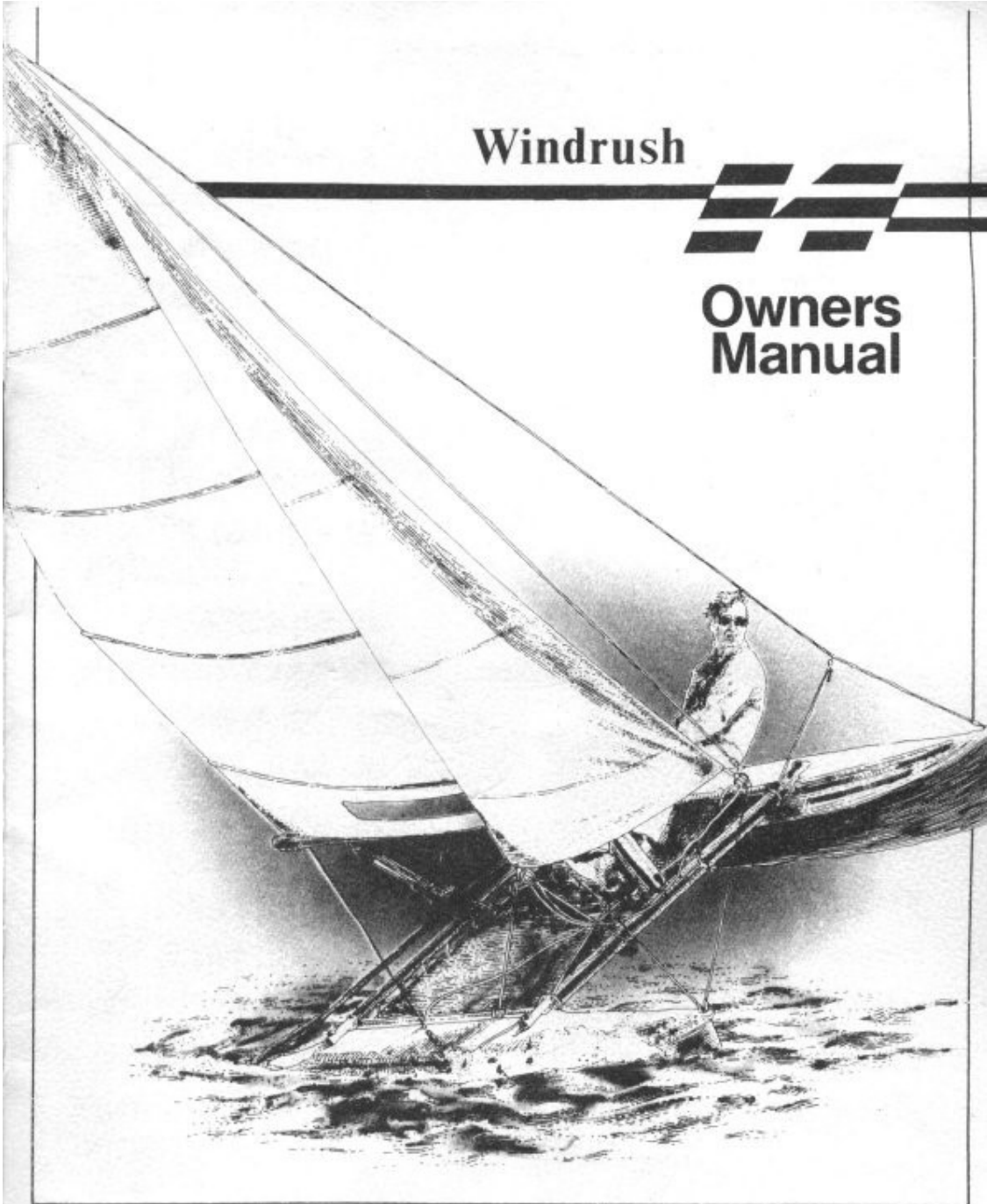
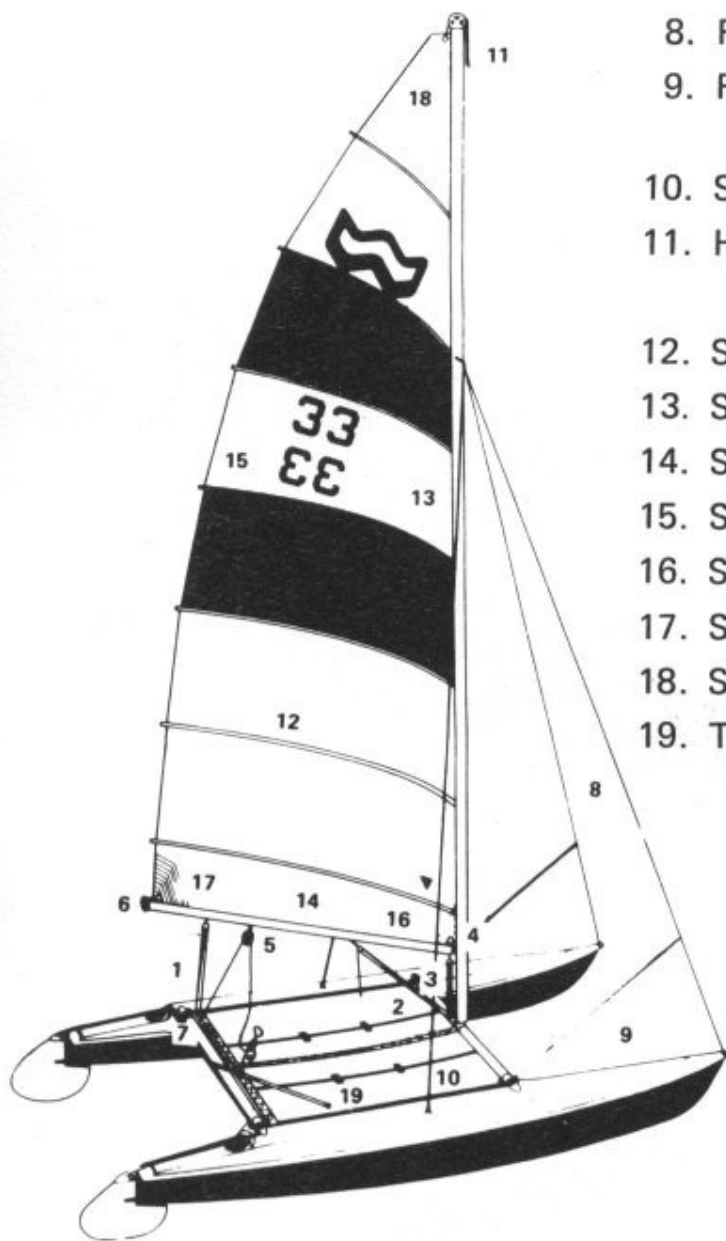


