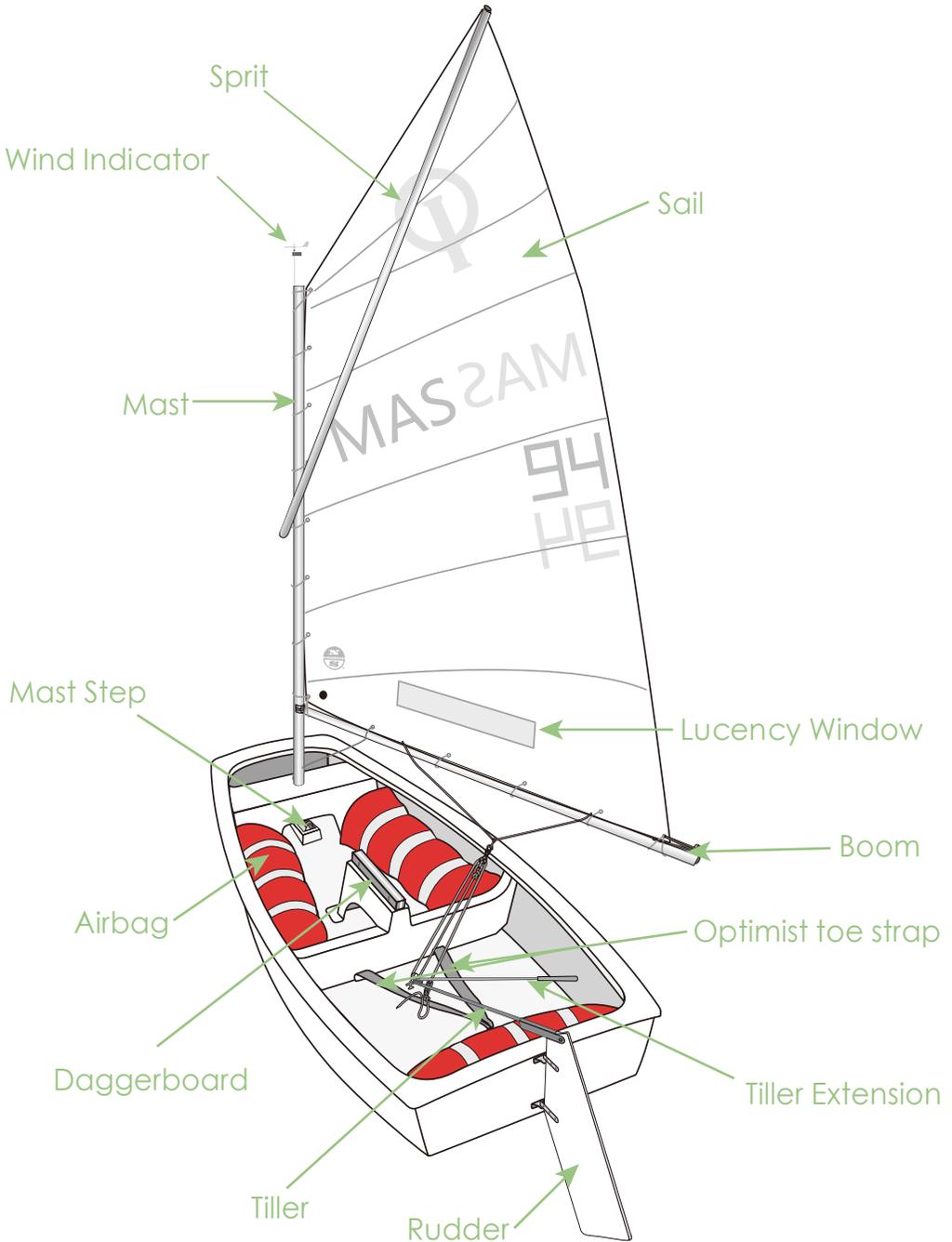




Far East Boat Optimist Rigging Instructions

These instructions are written specifically for Far East Boats Championship and Racing Optimist.

Parts of the Optimist



Getting Started

Packing List and Preparation

Unpack the major parts and lay them out on a soft piece of ground free of sharp objects. To avoid damaging contents, do not cut into packaging.

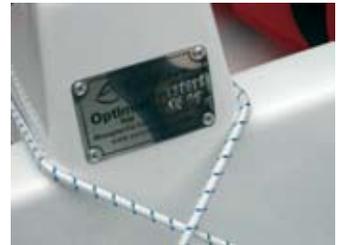
For each major part, you will have following items:



3 pcs Airbags



Toe-strap



2 pcs Elastic Cord



Mast Step

Mast kit. Including Mast



Mast



Wind Indicator



Boom



Sprit



Sprit halyards including block and ropes



Epoxy Rudder with Tiller and Extension



Epoxy Daggerboard



Championship Sail



Racing Sail



Line and blocks kit. Including Maninsheet

Spring

Shackle small and big

Spring shackle with block

2 pcs Harken block

Towing line

Sail

Corner ties and Sail ties

Daggerboard retainer line



Required Tools:

1. Pliers.
2. Cross Head Screw Driver for Mast step, Airbags, Block Base Plates or Toe-strap if needed.



Assembly

1. Sprit halyards installation

Attach the hook of the end of the upper sprit halyard to the mast and the other end attached a block.

Attach the lower sprit halyard to the top of the clam cleat on the forward side of the mast. Feed the other end through the block of upper sprit halyard and down through the clam cleat.



