

## DINGO JIB INSTALLATION

The Dingo jib assembly replaces the forestay assembly used on the cat rigged Dingo. The Dingo jib kit, once installed, is left up all the time. One simply furls (rolls) the jib around its own luff wire, cleating both the furling line and the jib sheet to prevent the jib from unrolling.

The Dingo jib assembly comes complete with:

- ✓ 1. Jib
- ✓ 2. One forebeam assembly
- ✓ 3. One furling spool assembly
  - a. One piece of 1/8" furling line
- ✓ 4. One jib halyard block with shackle *FORE*
- ✓ 5. One wire halyard (with rope tail) *STAY*
- ✓ 6. One upper swivel
- ✓ 7. One shroud adjustor
  - a. One 3/16" pin with cotter
  - b. Three 3/4" x #10 round head sheet metal screw
- 1 SHORT* 8. Two jam cleats
  - a. Four 3/4" x #10 flat head metal screws
- ✓ 9. Two eye straps
  - a. Four 3/4" x #10 round head bolts with nuts
- ✓ 10. Two jib sheet pulleys with shackles
- ✓ 11. One plastic jam cleat
  - a. Two 3/4" x #6 flat head sheet metal screws

### I. INSTALLATION OF JIB SHEET LEADERS

- A. Place each eye strap 19" aft of the main beam (the tube on which the mast steps) on top of the aluminum extrusion that holds the dacron floor, 3/4" from the inside edge of the extrusion, facing fore and aft. Drill through the eye strap and extrusion with a 3/16" drill bitt. Bolt the eye straps to the extrusion. Shackle the jib sheet pulley to the eye strap on both the port and starboard sides.

### II. INSTALLATION OF THE JAM CLEATS

- A. Place a jam cleat on the top of the starboard and port decks 5" forward of the eye straps, 1/2" from the inside edge of the deck. (You may wish to move the jam cleats farther aft to facilitate single handed sailing.)
- B. Drill a 7/64 hole through the holes in the jam cleats and fasten with four 3/4" x #10 sheet metal screws flat head.

### III. INSTALLATION OF THE JIB HALYARD BLOCK

- A. Remove the old forestay (if adding a jib to an older boat.)
- B. Shackle a pulley, between the two side stays, to the stainless steel shroud shackle. *AT 1*

### IV. INSTALLATION OF THE JIB REEFING JAM CLEAT

- A. Fasten a small V jam cleat on the inboard side of the glass fiber deck (on either side) with two 3/4" x #6 flat head metal screws about 1' aft of the jib sheet leader. (You may, if you intend to single hand most of the time, wish to locate the furling line cleat farther aft to be able to reach easier.)

*USE METAL RING ON METAL PULLEY*

*OUTSIDE FRONT OF MAST*

*FORWARD FORECAST BARS*

VI. INSTALLATION OF THE FURLING SPOOL

- A. Pin the furling spool to the center of the fore beam cables between the two retaining balls with the cup of the spool pointing up.

VII. INSTALLATION OF THE HALYARD AND UPPER SWIVEL

- A. Pin the upper swivel to the halyard if not already attached.
- B. Tie the 3/16 dacron line to the opposite end of the halyard.
- C. Run the halyard tail and the wire through the jib halyard block with the swivel on the front side of the block.

VIII. STEPPING THE MAST

- A. Lay the mast on the boat with the masthead aft.
- B. Pin the shrouds to the stay adjustors on the outboard side of the decks in the middle hole.
- C. Pin the tack of the jib (bottom front corner) to the furling spool.
- D. Pin the head (top corner) to the upper swivel.
- E. One person stands on the floor of the boat picking up the mast while another passes the butt of the mast over the forebeam and places the mast butt on the ground between the forebeam and the mainbeam so that the mast when upright is against the mainbeam. Then both people hoist the mast with the person on the ground guiding the mast to the mast step.

IX. INSTALLATION OF THE HALYARD ADJUSTOR

(The halyard adjustor is a stainless steel U channel the same as on the bows of the Dingo.)

- A. The person on the boat pushes the mast against the shrouds. The person on the ground pulls the rope tail and wire halyard tight and ties the rope tail around the mainbeam so that the halyard lies along the front of the mast.
- B. Place the halyard adjustor on the front center of the mast so that the middle hole of the halyard adjustor is in line with the eye of the halyard end.
- C. Mark the hole locations of the halyard adjustor on the mast.
- D. Drill a 9/64 hole through the mast and screw the halyard adjustor to the mast with three 3/4" x #10 round head sheet metal screws. (Be careful when turning in the screws. It may be necessary to wobble the drill in the holes to enlarge them slightly to prevent twist breading the sheet metal screw.

X. WINDING THE JIB FURLER

- A. Roll the jib on its own luff wire. Better still it could be wound and tied before the mast is stepped.
- B. Pass the center of the jib sheet through the clew of the jib (Back corner). Pass the cut ends through the loon and pull tight. Roll

- D. Pass the furling line through the fairlead on the end of the forebeam and back to the plastic jam cleat on the side of the glass deck.

#### XI. UNWINDING THE JIB

- A. Pull on the jib sheet.
- B. This unrolls the jib and at the same time winds the jib furling line.
- C. The opposite, of course, winds up the jib.

#### XII. USE OF THE JIB

The Dingo jib gives sufficient power to create an ideal two person racing boat. Of course, Dingo can be sailed single handed with the jib. In light air the jib makes Dingo a fantastic performer. For the accomplished helmsman, single handed sailing in heavy winds produces unbelievable, blazing speed.

The versatility of the jib is the excitement of the system.

- A. Dingo is more than a match for other small catamarans as a cat rigged boat.
- B. The jib makes Dingo an honest two man boat.
- C. Sailed single handed with a jib, Dingo is fast in light air and a test of helmsman in heavy.
- D. The beat to weather in heavy air (the most difficult course) can be sailed with the jib furled.
- E. The jib can be wrung out anytime one chooses. For instance, on heavy air reaches and runs.
- F. Tacking is improved.
- G. Dingo, as a cat is kind and forgiving. The jib can be added as the confidence of the sailor improves or for kids in light air. Dingo is truly a "cat for the kids" and a Tiger for Dad.

#### XIII. BALANCE

To achieve balance, the Dingo mast should be raked well aft as a jib headed boat and the centerboard carried full down on the beat to weather and on close reaches until weather helm appears. As weather helm appears, the board can be raised slightly.

If the jib is rigged for sailing, the center of effort moves aft when the jib is furled. In heavy winds it may be necessary to raise the board slightly to achieve neutral or weather helm.

When tacking, the jib should be held until the boat is head to wind and the jib is luffing (or the jib and main should be trimmed in when going from a reach to a reach). When the bows are head to wind and the jib begins to fill on the opposite side, the jib should be then trimmed on the new tack and the

If one misses a tack and ends up head to wind, the jib should be trimmed on the side opposite the desired tack (direction) causing the bows to fall off by backwinding the jib. When the boat is on the new tack, trim the jib sheet, pay off the main slightly until the boat gathers way. Then trim the main to its normal position.

NOTE: Given enough sail area, enough wind and enough weight aboard, any boat can suffer structural damage. Sail Dingo with two normal people aboard (170 pounds each) as hard as you wish. However, add more 170 pound people, sail in heavy wind and/or heavy seas and one is asking for damage if the boat is pushed hard. You may sail with all the weight you wish in heavy conditions as long as you do not push the boat hard--fly hulls--go for maximum speed. Dingo is more rugged than you could ask, but six people and 40 knot winds and heavy winds--you may have trouble.