Windrush



**Owners
Manual**





1. MAIN SHEET
2. BOOM VANG
3. DOWNHAUL
4. GOOSENECK
5. RATCHET BLOCK
6. OUTHAUL
7. TRAVELLER
8. FORESTAY
9. FORESTAY
TENSIONER
10. SIDESTAY
11. HALYARD ROPE
& WIRE
12. SAIL BATTEN
13. SAIL LUFF
14. SAIL FOOT
15. SAIL LEACH
16. SAIL TACK
17. SAIL CLEW
18. SAIL HEAD
19. TILLER
EXTENSION

WHEN IN DOUBT

READ THE INSTRUCTIONS

Read these instructions carefully before sailing your new WINDRUSH – correct assembly and adjustment of the rigging is important, also in this booklet are a few hints to help you keep your cat in top-class condition. When friends or family sail the SurfCat make sure they are well acquainted with all the rigging, sailing and safety details. Before heading for the beach, check your boat is complete; sail, boom, and all the battens in the sailbag, mast complete with rigging, mainsheet rope and blocks, rudders, pins and cross-bar, and of course the Cat itself, check the drain bungs.

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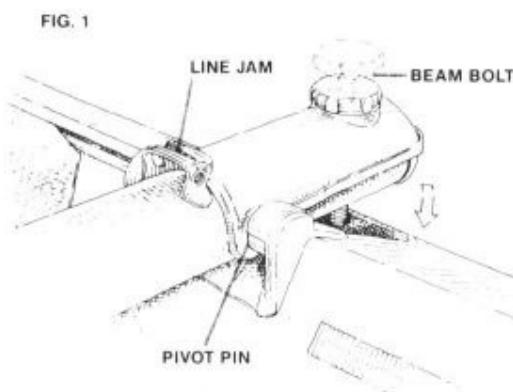
RIGGING INSTRUCTIONS

WINDRUSH has requested each of its dealers to fully rig your WINDRUSH 14 for you. If after reviewing these rigging instructions you find any discrepancies with the way your WINDRUSH 14 has been assembled, please see your dealer at once.

