



LaserPerformance™



BAHIA



RIGGING MANUAL 2014

Specification

Safety Afloat

This instruction manual is not a guide to sailing your craft and it should not be considered suitable for the task of learning to sail a boat. Please read the manual before rigging and sailing your Laser Bahia.

Before you go sailing:

- Check you are wearing suitable clothing and safety equipment for the conditions and time of year.
- Always wear a buoyancy aid or life jacket
- Make sure a third party knows where you are sailing and how many there are of you.
- Check the weather forecast
- Check the time of high and low tides if applicable.
- Seek advice of local conditions if sailing in a new area.
- Always check the condition of your craft before setting off.
- A sailor's safety knife should be carried on board.
- **Check for overhead cables when rigging, launching and recovering.**

On the water:

- Conform to the sailing rules of the road.
- Look out for changing weather conditions.
- Never sail beyond your ability or that of your crew.
- Ensure that you and your crew can cope with any changes in the wind conditions
- Understand and be competent in the sailing skills and righting techniques.

Important information

There are three hatches and one transom drain bung on the Laser Bahia, these must all be checked prior to launching every time to ensure that they are water tight and fit correctly:

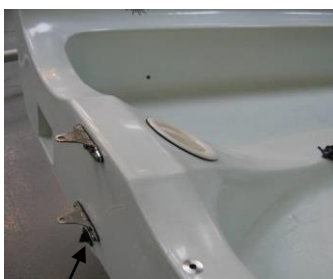
1. Starboard side (right) on the foredeck recess forwards of the main beam



2. Centre console area between the hoop. This is a watertight compartment for keys, mobile, wallet etc and is not part of the buoyancy of the boat



3. Aft cockpit.



Example of **INCORRECT** hatch fitment:

4. Transom drain bung must also be checked prior to launch



WARNING: The mast head floatation device (Optional extra) is an aid to the buoyancy of the masthead in the event of your sailing craft capsizing. However, it may not stop the total inversion of your craft and should not be relied upon to do so. LaserPerformance cannot accept any liability in such a case.

Bahia Rigging Instructions

The Bahia rigging instructions are a guide to rigging your boat.

LaserPerformance reserves the right to make design and/or specification changes to any of their products as part of their continuous development program.



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Glossary

Bow: Front of the boat

Stern: Back of the boat

Fore: Forward

Aft: Rearward

Clew: Back lower corner of a sail

Tack: Forward lower corner of sail

Head: Top corner of sail

Luff: Forward edge of the sail

Foot: Bottom edge of the sail

Leech: Rear edge of the sail

Burgee: Wind direction indicator (usually a small flag)

Batten: A thin stiffening strip in the sail to support the leech

Mast: Main vertical spar supporting the rig/sails

Boom: Spar at the Bottom of the mainsail

Gennaker pole: the Pole, which extends to fly the gennaker tack from.

Cleat: A fitting used for holding /securing ropes

Forestay: The wire supporting the mast at the bow of the boat

Shrouds: Wires that hold mast in boat and supporting the mast from $\frac{3}{4}$ up and out to hull side. Attached with shroud adjuster to shroud anchor point

Lower shrouds: Wires that tie off $\frac{1}{4}$ up mast and shackle to shroud anchor points

Jib: Front sail

Sheet: Rope for controlling the inward/outward position of the sail

Gennaker: Isometric sail hoisted when sailing downwind

Gunwale: The outermost edge of the boat

Gudgeon: Fitting on the transom and rudder used to hang rudder

Cunningham: Purchase system for tightening the forward edge/luff of the sail

Gnav: Purchase system for tightening the rear edge/leach of the sail

Vang: Otherwise known as the Kicking strap, Gnav

Outhaul: Purchase system for tightening the bottom edge/foot of the sail

Halyard: A rope or wire used to lower or hoist sails

Mast Heel: Fitting on the bottom edge/foot of the mast

Mast step: Fitting on the boat where the mast heel/foot of the mast is located

Spreaders: Metal struts placed in pairs to support the mast side ways and control the bend in the mast

Stem fitting: Stainless fitting at the bow which the forestay attaches

Rudder: Blade and attachments used for steering the boat

2. Maintenance and Service

- Keep the equipment clean by frequently flushing with fresh water. In corrosive atmospheres stainless parts may show discoloration/brown staining around screw holes and rivets, this is not serious and can be removed with a fine abrasive.
- Excess water should be removed from the hull.
- Ropes, rigging and fittings should be checked at regular intervals for wear and tear.
- All moving parts should be lightly lubricated to avoid jamming, i.e., McLube, Dry Teflon or a dry silicone based spray. Do not use Oil.
- Inspect shackles, pins and fittings – tape up to stop snagging, coming undone.
- When refastening screws do not re – use Nylock nuts more than three times.
- Damaged or worn parts should be replaced.
- Sails should be thoroughly washed down with fresh water, dried and stored in a dry place.
- Trailers should be rinsed with fresh water and checked at regular intervals. It is recommended that trailers be serviced annually.
- Repairs to the polyethylene hull should be undertaken by persons with the relevant equipment and skills. Contact LaserPerformance for advice.
- UV light will cause fading to some components and fittings, a cover is recommended to reduce the UV degradation.
- **Do not leave the rig under tension when not sailing or during storage.**
- **Your Bahia should only be used in conjunction with the Bahia specific LaserPerformance gunwale hung launching trolley. The use of any other launching trolley may damage the hull and invalidate your warranty.**
- **The hull should not be left on a pebble beach, as the polyethylene could dent.**
- **Care must be taken to support the hull adequately if storing on racking or similar. Any sustained point loading could permanently dent or distort the hull.**

3. Sail Numbers

Apply the sail numbers in a dry, clean and wind free environment using the following guidance:

Standard and Sport Sail

1. Lay the sail on a flat surface starboard side up.
2. The numbers on the starboard side are always higher than the port side.
3. Measure 200mm down, from the second batten pocket from the **bottom** of the sail.
4. Mark a line parallel to the batten pocket. Use tape
5. Measure 100mm in from the leech on this line.
6. The first number is positioned 100mm in from the leech and with the top of the number on this tape line.
7. The numbers are 60mm apart.
8. Turn over the sail and position the port numbers 60mm below the starboard numbers and parallel to them.



4. Fitting mainsheet hoop.

1. Remove one screw from the fairleads that clamp the mainsheet hoop in position and slacken the other. There is no need to remove the fairleads completely.



