Super Cat 19
Owners Manual

TABLE OF CONTENTS

INTRODUCTION

You have just purchased one of the finest products in the marine industry. Great care has been taken in the design, construction and use of materials in your Supercat. With proper operation and care, you can have many years of happy sailing.

Please read this Owners Manual carefully before you begin to rig and sail your Supercat. There are many suggestions in this manual that will make the operation of your boat easier and more pleasurable, and there are some instructions which must be followed to avoid damaging the boat and voiding your warranty.

The Owners Manual is not meant to be an instruction book on how to sail the Supercat, however there are some tips on how to use the features of the boat and take care of your boat. If you are a novice catamaran sailor, it is recommended that you purchase a basic book on sailing and one that is written specifically for catamarans, if possible. Specific tips for gaining maximum performance from your Supercat can be gained from articles in the class newsletter "Supertimes" and by attending a Supercat Sailing Seminar.

The very best source of information is to join your local Supercat fleet. There you will find other enthusiastic Supercat sailors who will be anxious to help you get started. If you can't find a fleet near you, write to:

Director, Supercat Race Association International
[redacted]

GOOD LUCK AND HAPPY SAILING!

SETTING UP THE SUPERCAT: FROM TRAILER TO WATER

1. Tightening the Supercat Trampoline

The Supercat trampoline is one piece and has lacings around each cross beam. To tighten the trampoline, untie the rear lacing and snug it up with a 5 to 10 pound pull at each grommet. It is not necessary to tighten the trampoline at the front, as this is designed to stay fixed. It is recommended that you always tighten the trampoline line by snugging up the rear lacing.

The sideways tension in the trampoline is set by the tramoline width, which is made approximately 1" narrower than the distance between tramp tracks located on the hulls.

Tightening the trampoline is usually a once or twice a season job. The vinyl trampoline material may seem slippery when first wet, but this will wash off in one or two sailing afternoons. A brand new trampoline will stretch a little the first time you go sailing.

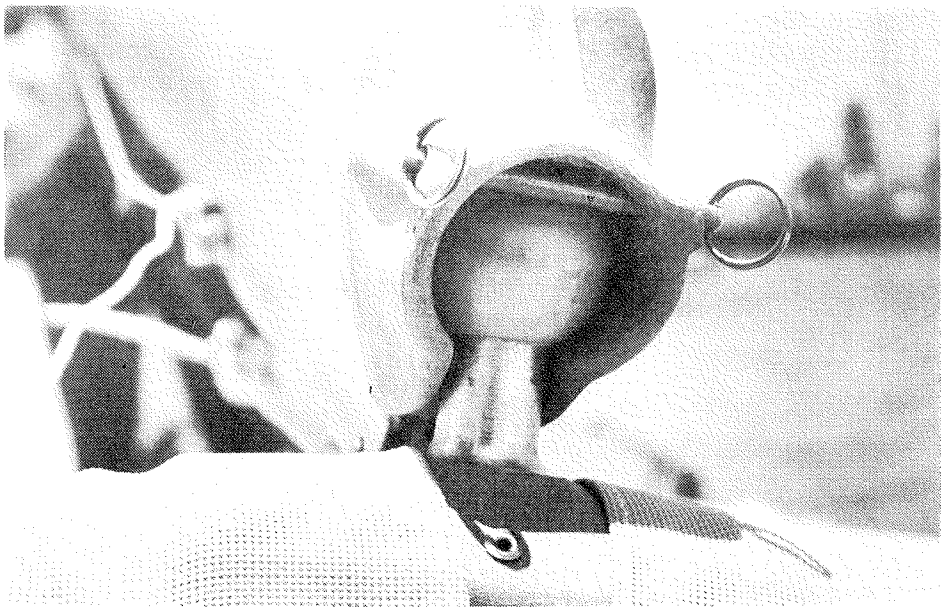
2. Raising the Mast and Rigging Checks

Step number one is to find a suitable and safe spot. Park the boat and trailer on level ground, note the wind direction and avoid cross winds. Look aloft and check for overhead power lines. Avoid power lines! Park far enough away from power lines that the mast cannot touch them no matter which way the mast might swing.

Check to be sure there are no overhead dangers (like power lines, telephone lines, tree limbs, etc.) along the way to the water that could be encountered and damage the boat or hurt you or anyone around.

Untie the Supercat mast from its mast carrier(s) on the trailer and walk it aft so that the mast base is near the mast step ball located on the center of the front beam. Locate the two jib clew blocks on the blue jib sheet, (these blocks are free floating and are not secured to the boat except by the jib sheet) and place them and the sheet in front of the mast step ball. Lubricate the mast ball. Remove the mast base keeper pin and slide the mast base onto the ball, replace the keeper pin in the mast base.

ILLUSTRATION #1



Raising the Mast (cont.)

It is suggested that you support the mast at the rear beam with a cushion or the mast support to prevent possible damage to the sail track or trampoline.

Before stepping the mast, double check the mast hounds and wires to make sure there are no tangles. Also make sure the mast hounds shackle is tight and safety wired. If you have the built-in righting feature, have the levers in the open/up position before stepping the mast.

The Supercat mast is 28'9" long and weighs 55 pounds fully rigged. You should not have any difficulty raising it by hand. If you experience any difficulty, however the best solution is to have another person assist you either on the trampoline or pulling a rope attached to the forestay while standing out in front of the boat. Additional mast raising or lowering sideways stability can be achieved by tying the trapeze wires to the front beam at the hull with a short piece of line or use the righting line. This way the trapeze wires form an "A" frame about the mast. Once the mast is completely stepped, it is necessary to secure the forestay in the forestay adjustor.

WARNING

> When raising and lowering the mast, the mast must be in the unrotated position (facing fore and aft) on the ball. When the mast is in this position, the sail track opening is pointing directly aft on the boat. With the mast in this position, the opening in the back of the mast bottom casting will pass over the mast pedestal as the mast is lowered or raised. If the mast is turned to one side of the other while it is being lowered or raised, there is danger of damaging the mast step pedestal casting and/or the mast bottom casting.

The forestay adjustor is located in the center of the forestay bridle. Place the thimble on the end of the forestay into the forestay adjustor and secure it with the clevis pin and split ring that have been provided.

The proper rig tension is related to wind speed. Light tension for light winds and firm tension in strong winds. Tension can be set by adjusting the forestay and/or sidestays. The shroud levers make adjusting the shrouds an easy operation.

Rigging Checks

There are certain connections in the rigging that are critical to the mast staying up. These parts should be checked for security each time before you go sailing. If the boat is kept near the water in a rigged condition, these connections can be safety wired for the sailing season. If the boat is trailered to the water each weekend, these connections should be checked each time they are put together and safety taped.

Critical Connections Are:
- Mast Hounds Shackle
- Forestay-Bridle Wires - At Hull Intersection
- Shroud/Shroud Lever to Shroud Chainplate

3. Unloading the Supercat From the Trailer

DON'T FORGET THE DRAIN PLUGS!!

It is not necessary to float the Supercat off of the trailer. Back the wheels of the trailer to the edge of the water, remove all of the tie-downs that secure the boat to the trailer and slowly push the boat back into the water. The rudders should be in the UP position during unloading. Lift the bow as the boat exists the trailer to avoid scraping the waterline tape or bow seam.

With the Supercat in the water and docked or beached, prepare to raise the sails. The boat should ALWAYS be facing into the wind when raising the sails! Cross winds, or winds from behind, push the sails into the rigging as they are going up, creating problems and much friction.

PREPARING THE SUPERCAT FOR SAILING AND SAILING OPERATIONS

1. Raising the Supercat Sails

a) adjusting the battens

The Supercat mainsail has ten battens. They stick out of the sail a couple of inches at the leech. The ends of the battens are made with quick adjustors and have built-in jam cleats. Thread the line through the adjustor as shown in the photos.