Hull and Crossbeam assembly

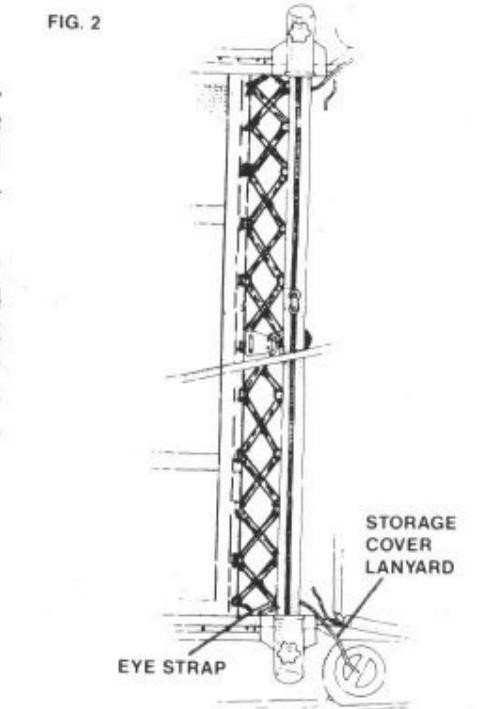
Upon opening the box, take out all the parts, lay them out and make sure that all parts are accounted for before proceeding to rig the boat. Use the checklist provided.

The first step is to lay out the port and starboard hulls parallel to each other, six feet apart. Laying the port hull on its side, take the forward crossbeam (it has the mast tabernacle and tramp track facing aft), seat the pivot pin under the pivot housing and rotate the beam to its upright position so that the bolt can be threaded into the hull. Secure the beam



bolt hand-tight. (Fig. 1). Repeat this procedure for the aft beam on the port hull and lock tightly into position.

Lay the starboard hull on its side with casting facing up approximately six feet from the port hull. Take the port hull and walk the beams down parallel to the ground. The aft cross beam pivot pin can now be inserted. Note that the starboard hull will have to be slightly rotated to its proper position to seat the forward pivot pin properly. Do this



slowly and steadily so that there is no undue stress and be sure both pivot pins are seated securely before rotating hull to its normal upright position and tightening beam bolts.

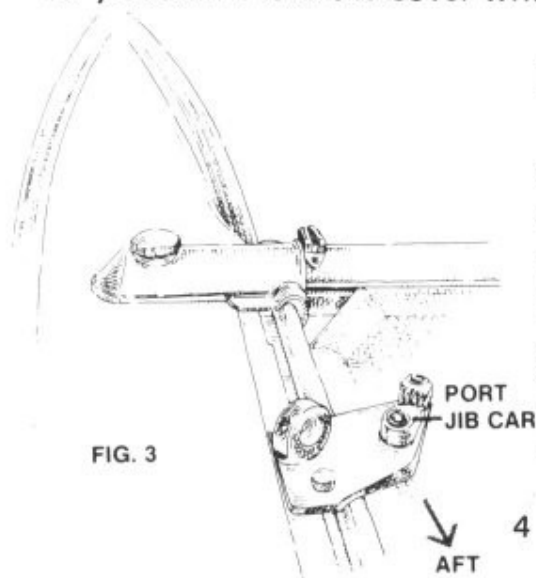
The next procedure is to take the trampoline and lay it out with the grommets facing aft and hiking straps on top. Reeve the forward edge of the trampoline into the track on the forward crossbeam. This can be made easier if you spray the trampoline track with silicone lubricant.

Next, take the two eyestraps in the line bag, put one into each side trampoline track and slide them all the way aft. Take each side of the trampoline and work both sides at the same time. Reeve the trampoline into the side tracks, pulling it all the way aft. Now take the lacing hooks on the back beam and slide them so they are opposite each of the clips on the tramp.

Tie a bowline at the end of the lacing rope and hook the rope into one of the central lacing clips and follow round as shown in Page 3 and terminate the lacing at the return to the bowline. Pull tight with the loop of the bowline as a pulley and tie off.

The trampoline should be as tight as possible. You'll notice after sailing for some time that it will have a tendency to loosen up as the lacing line and the tramp stretch a bit. Just retighten the lacing line periodically.

Next, take the lanyard line for the storage covers and tie a double knot in one end. Reeve the other end through the hole in the bottom of the storage cover up through the top. Tie the other end to the eyestraps or lacing line so you don't lose the cover while on the water.



