

OWNER'S INSTRUCTIONS VENTURE CATAMARAN

TOOLS NEEDED

screwdriver
7/16 wrench (2)
9/16 wrench (2)

UNPACKING THE BOAT

When you receive your catamaran, you should have the following separate items.

Box 1

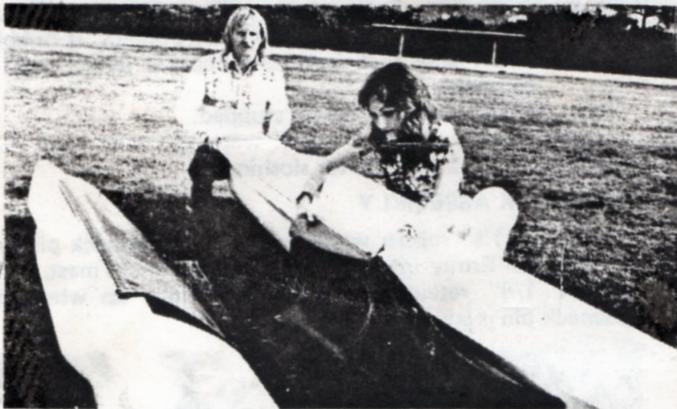
Mast - top section
Rear cross tube
Tillers (2)
Battens (7)
Rig box (rudder & trampoline)

Box 2

Mast - lower section
Boom
Front cross tube
Tiller cross tube
Luff spar
Rig box (sails & hardware)

ASSEMBLY OF TRAMPOLINE AND CROSS TUBES

Slide the trampoline side ropes (the longest of the two roped sides) into the aluminum rail on each hull. The shorter side goes toward the front of the boat. Make sure the best side of the trampoline is up.



Slip the forward trampoline ropes into the front cross tube. Make sure the mast hinge is up.

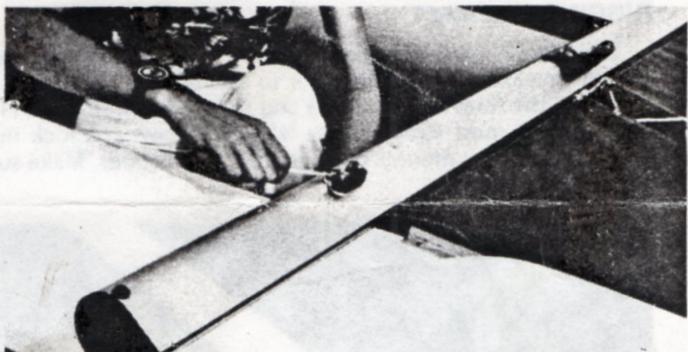


Bolt the forward and rear cross tubes to the hulls using 8 each $\frac{1}{4}$ " x 4" bolts and lock nuts.



A curved stainless steel plate must be between each nut and the fiberglass hull. A $\frac{1}{4}$ " washer goes between the head of the bolt and the aluminum tube. Make sure the outboard bolts pass through the cross tube end caps.

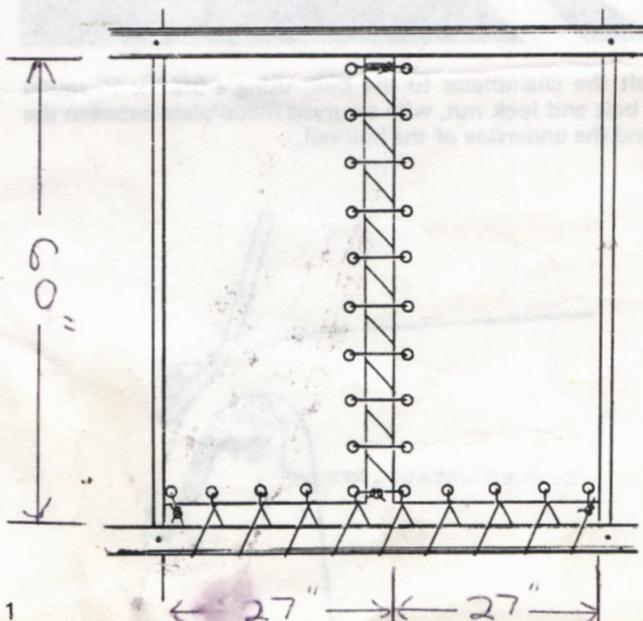
Install the genoa furling cleat on the forward cross tube as shown in the photograph. Mount the cleat on the same bolt that holds the tube to the hull. The jaws should open toward the rear of the boat.