ILLUSTRATION #2

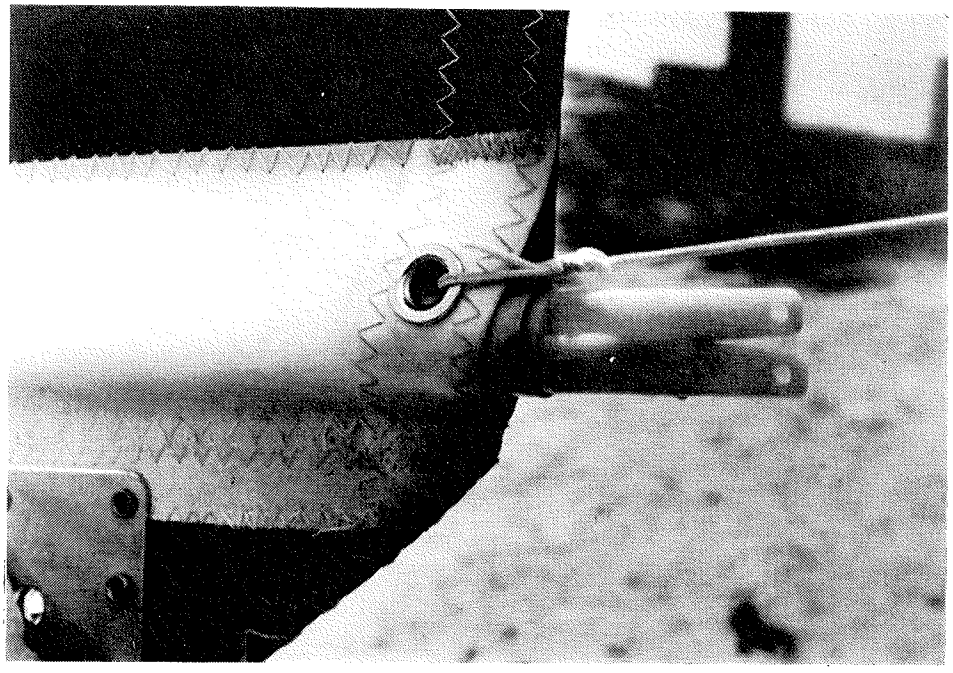


ILLUSTRATION #3

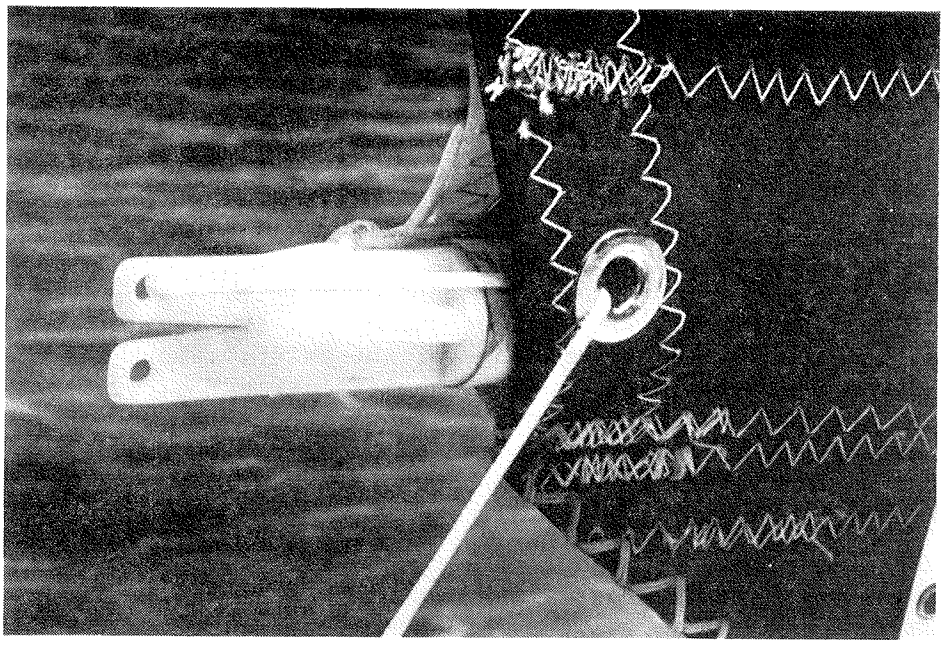
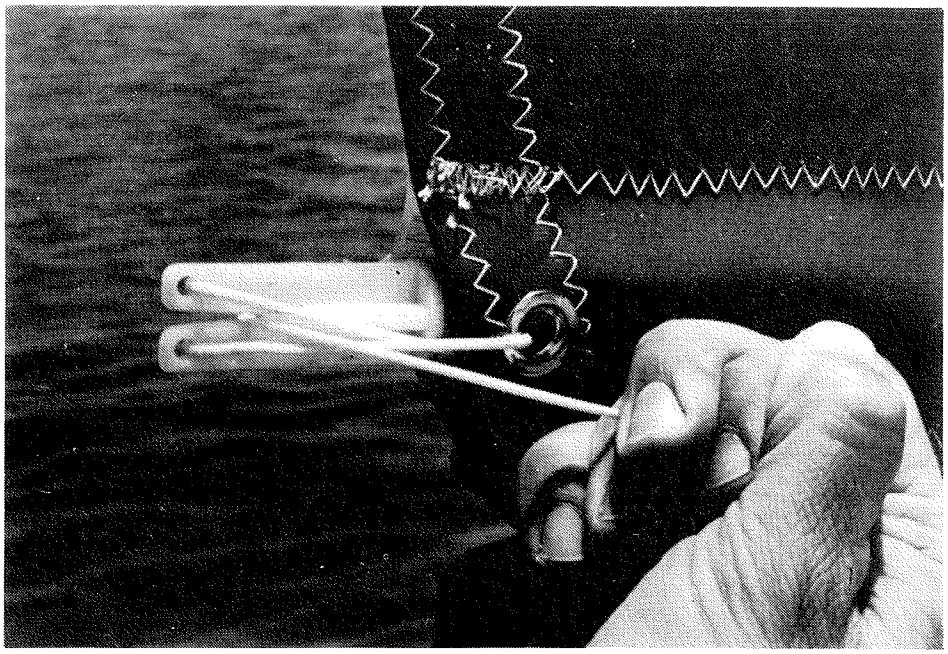


ILLUSTRATION #4



Adjusting the Battens (cont.)

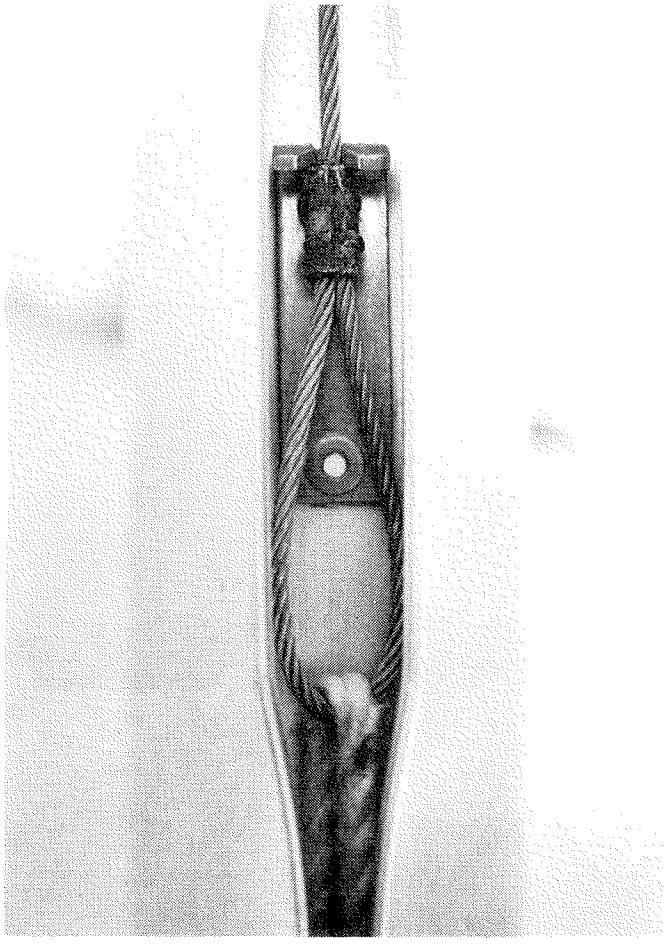
Tension on the battens should be adjusted so there are no wrinkles across the batten pockets, running up and down the sail. To tighten, simply remove the batten tie line from the jam cleat in the adjustor, put the proper tension on it and place the line back in the jam cleat. DO NOT put an excessive amount of tension on the battens. The battens are custom tapered for Supercat sails and require a medium amount of tension for perfect sail shape.

b) raising the mainsail

Always turn the boat into the wind before raising the sails. To raise the mainsail, attach the main halyard shackle to the headboard of the sail. Guide the bolt rope on the luff of the sail into the sail track. The main halyard is pulled from the bottom of the mast. This is done quickly and easily as a two person job.

When the sail has been hoisted to the top of the mast, a nicro press fitting near the lower end of the halyard will be at the halyard lock located in the sailtrack,at the bottom of the mast. Press the nicropress into the halyard lock. When this has been done, the mainsail is secure. Stow the halyard line (rope tail) in the storage pocket at the front of the trampoline.

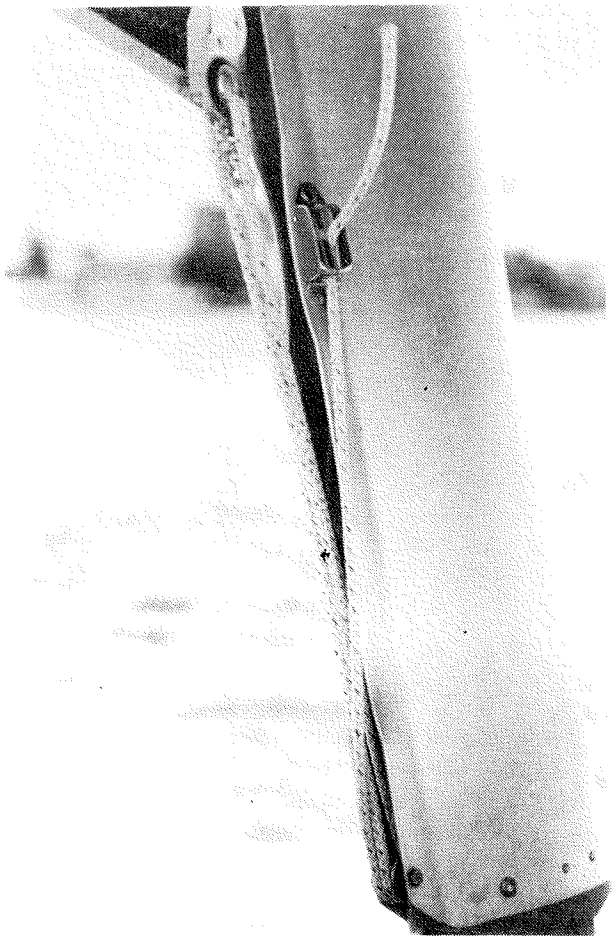
ILLUSTRATION #5



c) downhaul operation

Once the mainsail has been raised and secured, the downhaul must be secured. The threading is as follows: a 5' length of braided pre-stretch line, ¼" in diameter, has been secured to the grommet at the tack of the mainsail. Pass the end of this line down through the roller on the bottom afterside of the mast and up through the tack grommet, then back around the roller again and up through the jam cleat on the right side of the mast. Pull up on this line firmly. Additional tension may be obtained as mainsheet tension is applied. Luff tension helps to provide the Supercat mainsail with a smooth airfoil from top to bottom. The basic rule is "more wind - more tension". Always tension the luff until it is smooth- no wrinkles. See illustration #6 for a properly threaded downhaul line.

