

If this is your first boat or even multihull we highly recommend before "taking command" to get some training in controlling the boat while sailing as well as powering (manoeuvring) to ensure your safety and comfort. Your dealer will give you this basic information. We strongly advise when receiving the boat to get to know the boat well first under easy calm conditions, especially also manoeuvring the boat under power, try this out in "open" water first using a fender or similar and manoeuvre the boat around this floating object, get to learn how the boat turns, stops and how it manoeuvres in reverse etc. This is a very important exercise. This boat is not more difficult to handle than a conventional yacht and many times easier, but it behaves differently.

IMPORTANT:

Always before taking the boat out: Pull down the centre board for better manoeuvring without the centre board the boat can not make a sharp turn and will drift much quicker.

CLASSIFICATION:

The DRAGONFLY 1000 is classified according to the CE-standards in category A.

DRAGONFLY 1000 is designed also for offshore trips, during which the wind may max rise to 8 on the Beaufort scale = 40 knots = 20 m/sec. true wind and the waves may rise to max 4 m significant height. The craft is classified for the CE by notified organisation IMCI No 0609. Sails must be set according to our wind/sail diagram. Please see page 6.2.

SAILING:

DANGER

Wear your life-jacket
In heavy weather wear the safety harness

MANOEUVRING AND MOORING – RECOMMENDATIONS/MAINTENANCE:

A sufficient number of mooring ropes, of adequate dimensions and suitable for the environment should be on board.

- Always manoeuvre the boat with the engine in harbour areas
- Handle the boat consistent with the current and wind
- Protect the boat with suitably-sized fenders
- Always keep the ropes unfold and home
- Handle the boat at slow speed
- Never climb the mast when the boat is folded up

DANGER

Never try to stop the boat with your foot, your hand or a boat-hook.

When taut:

- Protect the ropes from chafing with plastic sleeves
- Make allowance for the tide, as the case may be

PRECAUTION:

Be aware that the boat can capsize if not handles correctly and sailing instructions are followed.

Be well aquatinted with the boat before taking it out in more than 6 Beaufort (25 knots – 12 m/sec).

Learn to handle the boat well under power to make safe harbour manoeuvring.

Never keep or power the boat in folded condition where wave height exceed max 8 inches or 20 cm, otherwise the boat may capsize.

The boat is at all times unsinkable. If anything should happen, always stay with the boat.

In capsized position the boat will stay afloat approx where hull and deck are assembled.

By each wing base underside you will find a stainless eye for lifelines.

IMPORTANT INFORMATION ON THE RIGGING:

Always check the rigging, halyards, reefing lines, water stays, rudder downhaul and swing wing system before taking the boat out.

Every 6 months or min once a year shorten all halyards, reefing lines and swing wing lines by min 25 cm. After some years turn them around.

Running rigging and water stays we recommend to change every 5 years using the same quality of products.

Standing rigging we recommend to change after 10 years.

Never use shackles or similar on the boatsman chair.

Never climb the rigging when the boat is in folded position.

Tension on the rigging, please see rig diagram.

Never change the tension on the diamonds without checking tension with a tension meter according to rig tension diagram, changing the rig tension cause the mast to break.

OPERATING THE SWING WING SYSTEM:

IMPORTANT – The Swing Wing system must only be used in protected harbour areas. Any use elsewhere at owner's own risk.

ALWAYS use the Swing Wing system **WITHOUT SAILS**. The sails must **NEVER** be hoisted when the floats are folded in.

ALWAYS stow the sails safely **BEFORE** you start operating the Swing Wing system.

ALWAYS point the boat into the wind or downwind when operating the Swing Wing system.

Example of operating the Swing Wing system: The boat is folded out and must now be folded in.

1. First of all, prepare the endless swing wing line by the double block on the cockpit coaming. Release the back stays slowly on **BOTH** sides.
2. No persons are allowed on the trampolines, the wings or the floats while operating the Swing Wing system. Also slack of spinnaker sheets and barberhaul lines.
3. Remove the diagonal cables up front before releasing the double easylock for the Swing Wing system inside the hand locker in the cockpit.