Tighten the nuts tight, but not so tight that they compress the cross tubes.

LACING THE TRAMPOLINE

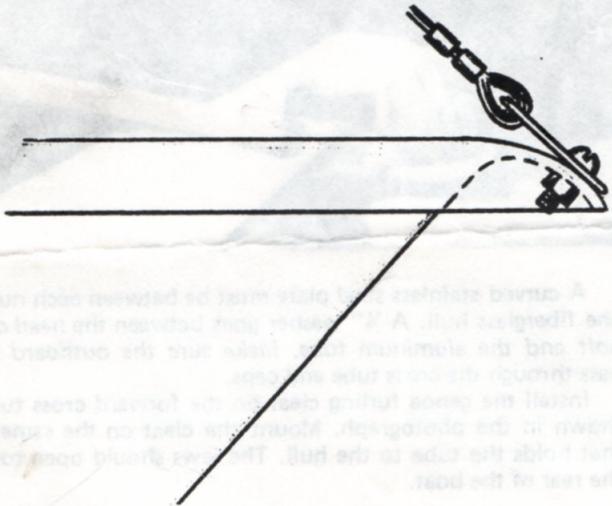
Start at the front, and lace the $3/16$ x 13' line loosely, zig zagging toward the rear. Lace the $3/16$ " x 20' line across the back, loosely.



Tighten the rear lacing, then the center lacing, and secure the ends as shown.

FORESTAY BRIDLE

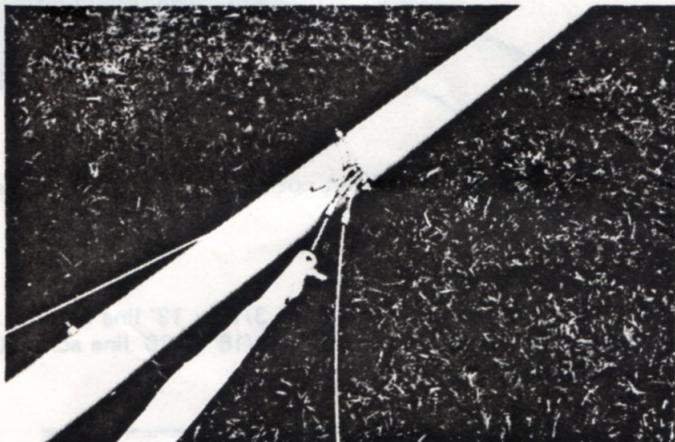
Install the 2 forestay bridles (3' 7 3/8") to the nose of each hull as shown, using 3/8 x 1" round head bolts and lock nuts.



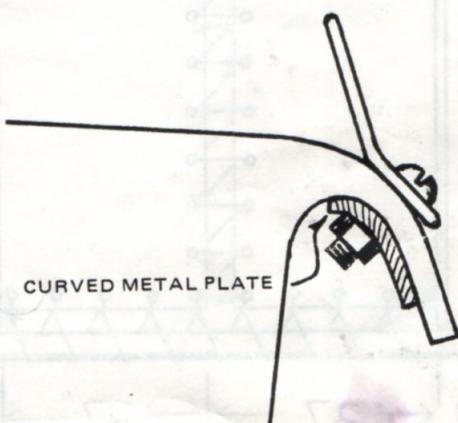
RIGGING THE MAST

Slide the 2 mast sections together. The telescoping section should be waxed thoroughly prior to assembly.