ILLUSTRATION #6



d) the jib

Before raising the Supercat jib, make sure both the line and wire portion of the jib halyard are not twisted around the forestay. On a windy day turn the Supercat about 20° to 30° away from straight into the wind. This way as the jib goes up and begins to luff and jerk around, it will not be chaffing the mast.

Secure the jib halyard shackle to the head of the jib, place the "zipper luff" portion of the jib halyard inside the zipper along the forestay. Pull the zipper closed and raise the sail a couple of inches. Secure the snap strap located on the luff.

ILLUSTRATION #7

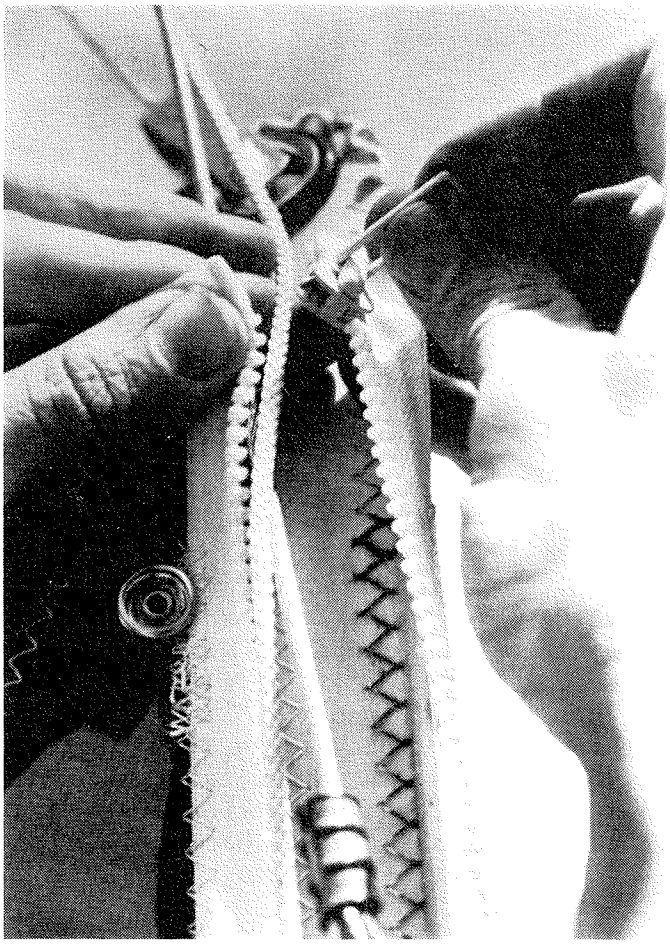
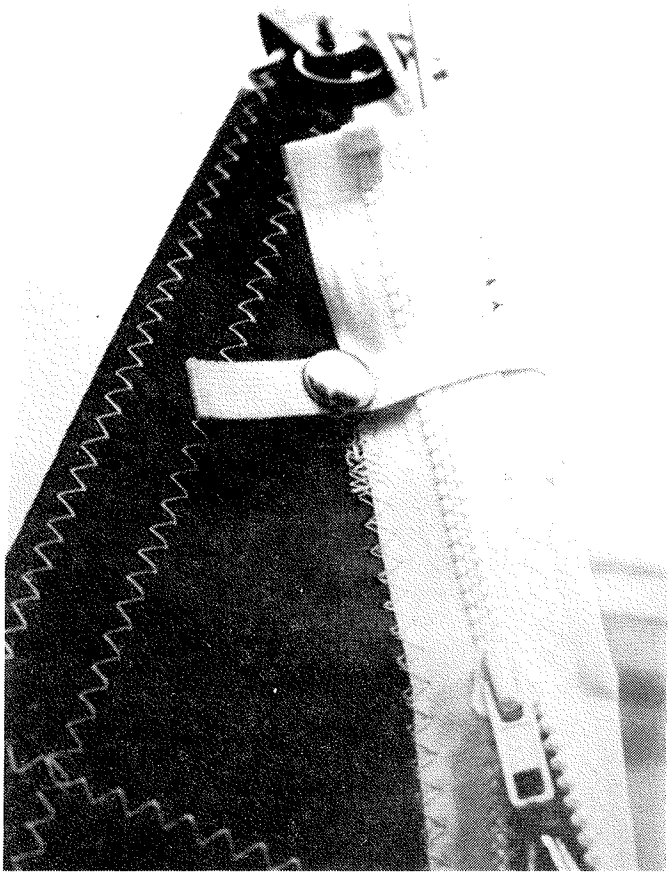


ILLUSTRATION #8



Continue raising the jib and closing the zipper simultaneously until the jib is completely raised. Attach the jib tack shackle to the forestay adjustor at the bottom of the adjustor. As you are raising the jib, the halyard is actually being pulled through the luff of the sail. When the sail is raised, the thimble on the wire portion of the halyard will be exposed at the bottom of the jib luff sleeve. Just below the jib tack shackle there is a 3' line, 1/8" in diameter, attached to a shackle on the front of the forestay adjustor. This line is referred to as the jib luff tensioner, and it is necessary to tension the luff firmly until the sail is smooth for good performance. Pass this line up through the thimble on the jib halyard, back through the shackle and up through the thimble again and again, using up all the line. Tie off using half hitches, then finish the zipper and snap the bottom strap similar to the one at the head of the sail.