REMEMBER only to use the lines coming up from the double block in the coaming for the Swing Wing system. The outer line is for the outhaul and the inner for the inhaul (downhaul).

4. The system is now open and you use the inhaul via the selftailing winch on the coaming. As the line is endless make sure **ALWAYS** that the outhaul line runs easily free to avoid "kinks". The float is now ready to be pulled in, and when the float is folded in make sure to lift up the trampoline so this does not get jammed between float deck and under side of the aft wing and the float is now in position. You must lock the double easylock again to secure the swing wing lines and float in position. Then you can adjust the backstay by setting it handtight after having folded **BOTH** sides.

5. To fold out the boat the procedure is the same, just reverse, but make sure that the various lines are NOT jammed between the wings and the hull and beware of children. If the float does not come out then just give a push on the float or wing to get past the "dead angle".
6. In case the boat does not fold or unfold easily do not use power on the winch, most probably some other line has been jammed.
7. When the floats are folded out you have some line left over. Pull the lines for the in- and outhaul down by pulling between the double block and the easylock in the coaming again.
8. Make sure there is no sand or dirt on the sliding wing areas on the floats. If you for example just launched or berthed you should rinse with a bucket of water over each saddle to clean the surfaces for sand.

Should the system after some time start squeaking, oil the sheavebox where the wire goes into the wing with teflon spray or similar, and the sliding surfaces on the floats should be waxed or greased.
9. Set the backstays.
10. When the floats are folded out and backstays are tightened, remember to mount the front safety cable from centre hull bow to forward beam.

ASSEMBLING OF THE DRAGONFLY 1000 SWING WING:

On the original trolley min. 3 people are required – 4 are perfect.

WINGS:

First of all, mount the wings in respective places with the big pinbolts. The pinbolts must be mounted from the under side and pushed up and secured with the washer and the screw secured in blue lock tite. Fold the wings out by holding the forward wings by the forward safety cable. The aft wings are held out in position by their aluminium tubes aft.

FLOATS:

Lift up the float by hand (3-4 people) - or if only two-handed, you can use the spanners around each wing and float one forward and one aft. When mounting the float to the wing – first place a brass washer and a nut on each bolt. Then tighten the nut at each wing by the big “key” No 30 just so that the floats lie against the under side of the wing, not tight, then a lock nut on top – tighten hard! You must regularly look after and make sure that these are **always** tightened correctly. Blue lock tite can also be used on the top “lock nut” for better locking.

WATERSTAYS:

There are two long stays for the forward wings and two short ones for the aft wings. The thread part of the waterstay you turn into the big stainless steel fitting in the end of the wing where the ama is mounted. Then you adjust the waterstay so that when a person pushes down on the float you can put the pinbolt through the fork terminal by the centre hull, just so that the waterstay is well hand-tight, it must not feel “loose”. The waterstays must be checked regularly to make sure they have the correct tension and are free from failures.

IMPORTANT: Waterstays must be changed every 5 years or by max. 10,000 NM.

For much easier mounting use oil or grease in the thread. For easier adjusting of the water stays you can fold the wings about 30 cm (1') aft and fit the water stays at this position and they will fit hand tight.

NETTING:

The trampoline netting's are marked for either BB (port) or SB (starboard) mounting on the under side forward. Pull them into the netting tracks from aft along side the cabin sides and the front wings. The wire in the netting is fastened at the front wing by the quick link to stainless eye on "the wing fitting" – and at the aft wing/main hull connection by the stainless triangle fitting is mounted to the fork terminal in the netting. The swing wing cable by the end of the aft beam is mounted to the stainless block in the aft corner of the netting. Make sure the cable in the netting goes between the wheel and the pinbolt in the block. At the forward beam/hull assembly there is a snapshackle in the trampoline that has to be secured to the eye bolt. Check regularly that this outhaul cable is not damaged, as this effects the safety of the boat as well as the lines for the swing wing system.