Installation of Righting Lines

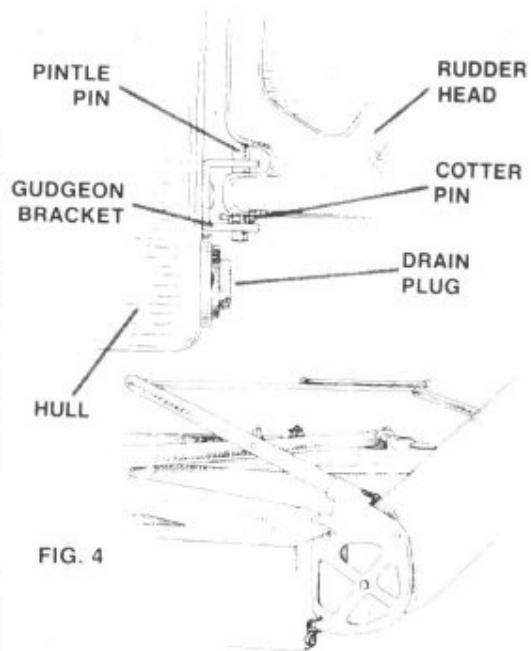
Tie the first righting line around the fwd cross beam on the port side with a bowline knot. Running the righting line underneath the tramp, put it around the stbd aft cross beam and then tie off with a simple overhand knot. Repeat same for other side.

Jib Car Installation

Separate the underlocking screws from the jib cars. Insert them into the jib track from the aft end and slide forward. Place the port jib car onto these bolts and secure with thumb screws. Note: The cam cleat should be facing slightly aft. (Fig. 3) Repeat the same procedure for the starboard side.

Rudder Installation

Take the port rudder assembly and align the holes in the rudder head. (Fig. 4) Insert the pintle pin from the bottom up. The drain plug may have to be removed temporarily. When the pin is fully inserted, the cotter pin hole in the pintle pin should be just above the lower gudgeon plate as shown. Insert cotter pin and bend to prevent pintle from falling back down. Repeat same procedure for starboard side. Next, take the tiller cross bar and insert the rudder ends from the tillers into the cross bar so that the tiller extension universal is angled slightly forward and the rudders are parallel to each other. Secure with sheet metal screws provided.



Mast Preparation and Installation of the Main Halyard.

Take the shackle off the wire end of the halyard and reeve the wire through the mast head. The loop should face aft which is the sail track side. You can reinsert the shackle in the loop end at this time, until it's time to raise the main. The main halyard line should be tied with a bowline to the nicropress fitting on the halyard wire.

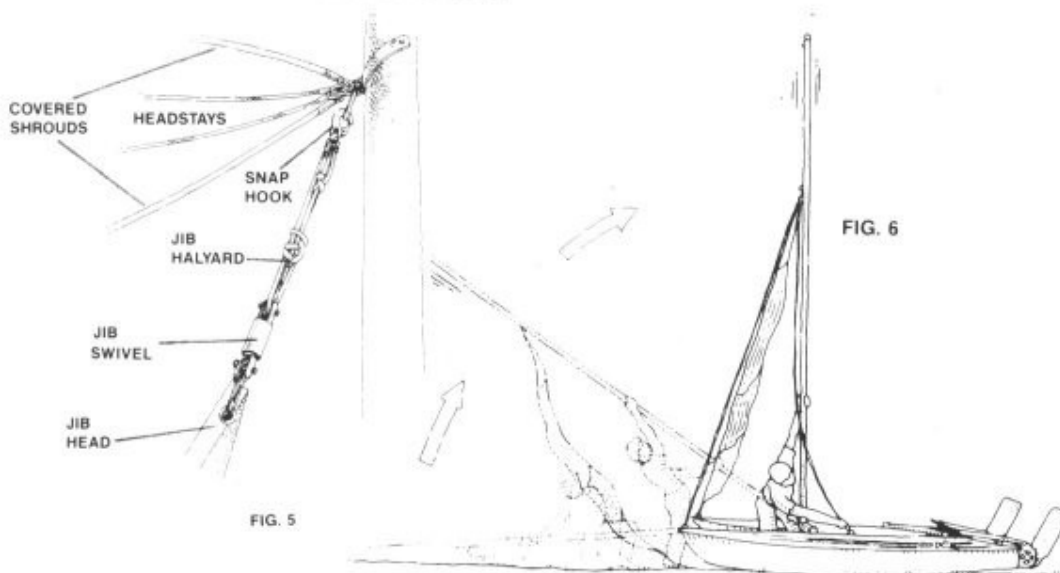
The mast shrouds have all been positioned beforehand. To attach the shrouds to the mast, install the shackle on the mast tang so that the long jib shackle faces down and is underneath the four shrouds.