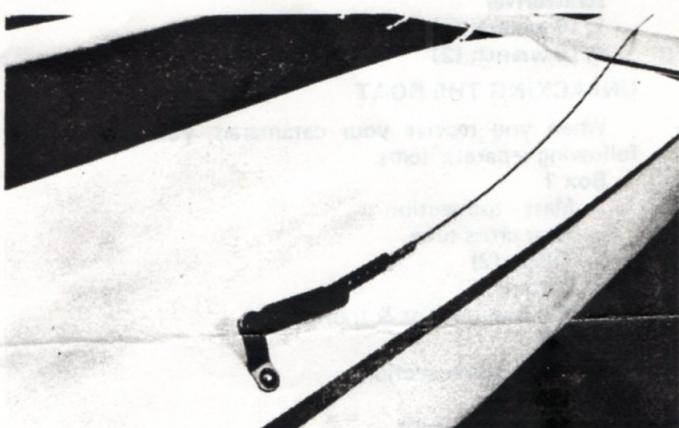
Install the forestay (15' 6 1/2") and the two wire shrouds (16' 8 1/4") to the mast straps. Use a 1/4" x 1 1/2" bolt and lock nut. The wire forestay mounts between the two shrouds. Make sure the nut is on tight.



Bolt the chainplates to the hull, using a 3/8" x 1" round head bolt and lock nut, with a curved metal plate between the nut and the underside of the hull rail.



With the mast laying on the trampoline, and the base pointing forward, bolt the stay adjusters to the chainplates and the shrouds to the stay adjusters, using 1/4" x 13/16" hex head bolts and lock nuts.



Run the 5/16" rope halyard (54') thru the block at the masthead. Tie the ends to the cleat at the base of the mast.

SEALING THE MAST

In the event of a capsize, the boat will be extremely hard to right if water gets inside the mast. All openings in the mast must be sealed to form a water tight flotation chamber.

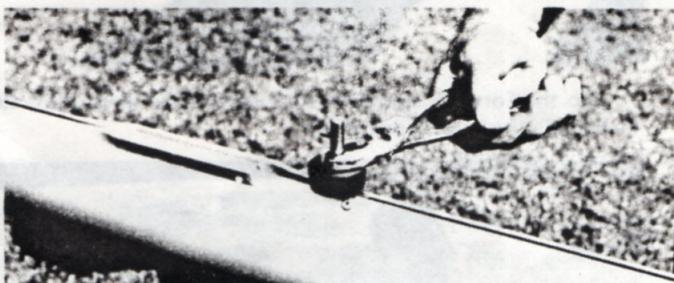
We seal the ends of the mast with urethane foam. However, leaks might develop. Before each sailing, the owner should hold the mast under water and watch for bubbles. If bubbles appear, dry the area that leaks and apply a liberal coat of silicon rubber sealer.

Retest to make sure the leak is stopped.

To periodically check to see if water is in the mast, raise one end at a time and listen for sloshing.

GOOSENECK ASSEMBLY

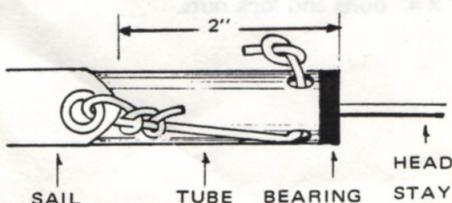
Slide two 1 1/2" rubber washers over the gooseneck pin and screw the pin firmly into the threaded tube in the mast. Make sure the 1/8" retaining pin points straight up when the gooseneck pin is snug.



SETTING THE JIB

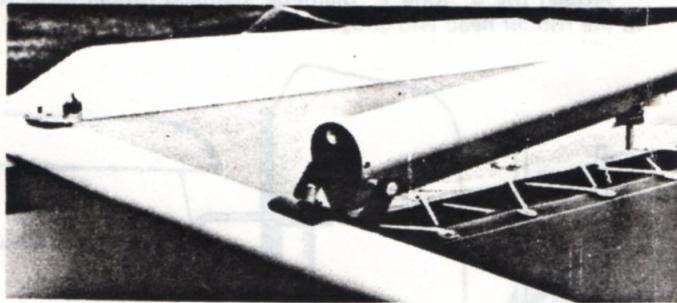
Slide the jib furling tube into the pocket in the leading edge of the jib and roll the jib tightly around the tube. Slide the two black plastic bearings (secured to the wire headstay) into the ends of the jib furling tube. Make sure the holes in the tube line up with the holes in the bearings.

Tie a knot in the end of the 18" jib halyard tie and pass the line through the hole in the top of the jib furling tube and tie as shown.