SETTING THE MAST:

When setting the mast by crane, make sure that the lifting point is between the two spreaders or even better close to the second upper spreader. Always fold out at least one of the floats (the outside one), this will make it easier to put on the sidestays as it gets more slack when one side is folded out.

SETTING THE GENOA:

Before hoisting the genoa make sure to roll some line on the drum. Turn the headfoil until you have one metre (approx. three feet) line left in the cockpit. This way you are able to furl the genoa at once when it is hoisted. The luff is mounted by the shackle over the furling drum. Tension is adjusted via the halyard.

MOUNTING THE MAINSAIL:

The sail is placed on the boom between the lazy-jacks and start from the top of the sail. Hold the boat up into the wind. Mount the headboard (the top of the sail) into the top double Frederiksen batten car on the mast. Then hoist the sail to the next batten and fit the next stainless bolt into the batten car with the nut on top and etc.

Remember to fit the two reefing lines in the sail.

By taking the mainsail off again **never** take off the Frederiksen batten cars, all the balls will fall out.

IMPORTANT: The reefing line in the back end of the boom comes out from a sheave and through the block in the sail and is tied with a bolen knot on the **other** side of the boom in the folding wichard eye.

LAUNCHING FROM TRAILER:

IMPORTANT: Beware of high tension wires etc.

Only a slip with solid ground can be used. We recommend launching the boat in its full width if your mast is set, if possible.

Before launching the boat, make sure that everything is completely in order. The motor must be ready to start up and the rudder and centre board are to be fixed in upper position, the knotmeter must be mounted, have mooring lines ready etc. Be careful of wind and current from the side.

The same procedure but in reverse order goes for taking the boat out of the water.

LAUNCHING WITH A CRANE:

Only use original lifting straps. If you are unable to launch from the trailer, lifting straps can be used carefully by putting these around the centre hull only from side to side just in front of and behind the wings to lift the boat. You can make use of this technique with the wings in- or outfolded.

Travel lift can also be used, when using their straps only around the centre hull.

The balance point is approx above the centre of the cabin entrance.

When you place the front lifting straps make sure you avoid the log. Push the strap aft.

SAILING TIPS:

MANOEUVRING IN HARBOUR. If the water is deep enough, always sail or motor with the swing keel DOWN for better manoeuvring. The boat manoeuvres well in folded and unfolded position. By turning the rudder fully over, the Dragonfly 1000 is able to turn around in 1.5 boat length. This fact is important to know in a difficult situation. Remember the boat is light and by wind it drifts easier than conventional yachts.

In full marinas you can use the low draft to moor where nobody else can go. If you find room in a normal small berth always enter with the bow first as the floats are 1 metre longer aft than the mainhull when the boat is folded.

DIAGRAM OF SAIL AREA TO TRUE WIND SPEED:

m/sec.	Knots	Beaufort	Upwind and beam reach
0-7	0-15	0-4	Full main + full genoa
8-9	15-18	5	Full main + genoa 1 reef
9-11	18-22	5	Main 1 reef + genoa 1 reef
11-12	22-24	6	Main 1 reef + genoa 2 reefs
13-16	25-32	7	Main 2 reefs + genoa 3 reefs
17-20	32-40+	8-9+	Main 3 reefs + genoa almost or completely furled

(Standard main sail has only 2 reefs)

m/sec.	Knots	Beaufort	Downwind
0-7	0-15	0-4	Full main + full genoa or spi
8-10	15-20	5	Full main + full genoa
10-12	20-24	6	Main 1 reef + genoa 1 reef
13-16	25-32	7	Main 2 reefs + genoa 2 reefs
16-20	32-40	8-9	Main 3 reefs (or no main) + genoa 2 reefs (or less)
20+	40+	10+	No main + almost folded genoa

For an inexperienced crew we do not recommend sailing in more wind than max 20 knots or 5 Beaufort.

IMPORTANT – If this diagram is not respected, Quorning Boats ApS and dealers cannot be held responsible for boat, crew or gear. Beware of the fact that the boat can capsize in strong winds if not handled correctly.

