE REFERENCE POSITION, JUST APPLY THE FORMULA THAT LOWERING THE POSITION OF THE SHROUD CLEVIS PIN IN THE SHROUD ADJUSTER BY ONE HOLE OR 3/8" WILL INCREASE THE MAST RAKE BY 3".

### FORESTAY ADJUSTMENT

AFTER THE MAST RAKE IS ESTABLISHED, THE FORESTAY SHOULD BE ADJUSTED SUCH THAT THE GAP BETWEEN THE FORESTAY STOP ( LOCATED AT THE BASE OF THE ALUMINUM PLATE IN THE BOW ) AND THE FORESTAY ATTACHMENT WIRE MEASURES ABOUT 1" WHEN THE JIB HALYARD IS TENSIONED. THIS INSURES THAT THERE IS ENOUGH TENSION ON THE FORESTAY SUCH THAT 1) IT WILL NOT FOUL ON THE JIB LUFF WIRE WHEN THE JIB IS FURLED AND 2) THERE IS NOT ENOUGH PLAY IN THE RIGGING TO PERMIT THE MAST TO BECOME UNSTEPPED IN THE UNLIKELY EVENT THE JIB HALYARD SHOULD BREAK.