2. Align the mainsheet hoop with the location holes in the deck. The mainsheet hoop sits in the location holes at an angle and leans aft towards the back of the boat. The bottom tube each side is cut at an angle so that the bottom of the hoop is parallel with the hull. It is essential that the hoop is positioned the correct way round.



3. Push mainsheet hoop into location holes until location lugs are resting on the deck.



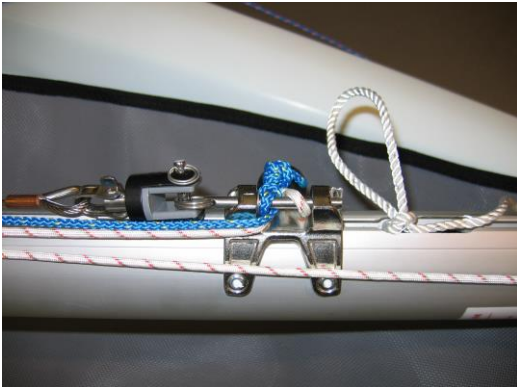
4. Position the fairlead anchors over the lugs and replace screws.



5. Tighten all 4 screws.

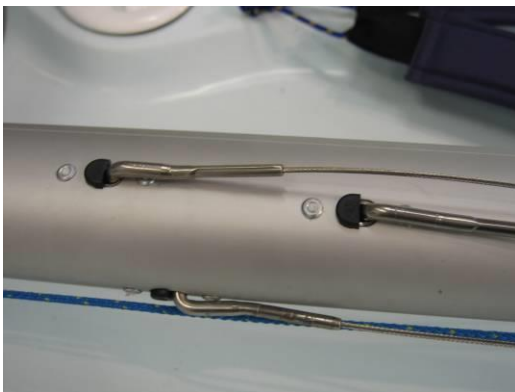
5. Rigging and raising the mast

1. Unpack the mast from its packaging.



2. Ensure all the halyards are led to the base of the mast and each halyard rope end has a knot tied in it.

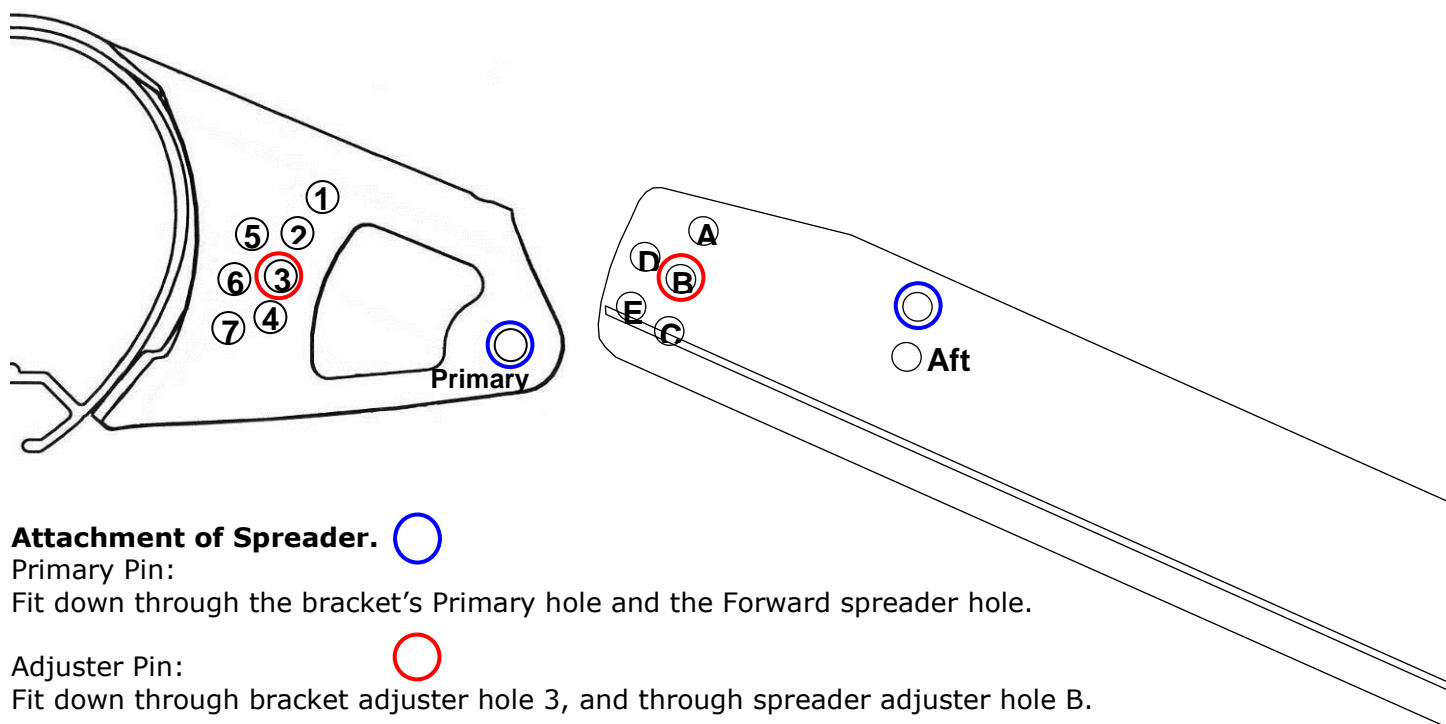
3. Insert blanking plugs, (tight fit to produce seal) a medium size flat blade screwdriver maybe required to fit.



4. If applicable, fit trapeze wires and plugs in the top terminal positions on the mast. (Note: Trapeze kit is an option)



5. Fit spreaders (See next page for diagram of pin positions)



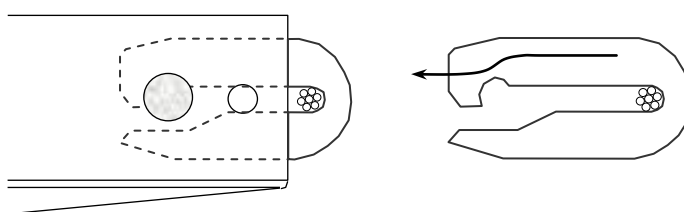
Attachment of Spreader. ○

Primary Pin:

Fit down through the bracket's Primary hole and the Forward spreader hole.