Jib Halyard Installation.

Take the jib halyard line and tie a bowline into the snap hook provided. (Fig. 5) Reeve the other end of the jib halyard line through the jib swivel and back up through the bowline. Tie loosely. Attach the jib halyard hook to the open shackle. This will be adjusted and tightened once the boat is completely rigged.

Attach the jib head to the other end of the jib swivel. Next, using the shackle and the two single bullet blocks, attach these blocks to the jib clew.

To attach the jib furling drum, undo the clevis pin on the lower portion of the drum. Reinsert after putting in the jib bridle so the swaged metal fitting is at the point of connection. The jib furling drum will be attached to the sail when the mast is raised.



Raising the Mast

First check that there are no overhead wires in the near vicinity and that there are no overhead wires between where you are stepping the mast and where you will eventually launch into the water. Contact with overhead wires could be fatal.

The boat should be facing into the wind. Lay the mast out in front of the boat so that the sail track is facing up.

Take the forward shrouds, (bare wires), and attach them to the eyestraps at the bow of each hull. Make sure that all rigging leads true and will not be twisted once the mast is in its upright position. Also check the small cam cleats at the tabernacle to make sure that they are in their full back position.

As one person holds the mast, the other should seat the mast step over the tabernacle pin and slowly raise the mast to a full upright position. (Fig. 6) Next, snap on the after shrouds, (the plastic covered wire) to the port and starboard eyestraps on the hull. Be sure both snaps on each shroud are secured to the eyestraps.

Attach the jib bridle to the forward eyestraps on the bows. (Fig. 7) Next, tie a figure 8 knot in the end of the jib furling line, reeve the other end through the small hole on the top of the jib furling drum and out so that the jib furling line comes directly aft towards the mast step. Now wind the jib furling line in a counter-clockwise direction, leaving just enough line to reach the cleat on the mast tabernacle. Tie the jib furling line to the mast tabernacle (so you don't lose it) and then you can cleat in the side cam cleat. Attach the jib tack to the top of the furling drum. Tip the boat over on its side at this point and tighten the jib halyard so that the jib luff is completely

FIG. 7

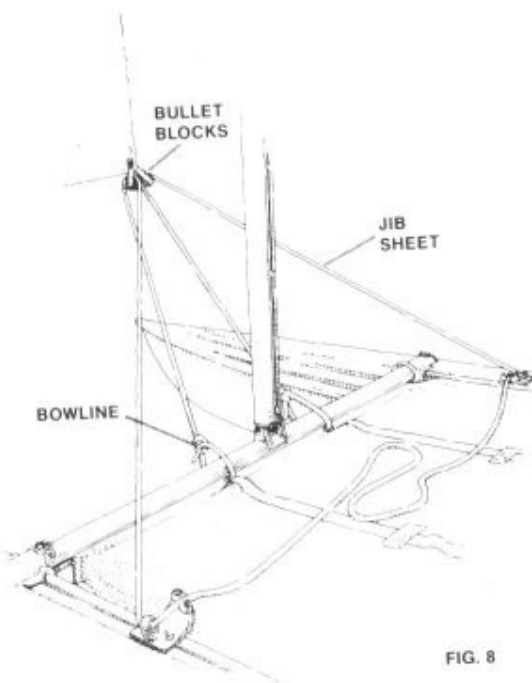
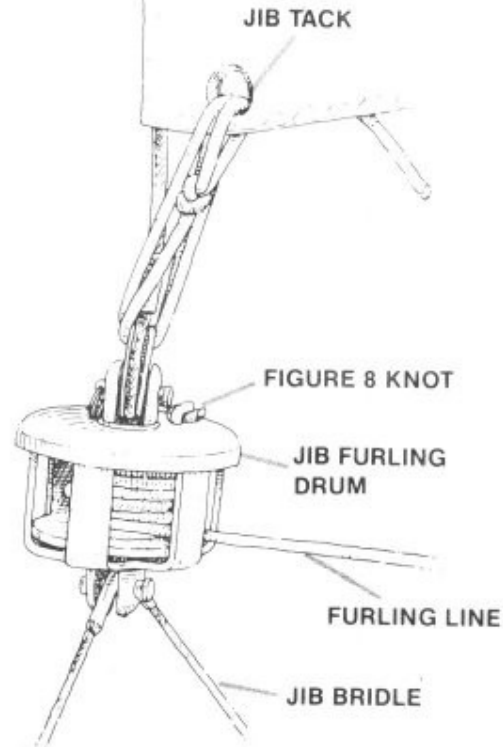


FIG. 8

tight. Once this has been tensioned so that the forestays are slack, you can right the boat again.