SAILING AND TRIMMING:

IMPORTANT – It is of great importance to keep you sheets and halyard tidy when sailing because all lines come to the cockpit. This is an important safety factor and improves the joy of sailing.

MAST TRIMMING:

The mast is always in trim from the yard, but generally the mast may bend approx. 5 cm over the aft edge in full length. When holding the main halyard close to the aft end of the mast ends, the distance to the mast should be approx. 5 cm = 2" at the diamonds position.

TRIMMING THE GENOA:

The luff tension is to be adjusted by the jib halyard. In light winds of course only little tension to avoid wrinkles along the luff. in more wind the luff needs more tension, but only to keep the luff tight, more is not necessary.

Under normal conditions the genoa car on the cabin roof should be placed in the aft end of the track, if the genoa "closes" in the aft leach, move the genoa car aft, and if the genoa "opens" in the aft leach, pull the genoa car forward. You can adjust the genoa car from the cockpit via the outhaul on the easylock, and also the genoa sheet goes through the easylock on the outside, marked GENOA I. The easylock is normally left open, and only used if the winch is needed for another purpose. in case you need to put a reef in the genoa you must pull the genoa car forward for right trim. For reef 1 the genoa wagon is pulled approx. to the centre of the rack, and for reef 2 it is pulled almost all the way forward. You only use the barberhaul beam reach or downwind.

TRIMMING THE MAIN SAIL:

REEFING THE MAIN SAIL – First set the lazyjack (topping lift). In order to reef the main you loosen the main sail halyard and it is recommended to mark on the halyard partly where "reef 1 " and partly where reef 2 has to be locked on the easylock. The halyard is loosened and the reef line is pulled hard so that the reefing blocks by the luff are approx. 20 cm = 8" above the boom.

Luff into the wind and ease off the main sheet, the main halyard is loosened till the mark reef 1 and then you pull the line reef 1 which is marked on the easylock. This line will then automatically reef the luff first and then the leach. Same procedure applies to reef 2 and the reverse when reefing out. After each reef the sail ought to be "packed" with chockcords for less wind resistance.

MAIN SAIL:

The main needs much trimming, especially on the main sheet as the boat has many speed potentials within few wind forces, this calls for concentrated trimming if you want maximum speed in your boat. Generally the leach seen from the boom end to the mast top must be almost straight, no matter what wind force: the roach must absolutely not "fall out" or twist unless the boat is pressed too hard. Trimming the main in a breeze takes great effort.

TACKING:

When tacking the boat it sometimes helps to ease the main sheet a little (especially in strong winds and waves). If you stall the boat after a tack it also helps to ease the main sail until the boat builds up speed. If the boat starts to go backwards after a tack, then immediately turn the rudder blade to windward, this helps the bow to bear off and get wind into the sails again. Do not turn the rudder to "normal" again until the boat starts moving forward again.

MAIN SAIL FOOT:

- is trimmed as usual. Light wind when tacking, light curve. Downwind, big curve. Medium air tacking, flat bottom. And downwind, large curve. Hard wind tacking, flat bottom, and downwind also flat bottom.

MAIN SAIL LUFF TENSION:

In light wind you set the main halyard to avoid "wrinkles" in the sail, which has the effect that you have to help the main when tacking so that the battens are turned right for the new tack.

In medium air the main halyard is only tightened so much that the wrinkles in the sail are gone and the luff straight.

In heavy wind the main halyard is tightened hard to flatten the sail at the same time you pull hard in the main sheet.

If for example you are anchoring or beaching for a short time with the main sail set, then loosen the main halyard to release the tension in the sail to quieten the boat.

MAIN SHEET CAR:

Multihulls have a rule that goes: the main sheet car must NEVER pass the centreline of the boat to windward. Not even in light air. If the wind is increasing when tacking and you find the main has too much power try sheeting the traveller, approx. 10-15 cm = 4-6" to leeward instead for slackening the main sheet and therefore hollowing the main. Doing this the boat can take more wind without reefing. Eventually you can also ease off the sheet.

USING THE BACKSTAY:

The combined top shroud backstay has been developed because of the swing wing system to enable easy and quick trimming of the top shrouds.