Adjuster Pin: ○

Fit down through bracket adjuster hole 3, and through spreader adjuster hole B.



Spreader Ends

Remove the clevis pin and slide out the spreader end hook.

Slide the hook over the shroud, and slide back into the spreader.

Refit the clevis pin and split ring.

Security

All clevis pins must be fitted with the flat head on top, and locked with a split ring. Tape all split rings, pins and the outboard end of the spreader extrusion. This will reduce chafe on the mainsail and prevent flailing sails/halyards becoming damaged. Self-amalgamating tape is best, but PVC electrical tape is an adequate alternative.

Class	Bracket Connection Pin	
	Primary	Adjuster
Laser Bahia	Fwd	3B

6. Ensure that all the spreader pins and rings are taped up or serious damage could occur to the sails.



7. Mast head float (Optional extra)



- Stick the self adhesive neoprene strip to the top of the mast. This should be butted up to the top casting but not on the top casting.

- Place the mast head float onto the mast head. The lacing eyes are on the front of the mast head float and the front of the mast. Tie the mast head float onto the mast using the lacing eyes.

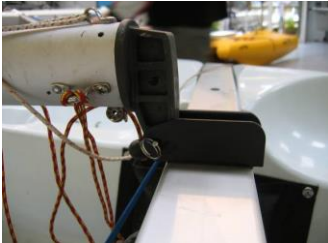


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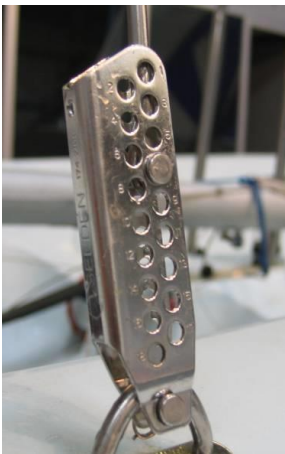
8. Raising the mast

Note:- A) If fitting a Gennaker kit, please refer to instruction for fitting the Gennaker halyard before hoisting the mast.

B) This is a two person operation as someone will need to hold forestay - Ensure that there are no overhead power cables



1. Place the mast heel into the mast step and put the pin through the mast heel and fit the ring into the clevis pin



2. Attach the shrouds to the shroud anchor point with the adjuster pin position in the 4th hole down on the back of the vernier adjuster. No 7 engraved on the adjuster.

3. Raise the mast with one person stood in the boat and one person pulling up the mast with the forestay.

a. Note: Always stand in the boat forwards of the trolley wheels to stop the boat tipping up.



4. Temporarily attach the forestay around the jib tack bar. (Not the furling drum)





5. Attach the trapeze rings to hull mounted shock cords by feeding the elastic loop through the ring at the bottom of the pulley. (Note: Trapeze kit is an option)

6. Place the Loop of elastic shock cord over the metal trapeze ring and pull tight.



6. **Boom and Gnav**

7. Unpack the boom and Gnav tackle.



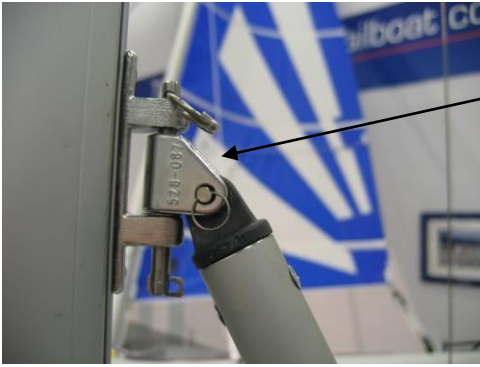
8. 2. Attach the boom to the mast using the drop nose pin. (Articulating toggle at the bottom)



9. Tie the Gnav control line from the boom to the double block and becket at the top of the gnav purchase.



(Tip - Best seaman like practise would be to use a bowline)



10. Attach the gnav strut to the gnav anchor point using the drop nose pin. (Articulating toggle at the bottom with joint orientation as shown)

11. Mainsheet – The mainsheet is dead ended at the block on the top of the hoop with a stop knot and then threaded as shown.



7. Sails

A. Jib



1. Ensure furling drum line is fully wound completely onto furling drum before you attach the jib.



2. Unroll the jib and attach jib tack to furling drum. Tape up pins on jib tack.



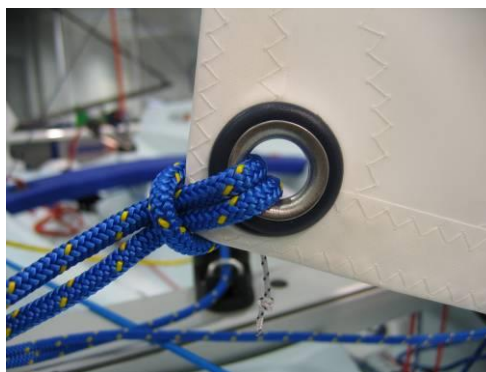
3. Attach the head of the jib to the jib halyard furling swivel and tape up prior to hoisting.

4. Hoist jib by pulling the white halyard out of aft face of the mast then hook the jib halyard purchase system onto jib Halyard wire. (Ensure hook is facing aft.)
5. Tension the jib halyard purchase system until the jib luff wire is taught. Cleat and tidy the rope end in the pocket on the underside of the gennaker sock. (If a loose gauge is used to measure the rig tension do NOT exceed 15 units or 70Kg's - measured on the shroud 0.75 metres above the vernier adjuster)

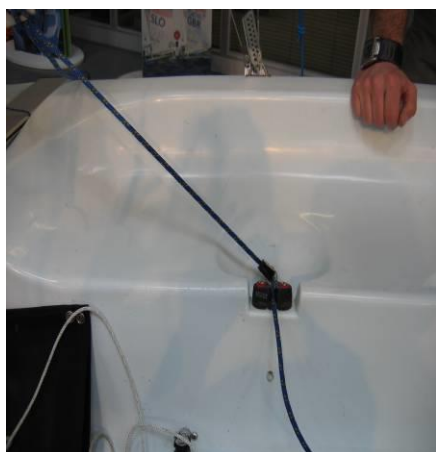


6. Tidy the halyards in the halyard bag.

7. Attach the centre of the jib sheet to the jib clew.



8. Thread the free ends of the jib sheet through the jib fairlead cleats on the inner deck.



Tip – Best seaman like practise would be to tie the sheet ends together to prevent flailing and inhibit sheets falling overboard.