Jib Sheet Installation

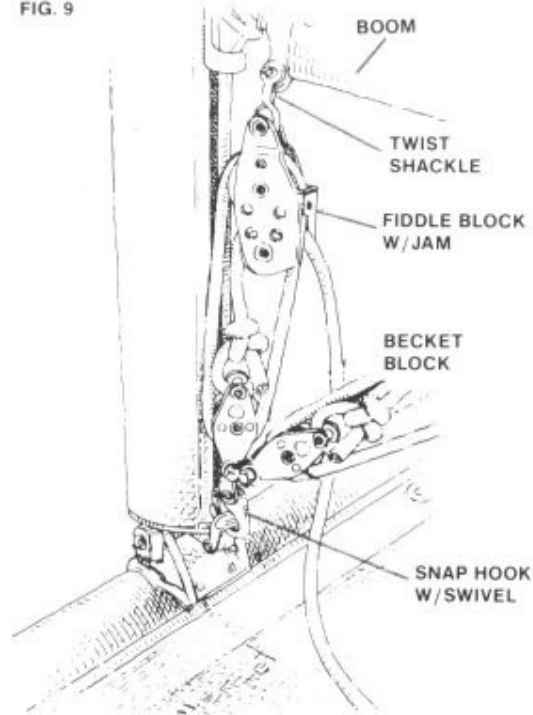
Tie one end of the jib sheet through the port trampoline grommet around the forward crossbeam, using a bowline. (Fig. 8) Lead the other end as follows:

1. Up through the port bullet block on the jib;
2. Back through the port jib sheet car, from forward to aft;
3. Over the tramp to the starboard jib sheet car;
4. Reeve that through from aft to forward up to the

starboard bullet block on the jib, and then back down to the starboard grommet in the tramp and around the cross beam. Tie a bowline in this as well.

Next, set up the tweaker lines, (orange lines) by tying a small bowline around the forward shroud and then just leading it back through the small jam cleat on the starboard cross beam. Repeat for the port side.

FIG. 9



Downhaul Installation

Attach the twist shackle to the fiddle block with jam so that the V of the jam faces downward. (Fig. 9) Attach the twist shackle to the bottom forward portion of the boom. Attach the block with two becketts to the snap hook with swivel so that the swivel goes through the small becket. Attach the snap hook to the shackle on the mast base.

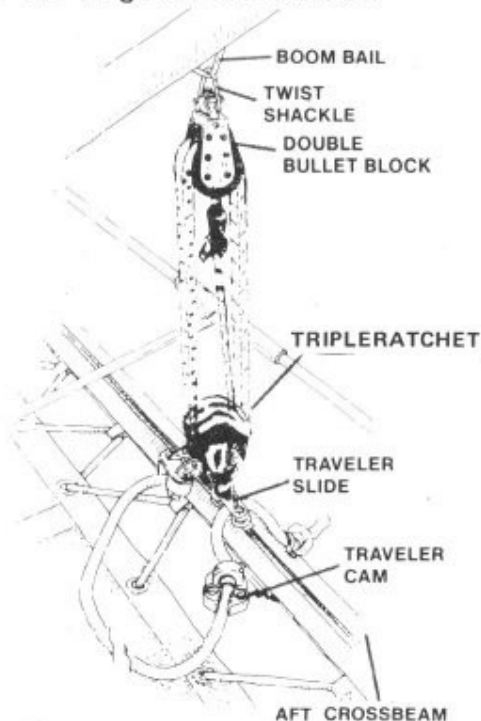
Tie the downhaul line with a bowline to the other becket on the downhaul block on the mast base. Reeve the other end from forward to aft through the lower sheave in the fiddle block down from aft to forward in the becket block up from forward to aft through the upper sheave of the downhaul block through the jam.