When sailing ALWAYS set the backstays in both sides to obtain the right tension on the top shrouds. In light wind you can set them directly by hand and fasten them in a camcleat.

In a little more wind set the backstays light on the selftailing winch with the handle. In heavy wind you set the backstays on the selftailing winch as hard as you directly can, turning the winch handle with only one hand.

Downwind you can ease off leeward backstay and windward is tightened the same way as before. If you ease it you can use leeward backstay as kickenstrap (boom wang) at the same time as prevented (prevents unwilled jibing), but also remember to demount it again well before voluntary tacking.

SPINNAKER SAILING:

Sailing with the spinnaker is a third dimension in sailing which a lot of people dread caused by bad experiences. On a trimaran spinnaker sailing is fun and a comfortable adventure. A trimaran is not heeling over from one side to the other (rolling), and the spinnaker pole is nonexistent. With a little practice you can actually handle the spinnaker alone, but always handle it with respect!!! If you respect the spinnaker and use it with reason it is great – also when cruising.

BARBERHAUL:

If you spinnaker equipment is delivered from the yard you mount the barberhaul as follows: First you lead the barberhaul through the block in the bow of the float, further back to the outer side of the front wing, through the small black plastic fitting with the steel eye, further on up to the double block, which is placed in front of the genoa-lead block. The barberhaul goes through the other wheel in the double block and from here to the "bottom ratchet block" which is placed at the end in front of the aft wing on the float. Make sure you put the barberhaul right through the ratchet block from this pint it is lead to the cockpit in a camcleat on top of the cockpit coaming. Now you have mounted a barberhaul system serving both spinnaker and genoa.

SPINNAKER SHEET:

Is lead from the cockpit to the top "ratchet block" above the barberhaul and directly outside the top shroud to the small block at the end of the barberhaul on the float bow through this block to the eye in the pulpit.

SPINNAKER:

After sailing with the spinnaker pack it every time, i.e. pack it systematically, so that you end up with the head and the two clews at the top of the bag, ready for use. If the spinnaker has been damp or wet from sailing it should be dried before packing. Or if it is not too wet leave it in the cabin spread out to dry.

SETTING THE SPINNAKER:

You can set the spinnaker either from the lee trampoline netting or from the bow pulpit in front of the forestay. Tie the spinnaker bag to the boat and mount sheets and the halyard. Make sure the lines run correctly (see sketch), that the spinnaker halyard for example is not twisted round the forestay or the diamond spreader.

When the sheets are mounted, pack it all into the spinnaker bag so it does not fall out. Set the wind ward barberhaul and slacken the barberhaul on the leeward side. Alter your course to full downwind (watch out for the boom) and hoist the spinnaker quickly to prevent it from falling into the water. It is a good thing if another person starts pulling the leeward sheet when the spinnaker is halfway up and when $\frac{3}{4}$ up pull the wind ward and your spinnaker is per set.

CAUTION – If you feel any resistance hoisting it or sheeting it, stop pulling immediately. It does not take much to rip it apart if it is stuck! When the spinnaker is full, roll in the genoa. It is very important that your spinnaker fills first or you will find yourself rolling it into the genoa. It never pays sailing with both genoa and spinnaker.

USING THE BARBERHAUL:

Leeward side must always be slack. The wind ward barberhaul must always full tightened on beam reach, and sailing downwind the wind ward barberhaul can be set, approx. 1 metre from the amabow.

JIBING WITH SPINNAKER:

Bear off to downwind course and set both barberhauls in broad reach position. (Loosen the backstay clipped to the main sheet as kickenstrap and remount the backstay on the top shroud). Now everything is ready and you slowly jibe to your new course and at the same time jibe the main under control to the other side. All this while the spinnaker still pulls, if it is very windy pull the main sheet tight when jibing and slack again afterwards. This way you avoid the so called "bang"-jibing that can smash everything. the new leeward barberhaul is loosened again and the job is done.

TAKING DOWN THE SPINNAKER:

NEVER sail with spinnaker without main sail!!!