9. Remove the forestay from the jib tack bar and tie to the P-clip at the bottom of the mast.
10. Furl the jib by pulling the furling line. The furling line cleat is positioned on the front beam starboard hand side.

B. Mainsail – Sport and Standard sail

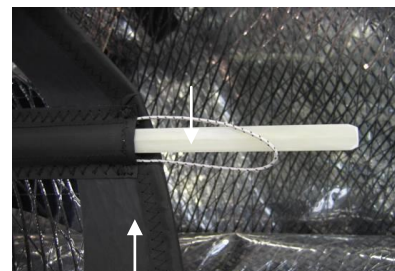
1. Remove the mainsail from the bag and unroll.
2. Insert battens into batten pockets. The top batten is the long one and does not have an inboard protector.



3. Wrap the batten locking tape over the top of the batten, insert the batten "prodger" into the small pocket in the locking tape , gently push the prodger into the batten pocket. When the desired tension is achieved press the side of the pocket to engage the Velcro.



4. Ensure all battens are tight in their pockets and the Velcro locking mechanisms are positively engaged:
5. To release the tension from a batten, slide the batten prodger (supplied) carefully between the two halves of the velcro locking mechanism and pull the retrieval line slowly.



6. To re-tension the batten locate the tip of the prodder in to the location point at the end of the velcro strip then insert between the batten and the batten pocket inner side.
Push the prodder until the desired batten tension is attained then withdraw the prodder gently while pressing both sides of the batten pocket together to re-engage the velcro locking mechanism.



7. Position the boat so that it is head to wind – bow into the wind.
8. Place the mainsail in the cockpit of the hull with the luff closest the bow (front) and the leach closest the stern (back).



9. Take the main halyard:

- Ensure there are no twists in the halyard and it is clear of the spreaders.
- Form a loop in the end of the halyard; pass the loop through the eye in the head of the mainsail. (Pass loop from starboard/right to port/left side)
- Pass the bobble through this loop and pull tight to secure. (Ensure the bobble is positioned on port/left side as shown – This ensures the bobble will not get caught in the “V” between the GNAV bar and the mast during hoisting)



10. Locate the head of the mainsail into the mast track. The GNAV bar must be on the starboard side of the sail with sail and halyard to the port side of the GNAV bar.

11. Hoist the mainsail using the main halyard, which exits the mast on the lower port side. Note - Hoisting the mainsail is a two person operation as assistance will be required to feed the mainsail in to the mast track while the other hoists using the halyard (This will prevent the sail pulling out of the track and jamming which could cause luff rope damage.)

12. When the mainsail is fully hoisted, coil the halyard and store in the halyard bag on the port side of the foredeck area.



Outhaul

1. Secure the Velcro tack strap around the mast.



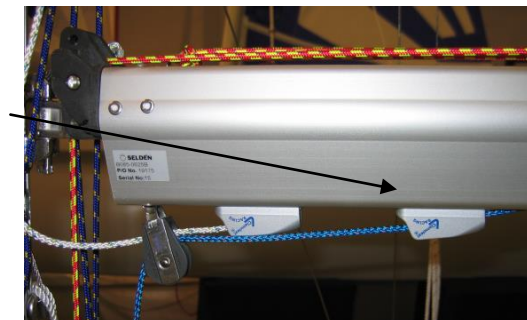
2. Feed the plastic slug slide on the clew outhaul into the cut out on the top of the boom.



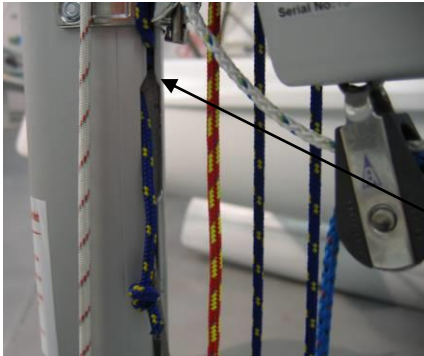
3. The outhaul line (blue) is then passed through the eye in the sail (From port/left to starboard/right side) and anchored on the starboard/right side with a simple knot located in the slot formed in the boom end casting.



4. Outhaul tension is controlled using the blue/red rope, cleat and fairlead at the forward end of the boom.



Cunningham



1. Pass the rope at the end of the cunningham purchase system through the eye at the bottom of the mainsail luff (from starboard/right hand to port/left hand side).
2. Anchor the end of the cunningham purchase system by sliding a half hitch knot in to mast track just below the gooseneck.

3. Cunningham tension is controlled using the blue rope, the cleat and fairlead block is on the starboard side of the mast.