ILLUSTRATION #9

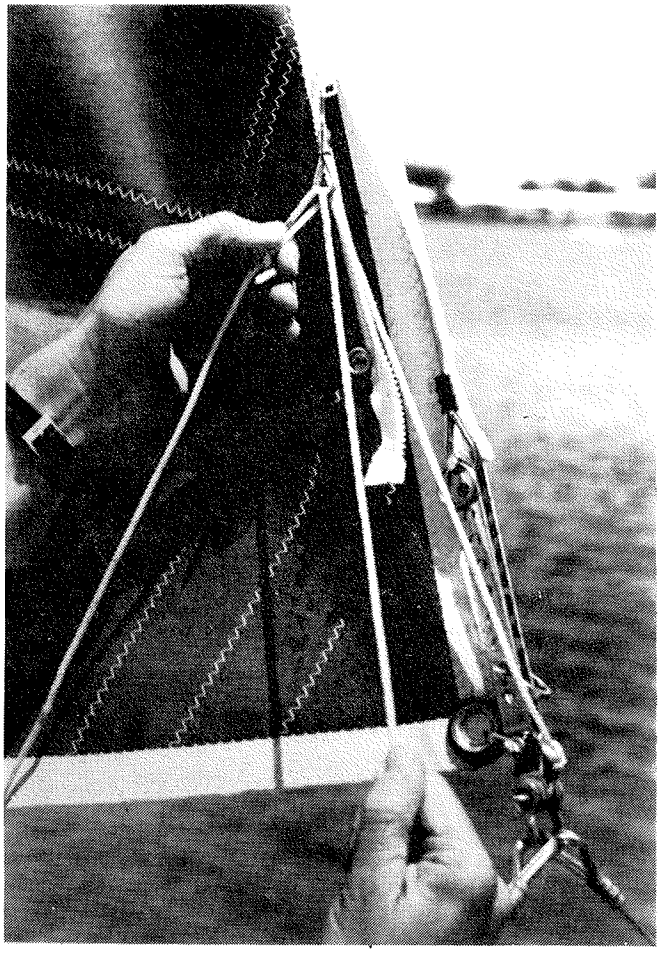


ILLUSTRATION #10

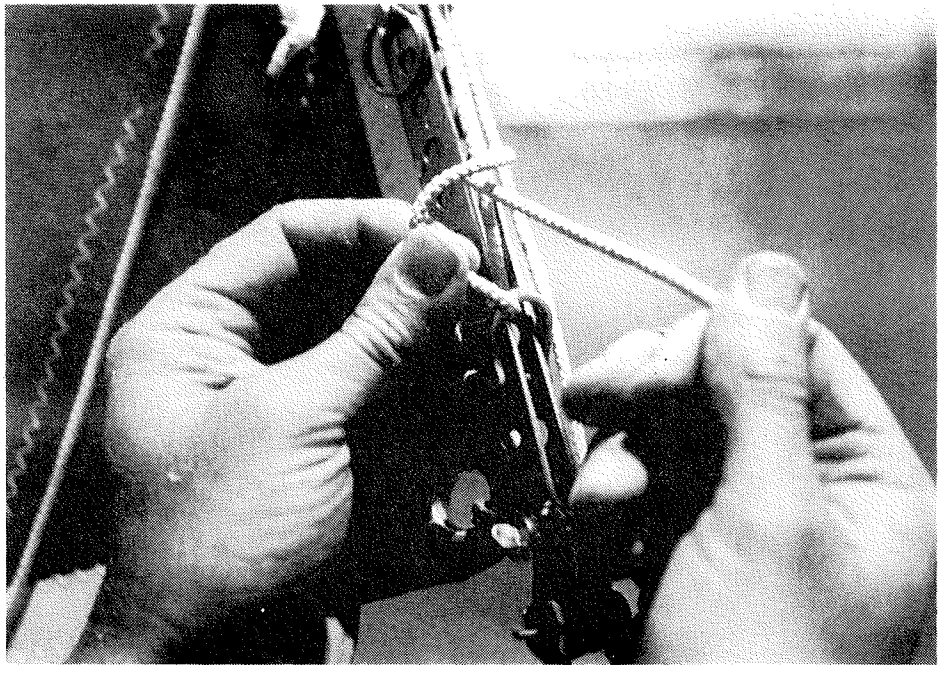
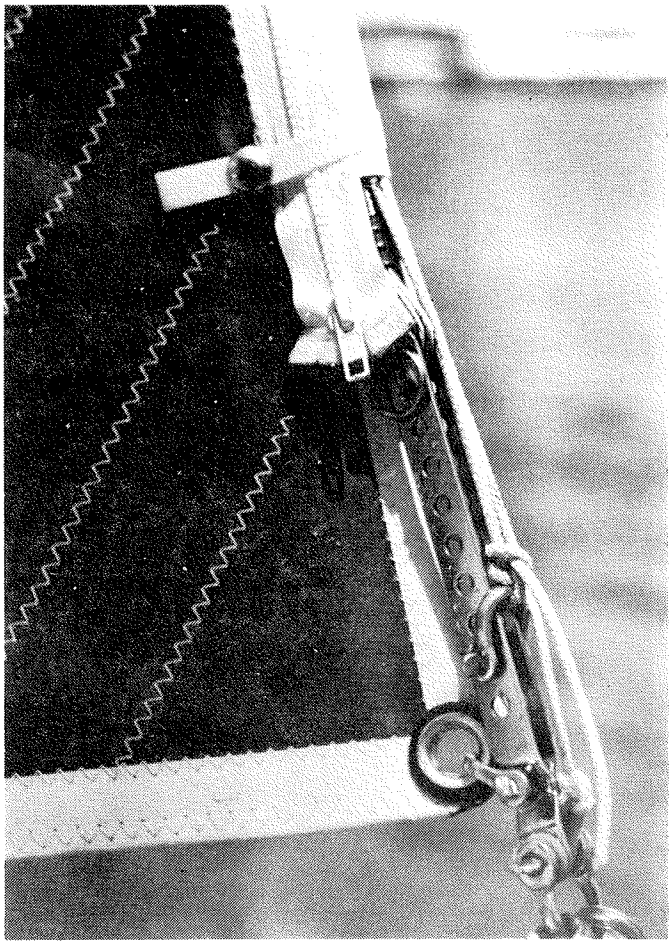


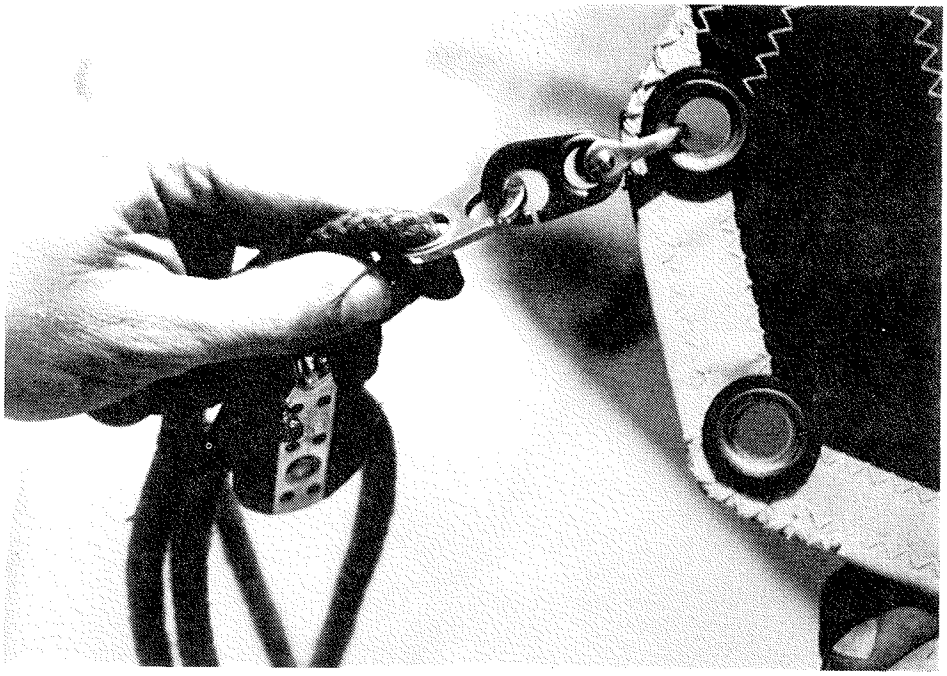
ILLUSTRATION #11



Untie the rope portion of the jib halyard line from the halyard thimble and stow it in the storage pocket on the front of the trampoline.

The jib clew blocks are equipped with a brummel hook, and there is a matching brummel hook on the clew of the jib sail. These hooks fasten together and the jib can now be trimmed from the trampoline using the jib sheet. See illustration #12 for an example of how brummel hooks work.

ILLUSTRATION #12



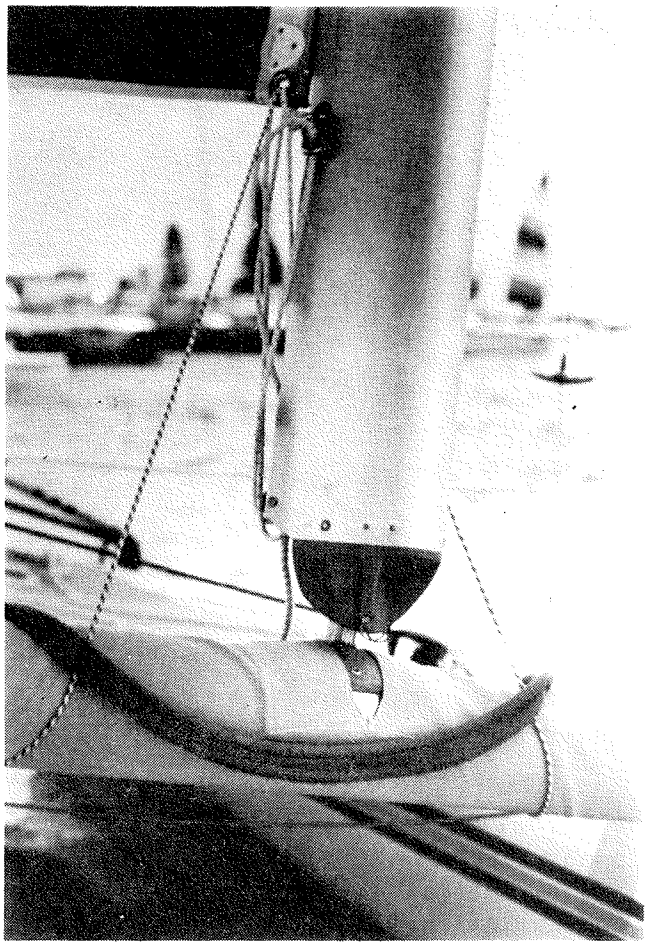
e) optional roller furling assembly

If your boat is equipped with an optional roller furling assembly, you must be sure there are sufficient turns on the drum to allow proper operation of the roller furling system. With the jib out in the sailing position, there should be just enough line coming from the drum to reach the trampoline and cleat. This insures enough turns on the roller furling drum to furl the sail completely. To roll the jib up, you simply uncleat the jib sheet from the jib ratchet block and pull on the line coming from the drum. The jib should roll up completely. If it does not roll up completely, you need to put more turns on the drum. This is accomplished by simply disconnecting the jib sheet from the sail at the brummel hook and, by hand, wrapping the sail around the forestay a few more turns until it is completely rolled up. Then, reconnect the jib sheet to the sail with the brummel hook. Now, when the sail unrolls (uncleat the roller furling line and pull the jib sheet), the drum will make sufficient turns to roll the sail back up again. This check should be made before the boat leaves the beach.

f) jib sheet anti-tangler

A length of 3/16" shock cord is included with each Supercat to be used to keep the jib sheet from being caught under the mast base when tacking. The installation is very simple and effective. Tie one end of the shock cord to a trampoline grommet, about 1½' from the hull on the underside of the front beam. Run the shock cord under the jib sheet on that side of the boat and through the tack grommet of the mainsail. The shock cord then passes underneath the jib sheet on the other side of the boat and ties to a trampoline grommet 1½' from the other hull on the underside of the front beam. See illustration #13 for proper installation.

ILLUSTRATION #13



2. Traveler Car Attachment and Operation

The traveler car is attached to the 3/16" stainless steel cable on the rear cross beam of the Supercat. Disconnect the traveler car from the mainsheet blocks and place the cable between the plates of the traveler car. Secure the mainsheet blocks back to the traveler car with the clevis pin. The plate on the traveler car with the cam cleat and swivel should be facing forward. See illustrations for a view of a properly installed traveler car.