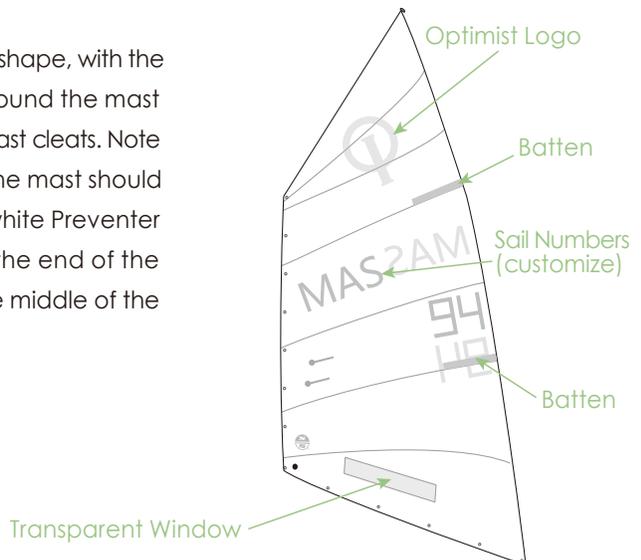
2. Sprit installation

Raise the Sprit by placing the tip of the upper end (the end w/o the plastic chafe guard) into the loop at the peak of the sail. Place the lower end into the loop you tied into the upper sprit line and adjust the tension at the sprit halyard cleat. Remember that the sprit is always rigged on the starboard (right) side of the mast.



3. Sail assembly

The Mast and Boom form an "L" shape, with the jaws of the boom fitting tightly around the mast about halfway between the two mast cleats. Note that the two holes on the top of the mast should be opposite the boom, as is the white Preventer Button. Also note that the lip on the end of the boom and the buttons toward the middle of the boom should be facing up.



Assembly

Attach the sail to the mast and boom with sail ties.

Be sure to use at knot (a square knot) with extra overhand on top of it. Use thicker sail ties and wrap them around twice, at the end of both the mast and boom for extra strength. At top of the mast, an sail tie must be wrapped around diagonal to secure the lower top pin. Corner ties must be used on the head, tack, and clew. Put the wind indicator through the two pins.



4. Boom installation

If you haven't already done so, clip the boom onto the mast. Tie a knot in one end of the boom preventer line and thread the other end up through the hole in the port side of the boom jaw. Then pass the line around the mast above the retaining knob and back down through the hole in the other side of the boom jaw. Tie a stopper knot below the boom jaw.



5. Outhaul

Tie a knot in one end of the outhaul and pass the other end forward through the port hole in the outboard end of the boom. Thread the line through the clew grommet from port to starboard, back through the starboard hole in the boom from forward to aft, and forward to the cleat. Tie a stopper knot in it to keep it from coming unrigged.



Assembly

6. Mainsheet

Locate the mainsheet block (with becket) and attach the spring clip to its shackle. This will clip onto the boom when you are ready to sail. Run the mainsheet through the ratchet block in the bottom of the boat AGAINST the ratchet, through the mainsheet block, and through the forward block in the boat toward the stern. Tie off the tail to the mainsheet block's becket, and tie a stopper knot in the other end.



7. Vang

Tie the vang line into the end of the wire attached to the boom, and lead it down to the clam cleat on the mast and up through the cleat. Tie a stopper knot in the end.



8. Daggerboard

Attach the daggerboard retaining line to the forward edge of the daggerboard; this line will keep the board from separating from the boat in the event of a capsize.



9. Rudder

The rudder is fitted to the two rudder angles at the back of the boat. Make sure the safety snap has "clicked" the rudder into position. To remove the rudder, then push the safety snap in to release the rudder from the boat.



Launching:

1. The Bow Line should be led through the bow loop and then down to the mast step. Go around the mast cup with a tight bowline knot. When towing make sure the line does not get caught under the screw sticking out the back. If this happens it can cause serious damage to the function of the screw and knob.
2. Tie the Dagger board to the eye strap on the forward face of the dagger board trunk. Blunt end forward.
3. Before launching, check the launching area for anything that might damage your boat. (rocks, shells or debris)
4. Once the boat has been launched and is in sufficiently deep water, secure the rudder by placing the rudder pintles into the stern gudgeons. Next, slide the dagger board into the dagger board trunk and tie the keeper line to the eye on the trunk. Be sure the blunt end of your dagger board is facing forward.
5. If your life jacket is on and zipped up, you' re ready to go sailing!





Transportation:

1. The Optimist is easily car topped or trailed.
2. When transporting your Optimist on a trailer/car, always use padded bunks and secure the boat deck down. Never travel with the hull resting on its bottom.
3. When transporting your Optimist, either use a top cover or remove the air bags from their straps. The constant pressure of the wind will damage air bags if left unprotected in the boat.
4. Utilize safety lines. Tie a line between the primary straps and cinch it tight, its purpose is keep the straps from sliding apart and off the boat. Tie from a secure point on boat (hiking straps, main sheet block, mast step) directly to the trailer or roof rack. This line will assure that, even if the straps are lost, the boat cannot be completely lost.

Care and Cleaning:

1. When sailing in salt water, thoroughly rinse the entire boat with fresh water, including sails and spars.
2. Always allow sails to dry before stowing. Sailcloth, like most fabrics, will mildew if stored wet.
3. Store the dagger board and rudder in a cool place, excessive heat can cause warping and blistering.
4. There are many high quality marine-cleansing products on the market. Avoid any cleaner, which includes abrasives.