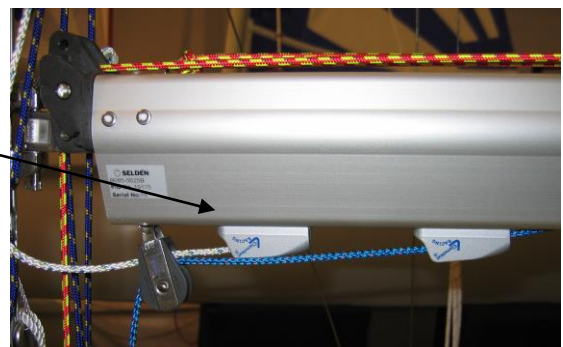
Single Line Reefing

1. Rig the single line reefing. (See next page for diagram)

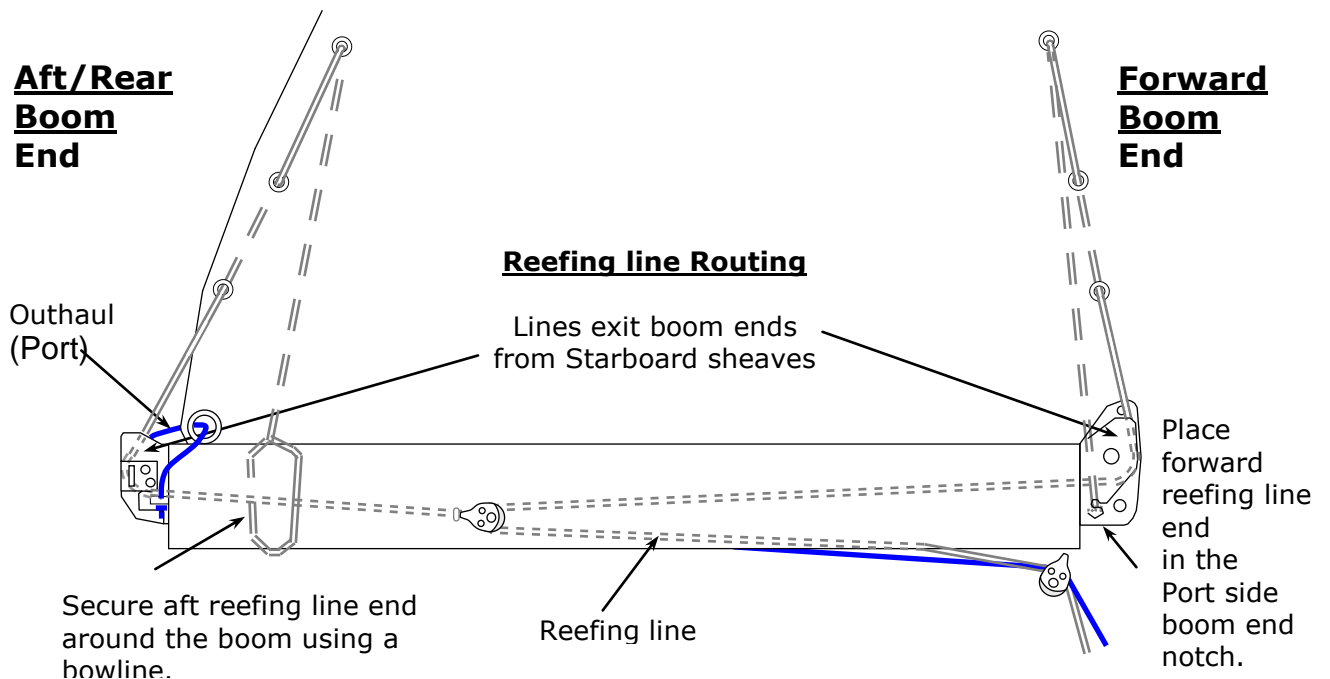


2. Although single line reefing is only applicable to the standard Bahia sail, you will find a pocket at the forward end of the foot of both the sport and standard mainsails (port side) to tidy the loose end of the single line reefing system.

3. Single line reefing tension is controlled using the white or black rope, cleat and fairlead at the forward end of the boom.

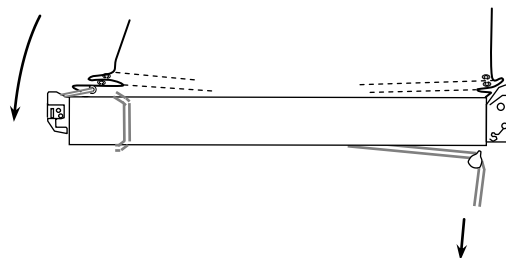
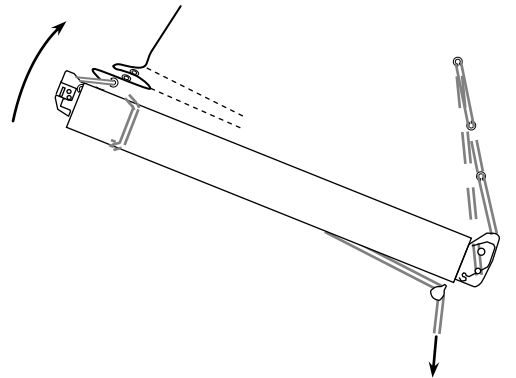


Single Line Reefing Instructions

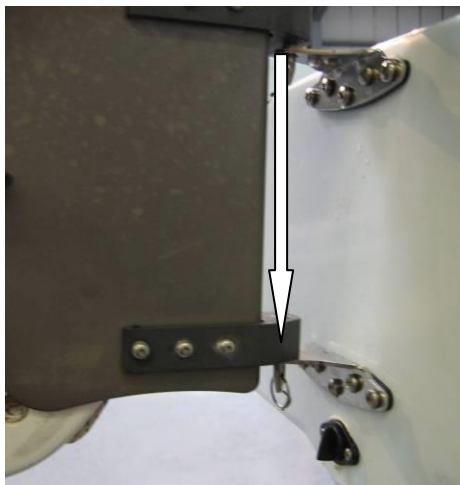


Method

1. Ease sheet & GNAV.
2. Pull the reefline. The boom will angle up until all of the aft reefing line slack is taken in or GNAV travel limit is reached.
3. Ease the halyard, and continue pulling the reefline. The boom outer end will move down towards horizontal.
4. When the reefline has pulled the clew and tack down hard, jam it off.
5. Re-tension the halyard and adjust the GNAV & sheet.



7. Rudder and Centreboard

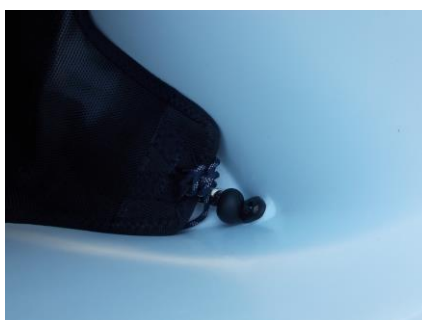


The pin goes through from the top of the rudder stock and through both sets of Gudgeons. This must be secured with the split ring below the bottom gudgeon.

The centreboard friction device can be used to adjust the tension on the side of the centreboard which holds the centreboard down whilst sailing. This is located through the two holes on the top of the centreboard case. To tighten a pozi drive screwdriver is used to tighten or loosen as required. Both sides are adjusted. To tighten, screw through all four holes clockwise and opposite to loosen.



- a. Secure the bow anchor line to the P-clip in the bow.