If the wind increases it is more difficult to take down the spinnaker. Practice can eliminate this problem. Prepare the spinnaker halyard and sheets so that the can "run" out without any problems. Bear off to a dead run, slacken wind ward sheet completely off and from the leeward trampoline netting you can collect the bottom of the spinnaker close behind the main, like a folded curtain to take out the wind. This way you can control the spinnaker, easily and elegantly, now you can ease off the halyard and pull the spinnaker down. Do not ease off faster than it is pulled down and the spinnaker will not fly out and "draw air".

ANCHORING:

The anchor bracket on SB forward wing base is designed for max. CQR 16 kgs or Delta 16 kgs of which the Delta is to be recommended.

Use chain (8 – 10 mm diameter) or 16 mm rope with internal lead up front by the anchor of min 5 metres and thereafter 16 mm flexible anchor line.

Total length of anchor line should be min 5 times the depth.

PRECAUTION - Before anchoring check the depth of water, current, power and nature of the sea bed.

By beaching or drying out the boat beware of rocks and stones, only on sand.

When anchoring secure the anchor line to the cleats or make a bridle which you can fasten on the stainless padeye on the front of each forward wing. Using a bridle prevents the boat from fishtailing.

ALWAYS anchor in protected waters!!

Note that multihulls have more windage than conventional yachts.

By anchoring of the stern the engine should be stopped.

SWING KEEL – KICK UP SYSTEM:

The centre board has been constructed in such a way that even the slightest touch of ground makes it kick up automatically via the release cleat on the deck.

Up- and downhaul you can adjust from the cockpit cabin top. Just like you can trim a dinghy on the centre board you can also profitably do that on the Dragonfly.

The centre board is fully down when the knot on the uphaul line is forward by the 'lead eye'. IMPORTANT: never change the position of this knot on the uphaul line as the knot indicates when the centre hull is fully down. If the knot is changed it could seriously damage the boat.

Generally we always recommend placing the centre board all the way down when tacking. On a reach half way down and sailing downwind all up.

Do remember, though, lowering the centre board before tacking again. Under sail pressure you cannot possibly adjust the centre board you will have to either luff or bear off to dead downwind to adjust the centre board. Downwind you will rarely have adjusting problems.

When motoring and manouvering in harbour, always keep the centre board fully down.

RUDDER SYSTEM:

The rudder also has a "kick-up" system, so by hitting the ground the rudder will always kick up.

IMPORTANT – Be sure that the rudder is always fully down in position, otherwise the rudder gets hard weather helm.

Do regularly check the downhaul cable for kinks or damage. The rudder is not designed to be used while sailing in no other position than fully down, otherwise the rudder system will bend and be loose or even break off.

To pull up the rudder, release the downhaul line and lift the wooden tiller a bit and pull the lifting line on top of the tiller. Also regularly check the bolt where the rudder is bolted to the rudder head (key No 19).

IMPORTANT: Regularly check the two 10 mm bolts on the top (key No 17) which connect the rudder head to the quadrant inside the boat.

Always make sure that the downhaul line is always ready to release with no kinks or knots on the line and that the line always is lead into the aft locker via the hole above the release cleat.

When beaching the Dragonfly just release the downhaul line so it goes up easier and makes less damage on the rudder.

INFORMATION ABOUT PRODUCTS USED FOR DRAGONFLY:

Hull colour:	Gelcoat RAL No 9010 (off white)
Interior colour:	Gelcoat No 8087 from Jotun, Norway Foam 15 mm, type 75 Divinycell, Airex or Klegecell
Red streamers:	3M No 100-176
Antiosmosis coating:	International Gelschiel 200 Epoxy
Antifouling:	For recoating all 3 hulls you need 2 x 0.75 litres - apply with shorthaired roller
Batteries:	VARTA, 2 x 60/80 No

The woodwork in the cabin is varnished with two part satin varnish. To varnish again sand with grit 180 or finer sandpaper. You can use either one or two component varnish with satin finish.

Dragonfly is built of handlaid, reinforced fibre glass and polyester combined with 15 mm PVC sandwich foam core.