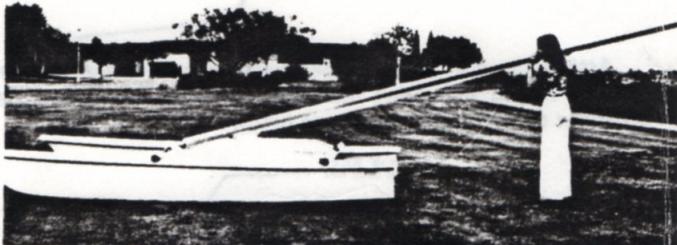


RAISING THE MAST

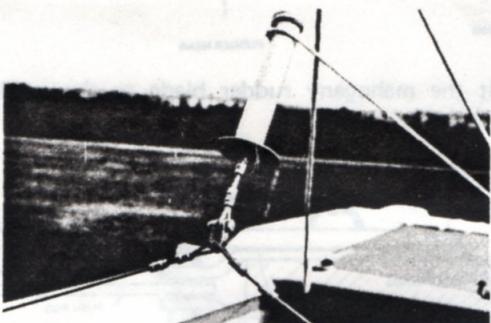
Install a $\frac{1}{4}'' \times 5''$ bolt through the hinge and mast as shown. Secure the bolt with a $\frac{1}{4}''$ nut.



Raise the mast by walking forward and up onto the trampoline. The job is made easier if a second person stands at the front of the boat and pulls on the headstay. Make sure the hole in the mast base drops over the vertical hinge pin.

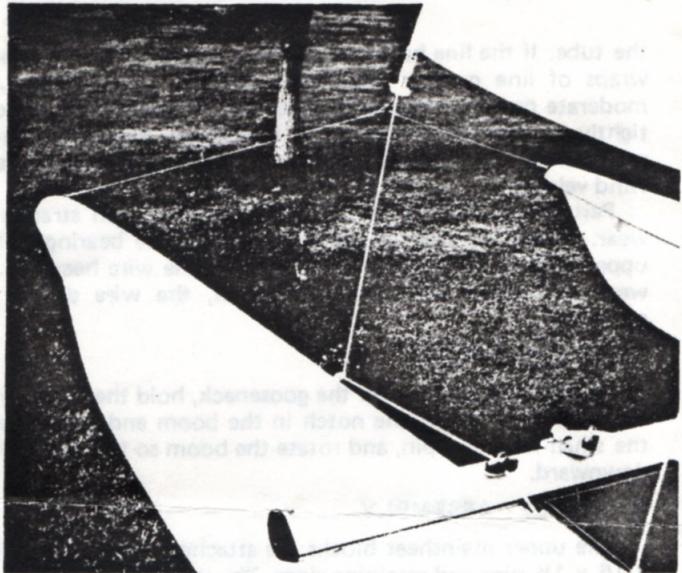
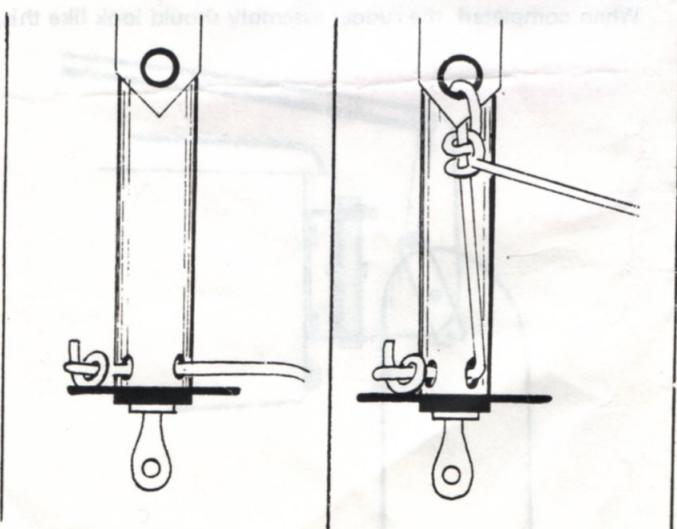


Connect the forestay to the bridles as shown. Use a $\frac{1}{4}'' \times \frac{13}{16}''$ bolt and locknut. Make sure the nut is on tight. Remove the horizontal mast hinge bolt so the mast is free to pivot from side to side. The hinge will limit the rotation of the mast.