Bahia Gennaker Kit fitting instructions – this is not fitted to the boat and needs to be installed. Feb 2014

2) The gennaker kit contains the following parts:-

- | | |
|---|----|
| • Gennaker Sail | x1 |
| • Laser Bahia Gennaker pole (rigged) | x1 |
| • Laser Bahia Gennaker sock | x1 |
| • Gennaker halyard | x1 |
| • Gennaker sheet | x1 |
| • Block Plain Bearing 20mm single strap | x1 |
| • Block ball bearing 30mm single stand-up | x2 |
| • Block cheek ball bearing cheek block | x1 |
| • Block ball bearing 20.0mm single stand-up | x1 |
| • Block, Ratchet ball bearing 45.0mm | x2 |
| • Valley cleat aluminium. | x1 |
| • Keeper for Valley cleat | x1 |
| • Cage for Valley cleat | x1 |
| • Screw Pozi Pan M5 x12mm | x4 |
| • Screw Pozi Pan M4 x 12mm | x6 |
| • Machine screw CSK M4 x 20 | x1 |
| • Self-tapping screw Pozi Pan No. 6 x 1" | x1 |
| • Machine screw Pozi CSK M5 x 20mm | x1 |
| • Self-tapping screw pozi CSK no 10 x 1" | x1 |

- Offset lacing eye – only required with Large Gennaker x2

3) Thread the Gennaker halyard into the mast as follows:-

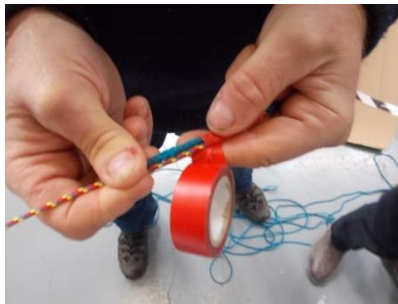
- a. Secure the halyard "mouse" onto the forestay anchor at the base of the mast.



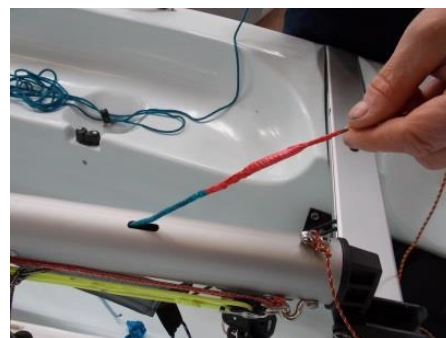
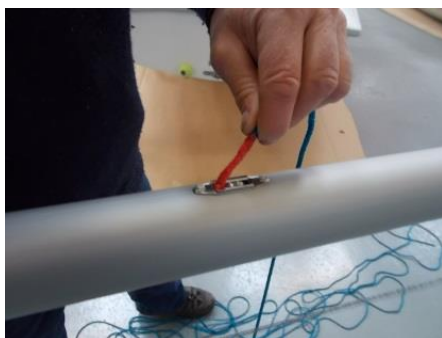
- b. Remove the plastic ball from the top of the Gennaker halyard "mouse". Be very care to ensure the mouse can't retract into the spar.



- c. Using 19.0mm - 3/4" PVC electrical tape bind and secure the Gennaker halyard to the upper end of the mouse. Do not make the taping too bulky as it will not retract into the sheave box.



- d. Gently push the halyard into the sheave box, while someone else gently pulls the halyard from the base of the mast. Be very careful not to force anything as you may pull the mouse off the halyard. The halyard passes over the top of the sheave.



- e. Pull the halyard down the mast and out of the exit at the base of the mast. Secure both ends.

4) Remove all the plastic screws that cover the inserts for the Gennaker kit fittings:

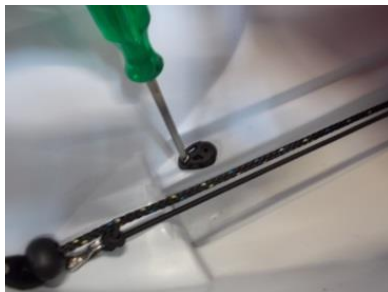
- a. Gennaker pole outhaul in bow.
- b. Gennaker halyard block forward of front beam on the cockpit floor.
- c. Gennaker downhaul blocks behind gennaker sock and by the centreboard case.
- d. Gennaker halyard cleat assembly by the centreboard case.



5) Fit Gennaker pole out haul cheek block in bow:

Note:- With all fittings screwed to the hull, it is advised to apply silicone selant or sikka flex to the hole and thread before securing the fitting

- a. Secure cheek block with no. 4 x 20mm CSK pozi Machine screws. The screw passes through the narrow top part of the fitting. Align fitting with pole recess and screw down tightly.



- b. Secure aft end of fitting with a no 6 x 1" self taper. The self taper can be driven directly into the plastic without a pilot hole. Alternatively, drill a pilot hole through the fitting with a 1.5mm drill bit.

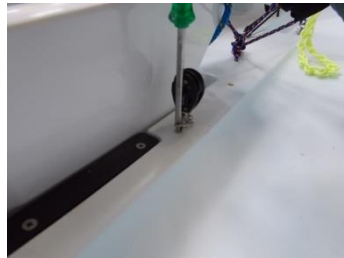


The screw should have a small quantity of sikka flex or silicone sealant to ensure there are no leaks.

6) Fit Gennaker halyard 20mm stand-up block with x2 M4 x 12mm pozi machine screws:

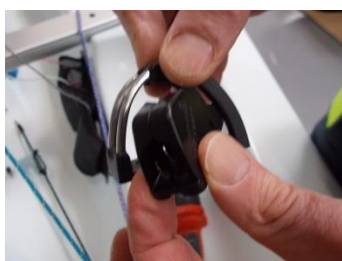


7) Fit x2 30.0mm halyard down haul stand up blocks with x2 per block M4 x 12mm pozi pan machine screws:



8) Fit Gennaker halyard cleat:

- a. Insert valley cleat keeper through the side of the cage. The fairlead/front end of the cleat points towards the composite part of the cage.



- b. Insert the cleat into the valley cleat keeper. The cleat jaw aligns with the stainless steel cage. This allows cleating from any angle.

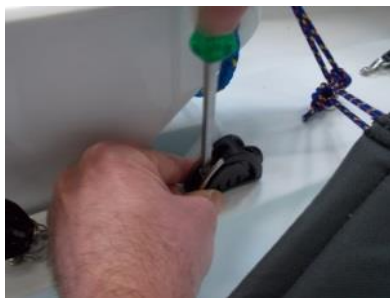


- c. Insert M5 x 20mm CSK machine screw in forward hole of cleat. Hole is in line with the cage and the screw threads into the brass insert in the hull moulding.



Screw down tight and align fitting with centreboard case.

- d. Insert Self tapping screw pozi CSK no 10 x 1" into aft hole of cleat. The Screw will self-tap into deck. Silicone sealant or sikka flex should be applied to the screw thread to prevent leaking.