ILLUSTRATION #14

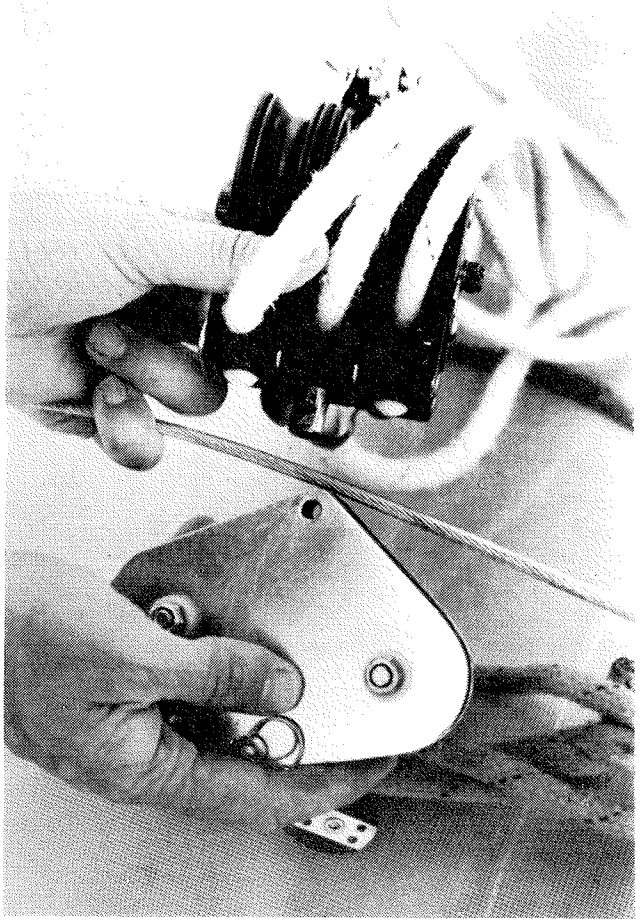
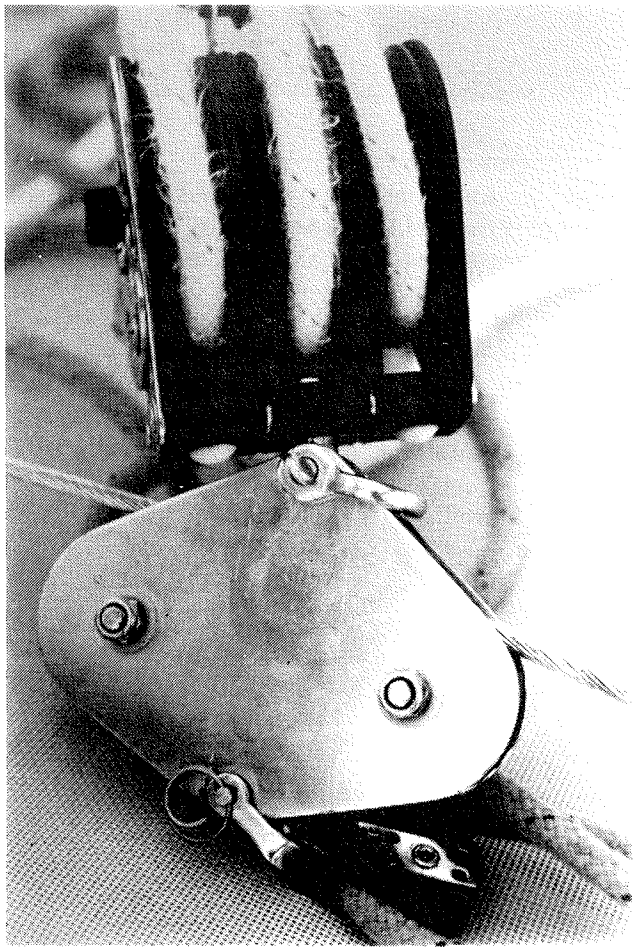


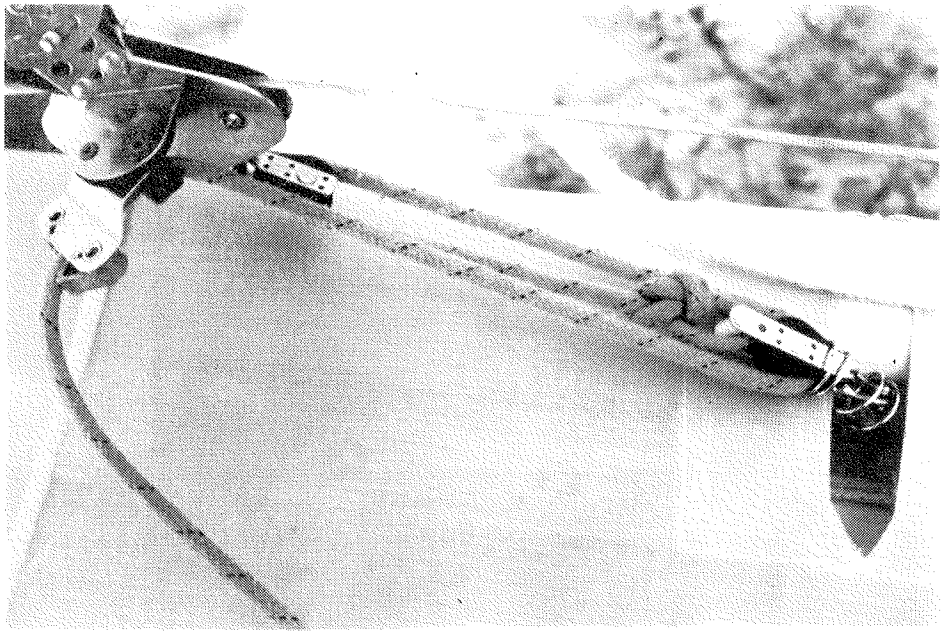
ILLUSTRATION #15



a) threading the traveler car control line

The traveler car control line is installed in the following fashion: Feed the 5/16" orange braided dacron line through the eyestrap on the cam cleat of the traveler car. Pass this line through the fairlead just in back of the eyestrap. Now feed this line through the bullet block(front to rear) secured in the middle of the rear beam, lead the line back to, and through the bullet block(rear to front) at the bottom of the traveler car. Lead the line back to the becket on the block at the center of the rear beam and tie off with a bowline knot. Illustration #16 shows the traveler control line properly threaded.

ILLUSTRATION #16



b) using the traveler

The mainsheet traveler on the Supercat is used to control the angle of the sail to the wind and the sail twist. Use of the traveler and mainsheet tension is best summarized in the following table:

Boat Heading	Light Wind	Moderate Wind	Heavy Wind
WINDWARD	-Centered to 6" to leeward -Slight Leech Twist -Light Mainsheet Tension	-Centered -Slight Twist -Firm Tension	-6" or more to leeward -Medium Twist -Firm Mainsheet Tension
BEAM REACH	-6" to Leeward -Medium Twist -Light Tension	-Centered to 6" to Leeward -Medium Twist -Medium Tension	-12" or more to Leeward -Full Twist -Firm Tension

b) using the traveler (cont.)

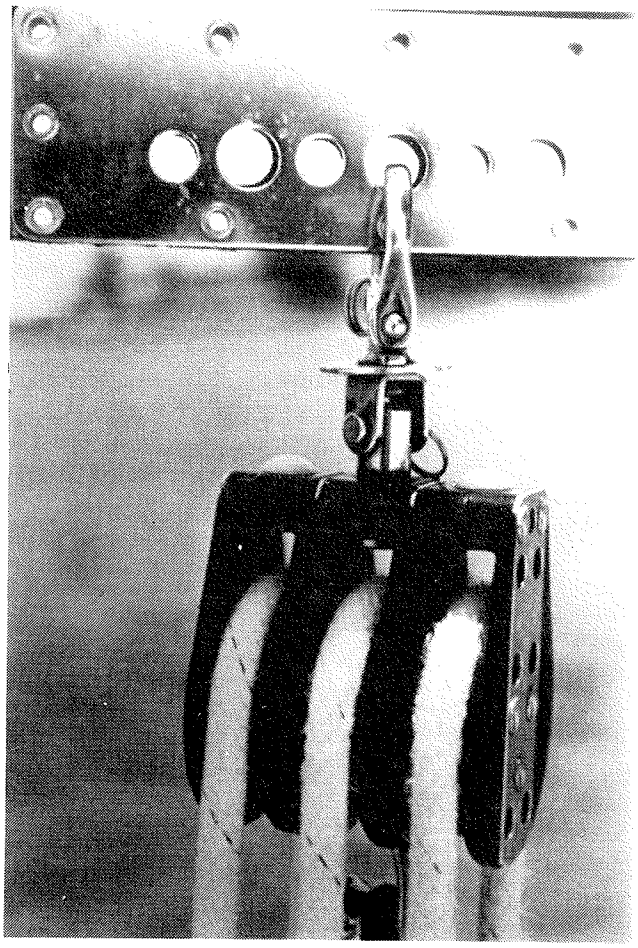
Boat Heading	Light Wind	Moderate Wind	Heavy Wind
BROAD REACH	-Out to Hiking Strap -Maximum Twist -Light Tension	-Out to Hiking Strap -Maximum Twist -Light Tension	-Uncleat Traveler & play Mainsheet only -Sail will be at Maximum Twist

3. Mainsheet Block Attachment

a) securing the upper mainsheet blocks to the mainsail clew plate

The Supercat has a boomless rig and the mainsheet blocks attach directly to the clew plate of the mainsail. The mainsheet block is equipped with a snap shackle that passes through the clew plate. Secure the blocks by closing the snap shackle. The basic rule is the heavier the wind, the further forward you make the attachment, light winds further aft.