Insert the boom into the gooseneck pin fitting by putting the boom on at a 90° angle, inserting the gooseneck pin and then twisting to lock the boom in place.

Mainsheet Installation

Using the small shackle with clevis pin and "O" ring provided, attach the mainsheet fiddle block to the traveler car so that the cams are facing forward and down. (Fig. 10) The double bullet block should be attached to the bail on the boom with the large twist shackle.

FIG. 10



Tie a figure 8 knot in one end of the mainsheet line. Reeve through the eyestay on the after part of the cross beam through the middle of the traveler slide, then through the black fairlead on the traveler cam through the traveler cam cleat. Lead the line:

1. Up through the cam on the triple ratchet.
2. Through the middle drum on the triple ratchet from forward to aft.
3. Up through the double bullet block from aft to forward.
4. Down to the triple ratchet and follow round and tie off at becket.

Note Set cam on the triple ratchet in up position.

This gives you one continuous line for both mainsheet and traveler control.

Insert the seven battens into the mainsail and tie the batten ends off to the cringles on the mainsail. The battens should be snug, but just tight enough to cause a bow.

The main is now ready to be put on the boom. Lead the clew end of the mainsail through the forward part of the boom and run out until the end. Secure the tack with the tack pin on the gooseneck of the boom.

Taking the clew outhaul, tie a bowline to the mainsail clew then reeve the opposite end from outside to inside on the **port** side outhaul sheave back through the clew of the mainsail back to the **starboard** outhaul sheave from inside to outside and all the way forward to the jam cleat on the boom.

You are now ready to raise the main. Be sure the boat is still heading into the wind. Start the main up the track, then attach the main halyard with the shackle to the head board of the main. Raise the mainsail while you feed the sail into the track.

Once the main is completely to the top, secure the main by trapping the small micropress fitting into the lock at the top of the mast. This is done by pulling straight down on the halyard, close to the front of the mast and letting up until it locks in place.

Excess line from the main halyard should be coiled and attached to the cleat on the forward part of the mast.

GETTING UNDERWAY

When you lower or raise the rudders, use the rudder lines one at a time. Pull the line so the rudder blade is in full upright position and lift tiller bar simultaneously. Release the line letting the weight of the blade carry it down. When the blade is carried beyond horizontal the tiller must be lowered to drive down the rudder blade.

When you have checked and convinced yourself that everything is in place with no "foul ups" in lines and gear — you are ready to cast off. Before you leave, survey the area for overhead power lines once more.

Sailing Away from a Mooring

A catamaran is less maneuverable at slow speeds than a monohull so it is necessary to have positive forward motion before you can pick your way through a crowded anchorage. Also plan your course away from the mooring so that you do not have to come about at slow speed or from a reach.

Sailing Away from a Pier or Float

When the boat is tied to a float or a pier, laying head-to-wind, it is a good idea to back off a bit to give her more room to turn and maneuver forward — to prevent her sailing right back into the float or pier. A catamaran can be sailed backwards and steered quite easily. If the wind is heavy, just let her blow backward by herself. If the wind is light, push the boom and sail forward, broadside to the wind. She will then sail in reverse . . . following the direction of the rudders.