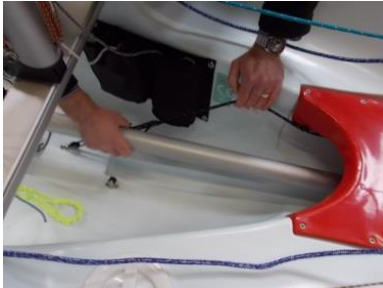


9) Remove the blanking plate from the Gennaker pole exit at the bow with a flat head screw driver.

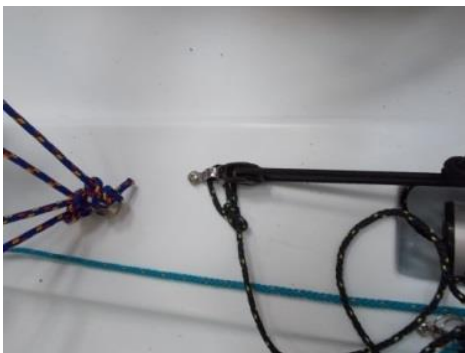


10) Fit the Gennaker pole:

a) Fit the Gennaker pole from inside the hull. The front of the pole must pass through the webbing in the pole channel and out through the bow aperture.



b) Secure the tack outhaul to the P-clip that secures the bow painter shock cord with a bowline. This is the line that comes out of the centre of the pole.



- c) Pass the pole launch line forward and along the starboard side of the pole. Thread the line through the cheek block in the bow from centre line to starboard. Attach 20mm single block to the end of the rope with a bow line.



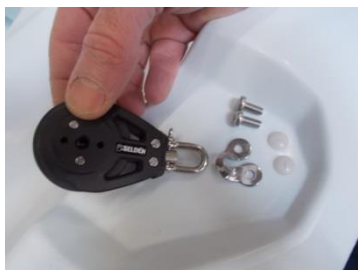
11) **Attach Gennaker Halyard blocks:**

- a) **Standard Gennaker:** Shackle the 2 Gennaker ratchet block sheet blocks to the front of the shroud u-bolt. The plastic washer prohibits the movement of the block and should be removed.



This is for the standard small Gennaker.

- b) **Large Gennaker:** If you have purchased a large Gennaker, then please remove the plastic screws in the side deck and attach offset lacing eye with x4 (2 each side) Screw Pozi Pan M5 x12mm. Then shackle block to Lacing eye.



12) **Fit the Gennaker sock:**

- a. Insert the gennaker sock into the bow hoop and chute. The aft end first.



- b. Attach the straps around the bow hoop so that the mouth of the sock is behind the hoop and level with the chute. The centre strap should pass around and under the base of the jib furler.



- c. Attach the straps around the bow hoop so that the mouth of the sock is behind the hoop and level with the chute.

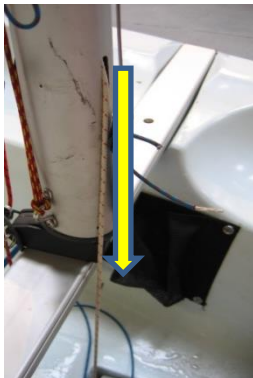


- d. Secure the inboard end of the chute anchor line to the Gennaker downhaul block clip. Pull chute taught and slide seam edge between inboard end of the chute mouth and deck.

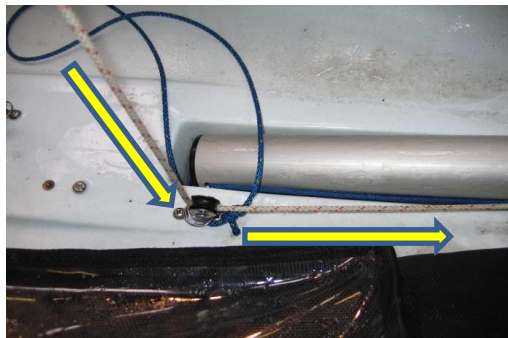


13) **Thread gennaker halyard:**

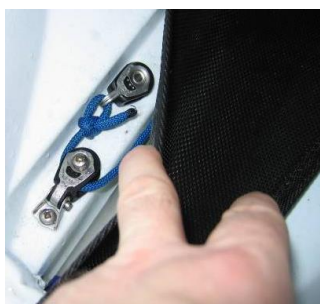
- a. Temporarily tie the gennaker halyard to one of the lower shrouds.
- b. Ensure the end of the gennaker halyard taken from the base of the mast is free of knots and tangles.



- c. Feed the end of the Gennaker halyard through the turning block at the base of the mast and feed forwards towards the bow.



- d. Locate the Gennaker pole "out" rope under the Gennaker sock at the bow.
This rope has a block on the end as shown.



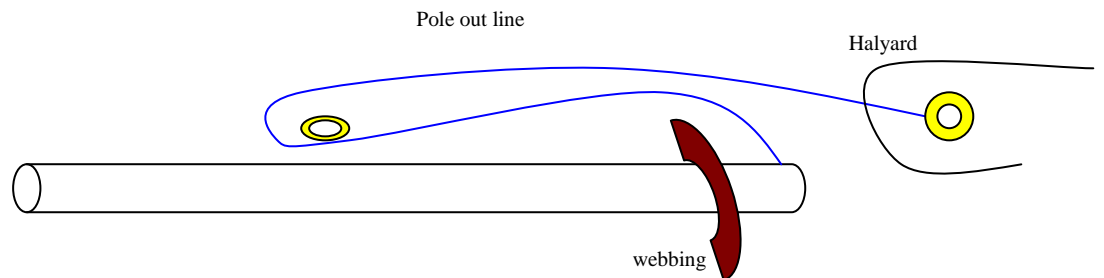
- e. Pull out the pole to its full extension.



- f. Feed the pole "out" rope and block back down the chute towards the back of the boat.



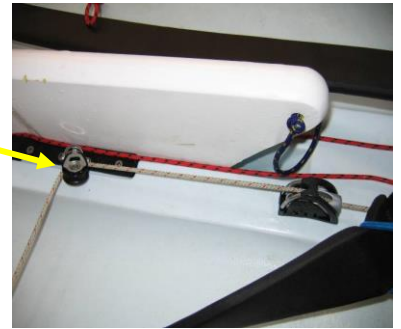
This must go under the Gennaker sock and ABOVE the pole webbing at the front of the chute.