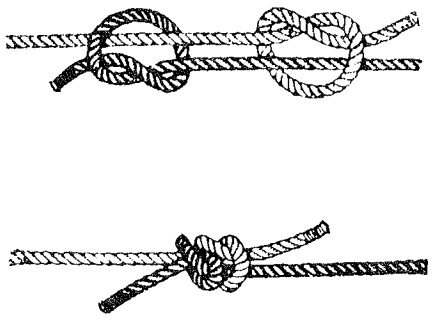
ILLUSTRATION #17



b) securing the mainsheet to the traveler control line

It is recommended that the end of the mainsheet and the end of the traveler control line be secured to one another, thus forming a continuous line. An effective knot for this purpose is shown in the following illustration, where a half hitch of each end is tied around the other end. Whipping the two ends with wax line works well also.

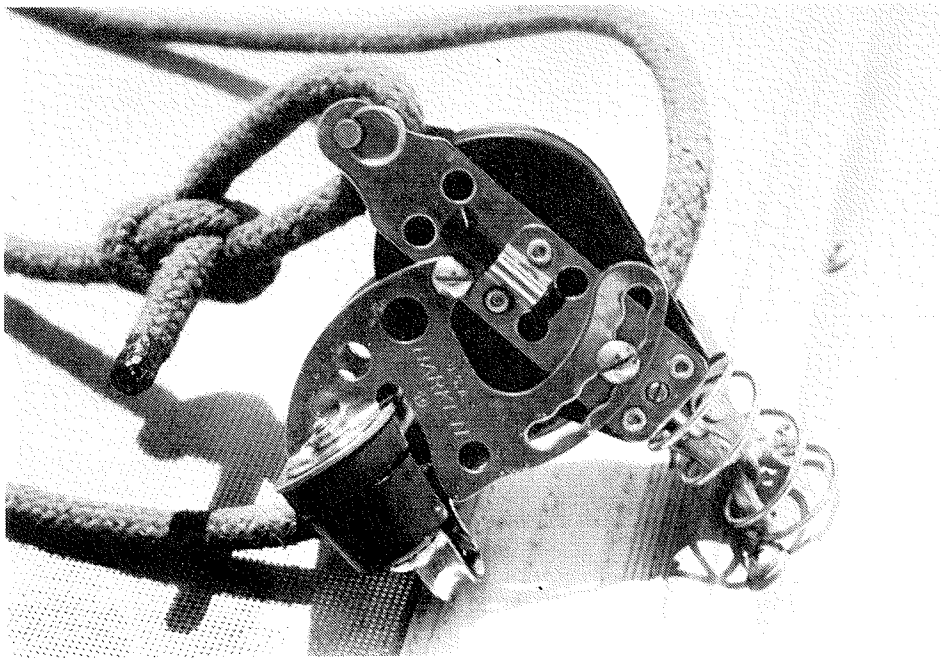
ILLUSTRATION #18



4. Jib Sheet Installation and Operation

The threading procedure is as follows: Take an end of the 3/8" blue braided dacron line and tie it to a becket on one of the jib sheet ratchet blocks. Take the other end and pass it through one of the jib clew blocks. Bring the end back to the jib sheet ratchet block and pass it underneath the sheave and out through the cam cleat. The cam cleat should be facing toward the center of the trampoline. Feed the end across the trampoline, through the cam cleat and around the sheave of the other jib sheet block. Now, pass the line forward through the other jib clew block, return to the second jib sheet ratchet block and tie it off at the becket with a bowline knot.

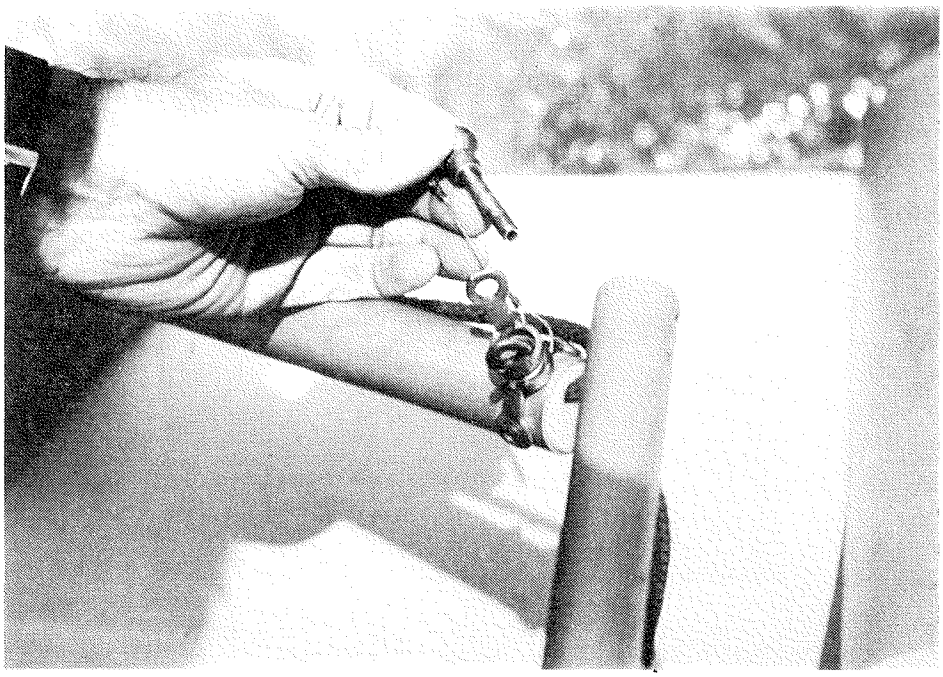
ILLUSTRATION #19



5. Tiller Cross Bar Installation

Insert the tiller crossbar into each tiller swivel on the tiller arms. Secure the cross bar by using the avibank pin on one side and the bolt on the other side. The avibank pin is provided at one end for quick positioning of the tiller cross bar along the hull and out of the way while raising and lowering the mast or trailering.

ILLUSTRATION #20

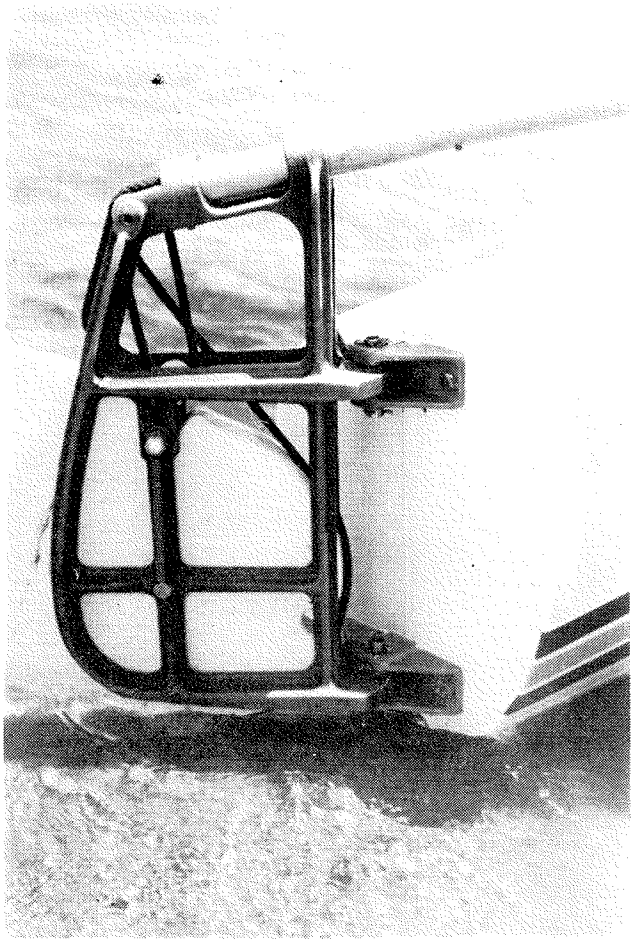


6. Rudder Operation

Supercat rudders are equipped with a kickup release system, to minimize harm to the boat in the event of running aground. When the rudders are in the up and locked position, they can be lowered in one of two ways: They can be lowered by using the rudder control lines (red-up; blue-down) or they can be pushed down by hand. To lower the rudder, first pull on the red line to raise the locking pin, then pull on the blue line and simultaneously release the red line and the rudder will go all the way down. It is necessary to pull fimly on the blue line in order to lower the rudder.

When the boat runs aground, the rudders will automatically kick up, however, it is recommended that you pull on the red line to raise the rudder prior to beaching the boat or running aground to avoid rudder tip damage. There is an intermediate stop to position the rudder for very shallow water sailing, however, the helm will be sluggish and in strong winds the helm will be severe.