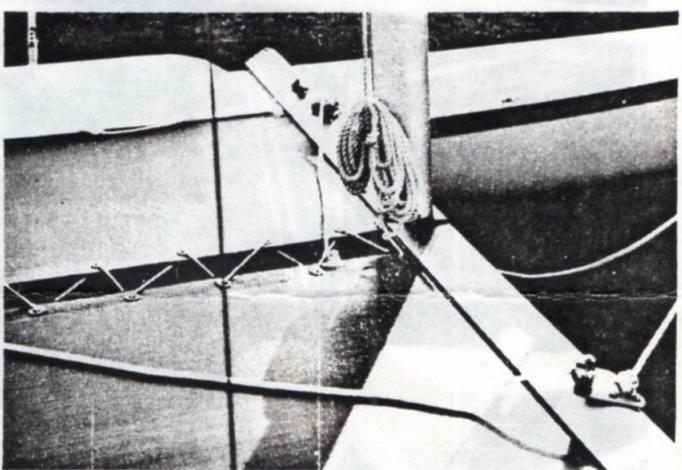
FURLING LINE

Thread the $\frac{3}{16}''$ furling line (13') as shown. Be sure to stretch the leading edge of the jib tight.



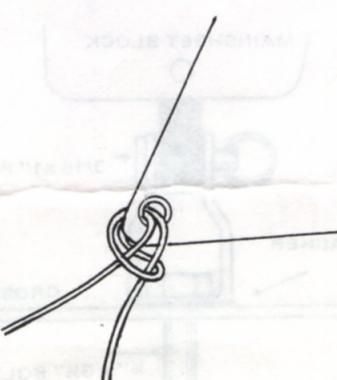
JIB SHEET FAIRLEADS

The jib sheet fairleads bolt to the forward cross tube, as shown, with $\frac{1}{4} \times 4''$ hex head bolts and lock nuts.



JIB SHEETS

Tie the $5/16'' \times 15'$ jib sheet to the jib as follows:



The sheets pass from the outside of the jib eyes toward the centerline of the boat.

When the trailing edge of the jib is pulled to the rear, with the jib sheet, the jib will unroll from the furling tube, and the furling line will roll up on the tube. A slight pressure on the furling line will assure that the furling line wraps properly on the furling tube.

To reduce the area of the jib, simply pull on the furling line. The furling line will rotate the tube and roll the jib onto

the tube. If the line has been installed properly, there will be 2 wraps of line on the tube when the sail is fully furled. A moderate pressure on the jib sheet will assure that the jib rolls tightly on the jib furling tube. Experience will dictate how much of the jib should be rolled on the furling tube for each wind velocity.

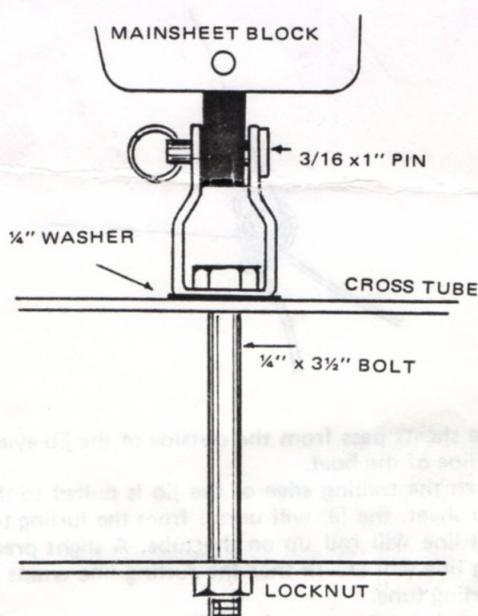
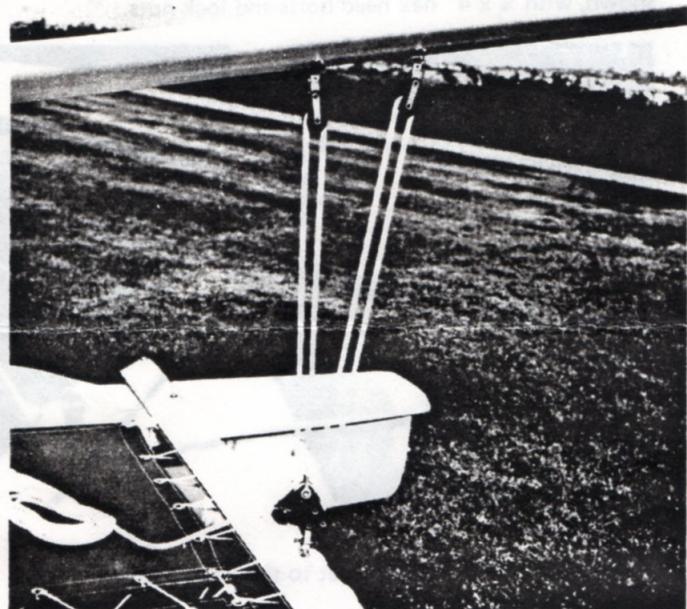
Periodically inspect all wire rigging for broken strands or wear. Watch for wear at the point where the bearing at the upper end of the furling tube rides on the wire headstay. If wear or broken strands are observed, the wire should be replaced.