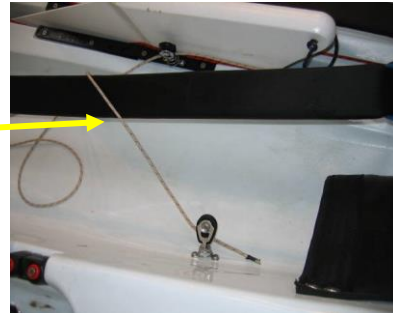
- g. Feed the Gennaker halyard through the pole "out" block under the sock.



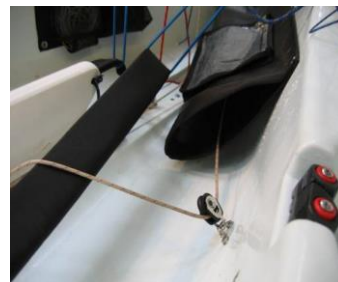
- h. Feed the Gennaker halyard through the cleat on the starboard side of the centreboard case and then through the turning block.



- i. Feed the halyard end over the toe strap and through the retrieval block on the starboard side.



- j. The Gennaker halyard then goes back up and through the centre of the chute sock to the bow. A batten or tiller extension is useful to feed this up the chute. Tie halyard down haul to chute mouth/Jib tack bar to prevent it being inadvertently pulled back in.



14) **Rig Gennaker sail:**

- Identify the Tack. (Written on the sail)
- Secure to the gennaker pole tack line to the sail using a bowline. (The tack line comes out of the front of the Gennaker pole.)



Note:- The plastic bobble should be between the sail and the pole end.

- c. Untie the gennaker halyard from the lower shroud and secure to the Head of the gennaker using a bowline.



- d. Take the end of the gennaker halyard from the jib tack bar. (You previously passed through the chute sock) Pass the downhaul end of the gennaker halyard through the lower downhaul patch ring on the port side of the sail.



- e. Secure to the upper downhaul patch using a bowline.



- f. Attach the centre of the gennaker sheet to the clew of the gennaker.



- g. Pass the free ends of the gennaker sheets aft (One sheet either side of the jib luff) and through the gennaker sheet ratchet blocks attached to the anchor points. There are arrows on the ratchet block to indicate which way the rope should pass. When under load, the ratchet will engage.

(Note – The sheets must pass outside of the shrouds and trapeze lines at all times.)



Tie the free ends of the gennaker sheet together.

- h. Ensure the boat is pointing directly into the wind and hoist the gennaker. Take great care to ensure that the gennaker does not get snagged around the trolley; a second person should help with this to ensure it does not snag anywhere. Check the gennaker is not twisted and the Sheets are not tangled with the halyard. **ALWAYS TAKE GREAT CARE TO PULL UP THE GENNAKER SLOWLY AND DO NOT KEEP PULLING IF IT BECOMES TANGLED OR TIGHT.**



- i. Uncleat the halyard and gently pull the gennaker into the sock by pulling the halyard through the block at the aft end of the sock. A second person should help with this and be positioned at the front of the boat to ensure the gennaker does not get snagged anywhere.

9. Launching, rowing, engine use & basic safety on the water

A. Rowing (Option)



The rowlocks are a push and twist fit into the holes in the gunwhale sides. These can be stored when not in use in the centre console hatch.

The storage box lid is turned upside down and is used as a seat whilst rowing. The centreboard should be up whilst rowing.



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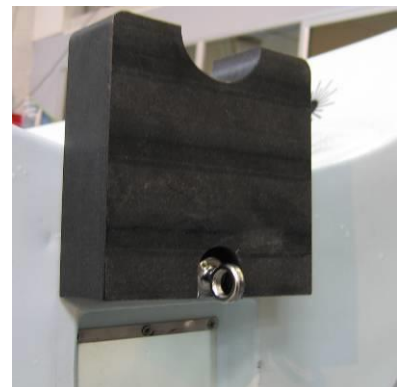
B. Engine, Bracket and Storage Box (Optional extra)



The Engine bracket is fitted by simply locating the brackets pin into the bush in the Bahia transom top. This is a push fit.

It is then secured by the eye bolt through the engine bracket into the insert in the back of the boat. This will have a plastic thumb screw cover which will need to be unscrewed and kept in a safe place.

NOTE: BE CAREFULL NOT TO CROSS THREAD THE EYE BOLT INTO THE INSERT WHEN FITTING.



The engine should be secured to the eye bolt with a piece of rope. This rope should be as long as possible without fouling the prop when the engine is running. A short lanyard can be a hazard if the engine comes loose from the bracket as the engine can turn over and the prop will be in the air.

MAXIMUM recommended engine capacity 3.3HP





The storage box is secured in by two eye bolts, one in both sides. Care must be taken when screwing in the eye bolts to avoid cross threading.

The engine must be secured to BOTH eye bolts in the box to avoid the engine coming loose in the event of capsizing.

The lid has a securing lanyard and can be tightened by applying pressure to the lid when cleating the lanyard. The lid is a useful seat for use with the outboard.

C. Launching and Basic Safety on the Water

Before You Go Sailing:

- Check you are wearing suitable clothing and safety equipment for the conditions and time of year.
- Always wear a buoyancy aid or life jacket
- Make sure a third party knows where you are sailing and how many there are of you.
- Check the weather forecast
- Check the time of high and low tides if applicable.
- Seek advice of local conditions if sailing in a new area.
- Always check the condition of your craft before setting off.
- **Check for overhead cables when rigging, launching and recovering.**

Launching



- Raise the mainsail with the boat facing into the wind.
- Launch the boat using the appropriate launching trolley.
- Take the boat into the water with the bow facing into the wind.



- Ensure that there is enough water to float the boat off the trolley.
- One person should hold the boat whilst the other gets in and prepares to set off.



- When there is enough water below you, lower the centreboard and rudder fully.
- Cleat the rudder downhaul in the cleat on the tiller and ensure that the wing nut on the side of the rudderstock is tight.

The Rudder And Centreboard Should Be In The Fully Down Position At All Times When Sailing.

On The Water

- Conform to the sailing rules of the road.
- Look out for changing weather conditions.
- Never sail beyond your ability or that of your crew.
- **Understand and be competent in the sailing skills and righting techniques.**

WARNING: When wearing a trapeze harness, take particular care when climbing on to the centreboard and back in to the boat after capsize. (As the trapeze harness hook could easily damage the various surfaces)



Enjoy your Laser Bahia sailing.