ILLUSTRATION #21



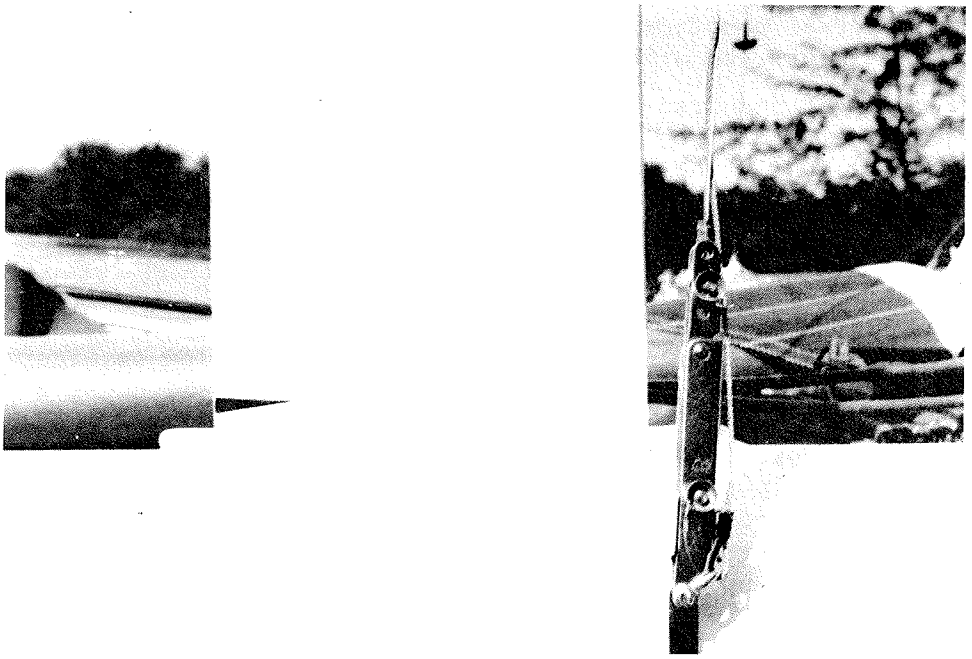
7. Daggerboard Installation

The Supercat 19 is outfitted with Nasa Series 63 foil shaped daggerboards. The boards are interchangeable- no port or starboard.

Before inserting the daggerboards into place. take the clear plastic tubing with the shock cord passing through it (adjacent to each daggerboard trunk) and stretch it over the trunk, so that it is putting tension on the daggerboard once it is in the trunk. The shock cord should be adjusted so it will hold the board in any 'up' position without slipping.

Each daggerboard has a dark marking on it,at its trailing edge, designating when the bottom of the board is flush with the keel of the hull. This mark must be just above the deck in order for the board not to portrude through the keel. See illustration #22 for a view of a daggerboard properly in place with the black mark exposed.

ILLUSTRATION #22



RIGHTING AND OVER-TURNED SUPERCAT

1. Technique With the Supercat Righting System

The Supercat is outfitted with a special righting feature that allows one 150 lb. person to right the boat in the event of a turnover. The feature works in such a way that it allows the sailor to lengthen the shroud and take advantage of the upper hull's weight in righting the boat.

Once you have turned over and are in the water, release the jib sheet and the traveler car control line. Pull 4' to 6' of slack into the mainsheet and recleat it. If you have a roller furling jib, roll it up.

Next, stand near the transom of the hull in the water. This will cause the boat to swing around with the mast pointing into the wind. Now walk back to the front beam and step up onto the mast base. Reach over to the upper hull at the shroud lever and remove the quick release pin at the base of the shroud lever and throw the lever open. This will put slack in the rig and allow you to pull the upper avibank pin that extends the shroud. Once the shroud is released, climb down to the lower hull and take hold of the righting line. Hook it into your trapeze belt, lean backwards and pull. The shroud will now extend as you pull on the righting line.

Supercat Righting System (cont.)

Once the boat is righted, climb back on and secure the released shroud back into it normal position. Push the lever back down into its sailing position, insert the avibank pin and continue sailing.

The mimimum weight required to right the boat varies with windspeed. The stronger the wind, the lighter the weight required. In winds over 20 knots it is usually not necessary to extend the shroud.

2. Righting Technique Without the Righting Feature

To right an 8' beam catamaran requires approximately 300 lbs total crew weight with no special righting assist devices. Should you turn the Supercat over, there are a number of steps you must follow in order to right the boat. First, stand near the transom. This will cause the boat to swing around with the mast pointing into the wind. If the boat does not appear to be swinging, drop into the water and hold onto the transom. The boat will quickly swing around. In this position, the wind against the trampoline will help you right the boat. Next release the mainsheet, the traveler car control line and the jib sheet. If you have a roller furling jib, roll it up. With the mast still pointing into the wind, climb up on the hull, being careful not to scratch the hull with your trapeze gear, and take hold of the righting line- it is connected to the front beam at its intersection with the hull. Hook into it (there should be a small loop tied at the end with a bowline knot) and lean back with all your weight. The larger person should hook directly into the righting line. The smaller person should sit on the larger persons knees and then lean back, to help as much as possible. When the boat is righted, the easiest place to climb on is over the rear beam. Use the quick-release avibank pin in the tiller cross bar to quickly swing the cross bar out of your way before climbing on.

3. The Do's and Don'ts in a Turnover

- Do not remain on the top hull when the boat is turned over. Jump into the water and hang onto the boat.

- Do not attempt to right the boat unless the mast is pointing into the wind.

- Do not leave the jib sheet or the traveler car cleated when righting the boat. If you have a roller furling jib, roll it up.

- Do leave the mainsheet cleated (when using the righting system) after 4' to 6' of slack has been pulled into the system.

- Do not scratch or gouge the hull with trapeze hooks as you climb up onto the hull. As you pull yourself up onto the hull, roll to one side and avoid putting your weight on your trapeze hook.

The Righting Feature: Shroud Lever Detail

One of the special features pm Supercats is the shroud levers. These levers perform two special functions, one of which is putting tension on the rigging to adjust for a "tight rig" or "loose rig". The other function is to lengthen the shroud in the event that the Supercat is turned over. See illustration #23,#24,#25 for operation of the righting levers.

ILLUSTRATION #23

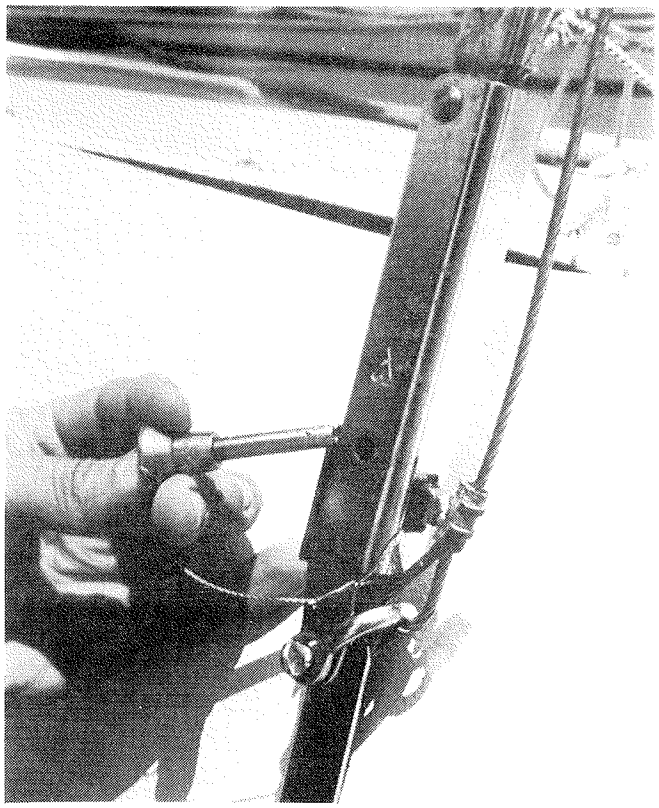


ILLUSTRATION #24

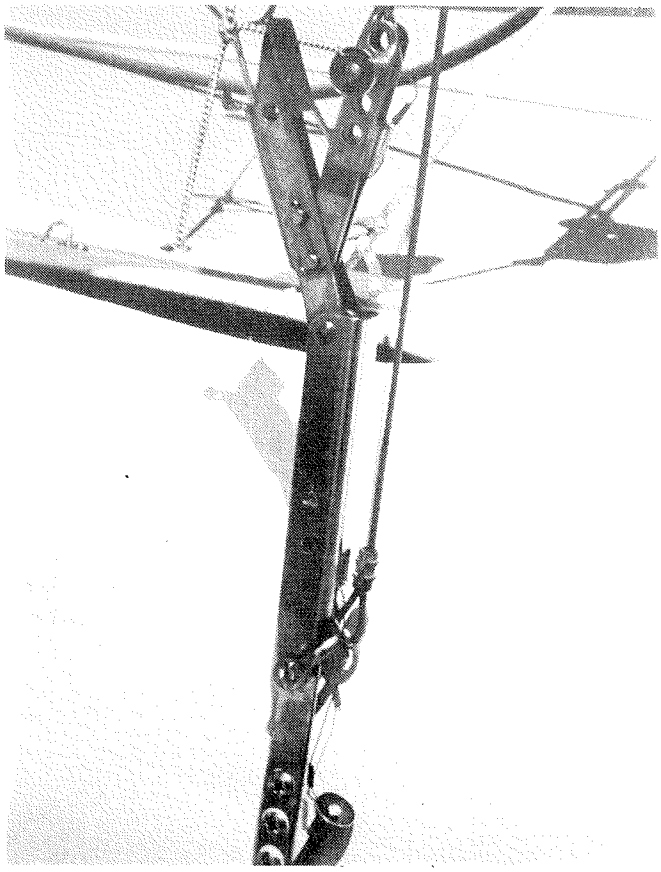
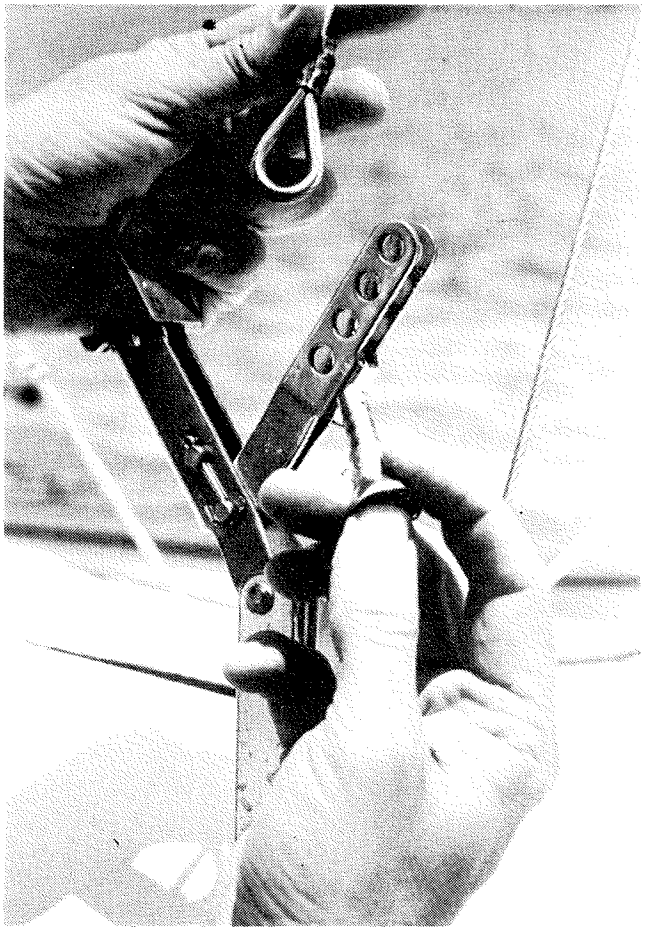