INSTALLING BOOM

To install the boom on the gooseneck, hold the boom with the slot up and slip the notch in the boom end casting over the small retaining pin, and rotate the boom so the slot points downward.

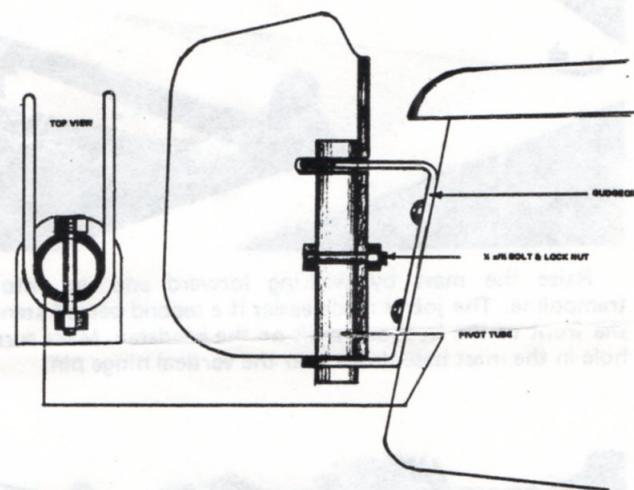
MAINSHEET ASSEMBLY

The upper mainsheet blocks are attached to the boom with $3/16 \times 1\frac{1}{2}$ pins and retaining rings. The lower mainsheet block is assembled as shown in the drawing. The $\frac{1}{4} \times 3\frac{1}{2}$ " bolt should be loose enough to allow the block to pivot.

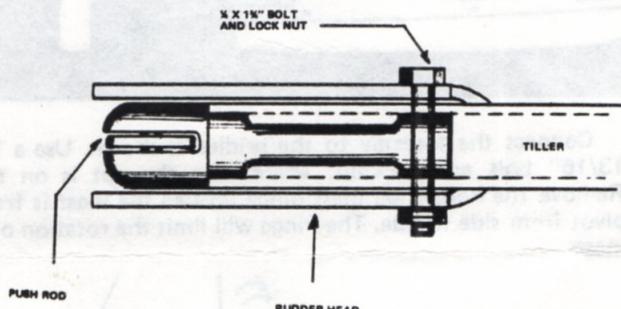


RUDDERS AND TILLERS

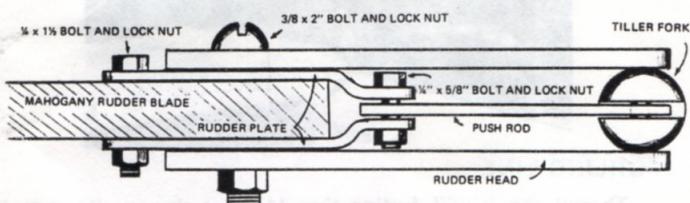
Attach the 6" long 1" diameter stainless rudder pivot tube to the rudder head and gudgeon as shown below.



Attach the $4\frac{1}{4} \times \frac{3}{4}$ " rudder pushrod to the tiller fork with a $\frac{1}{4} \times 1$ " pin and insert the tiller fork into the tiller. Attach the tiller to the rudder as shown below.



Bolt the mahogany rudder blade to the rudder head as shown below.



When completed, the rudder assembly should look like this.