For eventual repairs use ONLY products on polyester basis. Epoxy can be used in an emergency, but can not be cosmetically improved later with gelcoat as you can with the polyester products.

BY ANY DAMAGE TO THE BOAT:

Contact your dealer or the yard for instructions. If not, you could endanger your safety and/or lose your warranty.

GELCOAT REPAIRS:

IMPORTANT – Successful repairs require dry weather and a temperature between 15° – 25° C.

- Ratio of hardener is min 2% and max 3%
- Gel setting time is approx. half an hour
- Never work in direct sun when applying gelcoat

How to make gelcoat repairs:

- First sand the actual repair with grit 80
- Then sand the area around it with grit 180-240
- Apply gelcoat by 2 or 3 layers
- When completely dry sand it down with 120-240, thereafter with 500 – 800 – 1,200
- After that polish with rubber compound and finally wax the whole area
- Use lots of ventilation, gloves, glasses and dust mask
- Keep children away

WARNING

- The catalyst is a dangerous product and should not be left within children's reach.
- Avoid contact with skins and mucosa
- In case of contact, wash with soapy water and rinse liberally

Clean all tools with acetone.

GENERAL SERVICING:

- Clean blocks and sheets well in freshwater regularly
- Lubricate blocks and easylocks every 2-3 months
- Clean all tracks frequently where travellers are functioning. Also the mast track
- Min once a year clean and grease the winches and check the springs
- Keep the sails covered at all times when not in use to protect from the sun
- Keep the sails dry and rinse regularly with freshwater. If sails get damaged immediate repair is required
- Let a sailmaker check the sails once a year

SPRING CLEANING:

1. Exterior: Wash and wax the boat. (Do not wax the non-skid areas).
Interior: Clean the boat everywhere
2. Antifouling:
Mainhull VC17 M. First wash the bottom of the boat with freshwater, if necessary. high pressure washing, dry it out and apply VC17 M with a lacquer roll. You will need approx. 1½ tin.

The centre board has enough antifouling for the first two max three seasons, you will then have lift the boat with a crane or place the boat on some car tyres and turn it from side to side to antifoul the centre board.
3. It is recommended that all blocks, wheels and easylocks are greased with teflon spray, especially the easylocks – this should preferably be repeated a few times through the season.
4. Mast, boom and headfoil must be washed and waxed to keep the sails clean. If you do not immediately succeed in cleaning the aluminium you can use polish cream.

Happy sailing!!

CLEANING UP FOR THE WINTER:

1. You are recommended to wash the boat completely clean, wax and polish all surfaces except the non-skid.
2. Make sure to take off the sails, sprayhood and cockpit tent. Wash and rinse out dirt and salt. Everything must be completely dry, before stowed away for the winter and kept in a dry place.
3. Cushions:
For cleaning of cushions you can remove the cover by unfastening the zip on the back of the cushion. The material is pure wool and IS NOT machine washable. The material must be dry cleaned.
4. Various steel wires can be washed in warm soap and water, rinsed clean, dried and afterwards wiped with an oilcloth.
5. All ropes and blocks should be washed in warm soap and water, rinsed and dried.
6. Rigging and boom:
Make sure all lines and halyards are intact. Should a halyard have a failure at the end, turn it over. Every year all halyards and reefing lines should be shortened approx. 25 cm.
7. The water tank must be emptied and cleaned by unscrewing the acryllid under the front bunk.
8. The outboard engine:
Please contact your local dealer.
9. The marine battery is removed from the boat and discharged, then you recharge the battery and store it like the cushions and the sails in a nice dry place. A good thing for the battery is, during the winter to "drain" the battery and charge it again two times during the winter.
10. Dry out the hulls completely to avoid frost damage.

11. Make sure that ventilation is good before storing the boat for the winter. The best thing to do is to store the boat indoors for the winter period, if you use a canvas cover make sure it does not touch the boat as it might scratch it.

Any damages and lacks on boat, sails or instrumentation should be fixed in the autumn, everybody can give the best service at that time of the year.