ILLUSTRATION #25



TRAILERING THE SUPERCAT

1. Lowering the Sails

Before lowering the sails, turn the boat so that it is about 10° from pointing directly into the wind.

a) the jib

Lower the jib sail first. Locate the jib halyard line and tie it to the thimble at the end of the jib halyard.

Untie the jib luff tensioner and slacken the halyard. Remove the jib tack shackle and unfasten the jib blocks and sheet via the brummel hooks at the clew. Unsnap the strap on the jib luff and begin to unzip the jib luff zipper while lowering the jib sail.

When the sail is completely lowered, remove the halyard shackle from the head of the jib and secure the line portion of the halyard to the shackle. Tie the halyard line and shackle loosely to the forestay bridle. Do not tie the jib halyard to the mast.

1. Lowering the Sails (cont.)

b) the mainsail

Remove the mainsheet blocks from the clew plate and ease off on the downhaul and remove. Take the main halyard and pull on it as if you were attempting to raise the sail. With your finger, pull the nicro-press fitting out from under the forked halyard lock (at the bottom of the mast in the sail track). Lower the sail by pulling down on the luff rope. Be sure the main halyard rope tail is clear, no knots, no tangles, etc. Secure the main halyard away from the mast, either to a trapeze wire or to the mainsheet blocks.

2. Storing the Supercat Sails Properly

With both the main and jib completely lowered, you should store them in the sail bag at this time. It is strongly recommended that both the main and jib be rolled up starting at the head and rolling toward the front. If the sail is improperly stored (ie. wadded up), undesirable creases occur and the sail could become misshapen. A sail that is rolled up does not crease the material.

If you have put extra tension on the mainsail battens, the tension should be eased for storage.

When it comes time to store the Supercat sails for an extended time, they should be clean and dry, and stored inside off the floor. If you exercise good judgement and follow these intructions, your sails should last for several seasons.

3. Loading the Supercat on the Trailer

To load the Supercat on the trailer, back the trailer tires to the water's edge. Lift the bows and slide the boat forward onto the trailer. A trailer winch can be used to pull the boat forward. Once the boat is on the trailer, use tie-downs to secure the boat in preparation for trailering.

Trailers equipped with hard rollers are NOT recommended. The point contact between the trailer roller and hull surface is too small and rollers on a rough road have been known to puncture catamaran hulls.

4. Taking the Mast Down

With the boat secured to the trailer, pull the boat and trailer to level ground if possible. Look around for power lines and always avoid them. Out of courtesy to other sailors, move out of the ramp area to prepare the boat for trailering. Release the shroud levers. Disconnect the a-vibank pin on the tiller cross bar and position it on the trampoline parallel to the hull. Stand on the trampoline, put forward pressure on the mast and have someone release the forestay. Walk aft lowering the mast until it is almost horizontal. Have someone waiting to catch the mast head so the mast will not come in contact with the trampoline and rear beam. Remove the mast base keeper pin, take the mast base off the ball, walk the mast base forward and place it on its mast carrier at the front of the trailer. Support the aft portion of the mast at the rear beam. The Supercat fiberglass mast support is best. Do not tie wires or ropes against the mast, doing so will scratch and gouge the mast while trailering. Coil wires up neatly on the trampoline and secure them to the hiking straps.

5. Tying Everything Down

Before driving away, there are a few things that have to be secured on the boat. The tillers have to be secured in such a way that the rudders will not sway from side to side. The tiller cross bar and extension should be tied to the trampoline. The mainsheet blocks and mainsheet should be fully tied down. The jib sheet and blocks can be stored in the trampoline pocket. The shroud and trapeze wires should be coiled separately and tied underneath the hiking straps. Small pieces of shock cord work well for tying things down. Remove the drain plugs and store them in a safe place.

- Check trailer tires for air.
- Check trailer lights for proper working order.
- Check trailer hitch for complete locking and check safety chains.

MAINTENANCE RECOMMENDATIONS FOR THE SUPERCAT

Each time you use your Supercat, especially in salt water, you should wash the boat completely with soap and fresh water. This will minimize salt corrosion and get the mud and sand out of all the hardware and ropes. Lubricate all stainless hardware with moving parts (shroud levers, avibank pins, etc.) with a light weight oil. Mild soaps are good fiberglass cleaners; laquer thinner will usually remove tar (and waterline tape, so be careful). Any boat that is left out in the weather will show its age sooner than it should, so it is recommended that the Supercat owner treat the finish of the boat with care. It is wise to wax the hulls at least twice per year. This will help maintain the luster and overall beauty of the boat.

Soapy Brillo pads and/or rubbing compounds are good for cleaning and shining stainless steel wires, straps, screw heads, etc.

Whenever any of the ropes on the Supercat appear to be wearing out, it is important to replace them, not only for cosmetic reasons, but for safety reasons as well.

1. Maintenance List for Specific Operations

Lubrication Points: The following is a list of all the places that need to be checked periodically for corrosion and salt buildup. Marine lubricants, (oils) are preferred for usage in each case. Lubricate these items at least once a month:

a) Rudder gudgeon, where rudder head pivots on stainless steel pin.*
b) Rudder head lock pin vertical slot (use grease).
c) Tiller to tiller cross bar universal joints.*
d) Main halyard sheaves at the mast and base.*
e) Jib halyard sheave on the forestay.*
f) Forestay swivel for optional roller furling(oil if stainless steel).
g) Shroud adjustor levers.*
h) Mainsheet block swivels and jam cleats.*
i) Jibsheet block swivels and jam cleats.*
j) Traveler car cam cleat.
k) Traveler car sheaves.
l) Mast step ball (use clear or white grease and lubricate each time prior to stepping the mast).

*Three in One works well.

2. Supercat Rudder Adjustment

a) Loosen cap nut, the outer nut,while holding the bolt head at the same time.

b) Tighten or loosen the jam nut (inner nut-stainless steel) until the rudder blade falls gently down,due to its own weight when released from the up position. The blade should be snug in the rudder head-no sloppiness.

c) Tighten cap nut or outer nut down to the jam nut, the inner nut.

d) Nylon Rod Adjustment - -(needed less frequently).
Loosen the outer 3/8" nylon jam nuts. Adjust the nuts so the nylon rod slides freely up and down. Tighten outer jam nut to the inner one. Lubricate generously with grease.

3. Supercat Replacement Line Dimensions

a) Mainsheet: 48', 3/8" White Braid

b) Jibsheet: 43', 3/8" Blue Braid

c) Traveler Car Control Line: 11', 5/16" Gold Braid

d) Trampoline Lacing: Front- 30', ¼" Braided Pre-stretch
Rear- 40', ¼" Braided Pre-stretch

e) Rudder Lines: Red- 5'1", ¼ Braid
Blue- 4'5", ¼ Braid

f) Main Halyard Line: 29', ¼" Twisted 3 Strand

g) Jib Halyard Line: 20', 1/8" Braided Line

h) Downhaul Line: 7', ¼"Braided Pre-stretch

i) Roller Furling Line: (Optional) 25', 1/8" Braided Line

j) Righting Lines: (Two) Each 8', ¼" Braided Pre-stretch

k) Batten Tie Lines: (Ten) Each 16", 3/32" Braided Nylon Line

1) Jib Luff Tension Line: 3', 1/8" Braided Line

m) Shock Cord for Trapeze Wires: Each 9', 3/16" nylon covered

4. Rigging Checks

On a periodic basis inspect all standing rigging for wear, fraying, twists, or kinks in the wire,and broken strands. Inspect all shackles for tightness and wear and inspect all thimbles, nicropress fittings for wear, rust or stress cracks. For safety reasons replace any worn or stressed rigging promptly.