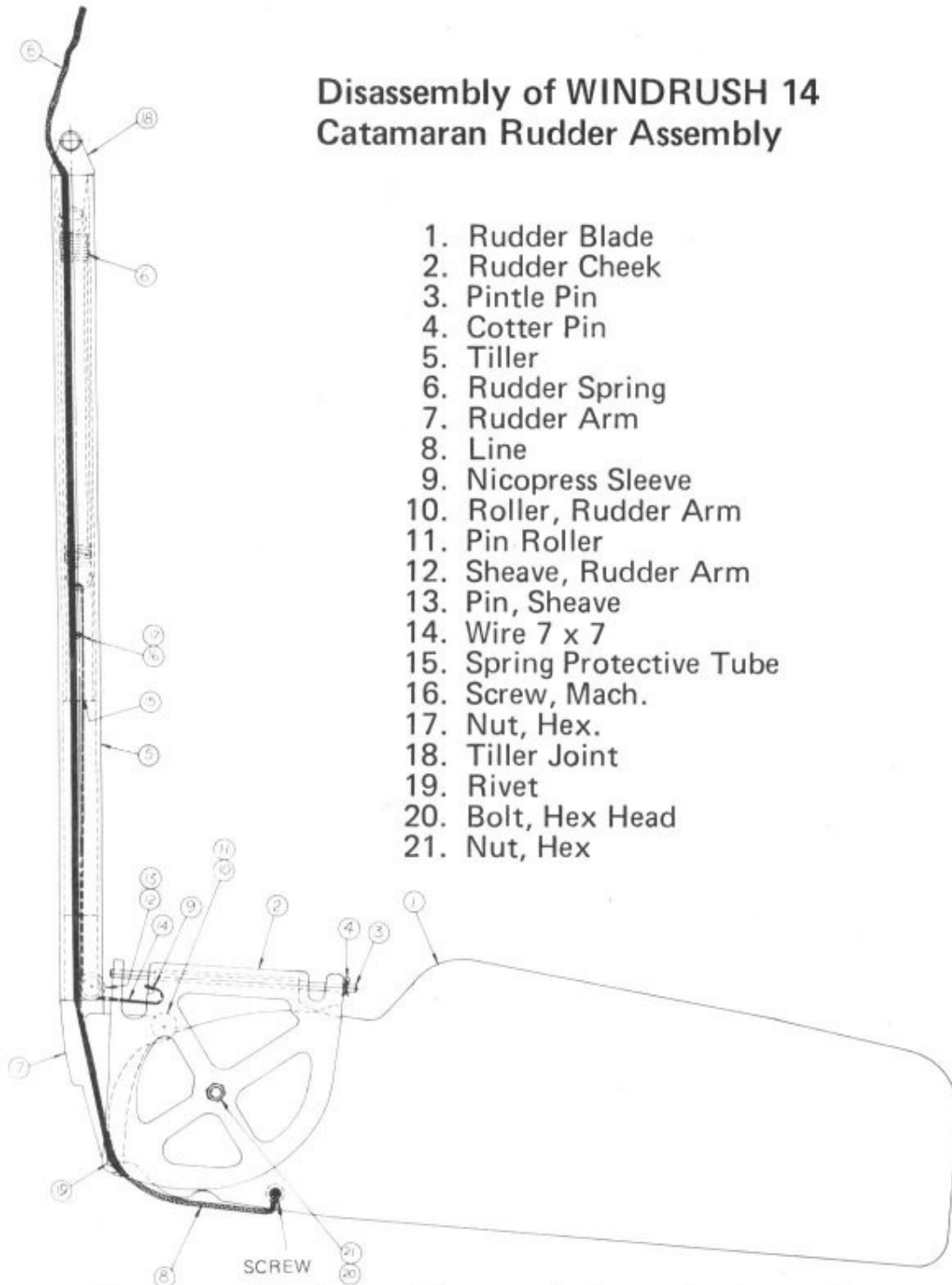
Sailing Off the Beach

If there is no surf, walk the boat out, head-to-wind until there is sufficient depth to lower the rudders — jump aboard. When the wind is directly from the beach, back out the same as backing away from a pier. Should the wind be in any other direction, you can just sail away.

In surf you must walk out as far as possible before jumping aboard — after having picked the best angle to break through the waves. Embarking in surf must be practiced in different wind directions and surf conditions. Each helmsman seems to have his own favorite techniques. It is a lot of fun but very tricky and touchy.

WARNING: A catamaran accelerates very rapidly and can sail out from under you — if you are not careful or ready. So hang on!

Disassembly of WINDRUSH 14 Catamaran Rudder Assembly



1. Rudder Blade
2. Rudder Cheek
3. Pintle Pin
4. Cotter Pin
5. Tiller
6. Rudder Spring
7. Rudder Arm
8. Line
9. Nicopress Sleeve
10. Roller, Rudder Arm
11. Pin Roller
12. Sheave, Rudder Arm
13. Pin, Sheave
14. Wire 7 x 7
15. Spring Protective Tube
16. Screw, Mach.
17. Nut, Hex.
18. Tiller Joint
19. Rivet
20. Bolt, Hex Head
21. Nut, Hex

Starting with the rudder attached to the boat, first remove the $\frac{1}{4} \times 1\frac{3}{4}$ " bolt that goes through the tiller (Item #16). Lift the tiller until the loop spring extends beyond item 16 bolt hole, reinsert the bolt and fasten the nut. Using needle nose pliers, remove item 9, wire with

nicropress sleeve, from the hole in the rudder cheek. This should allow you to remove the entire tiller assembly from the rudder. The knot which is fastened into the rudder blade should be untied and item 8, rudder lifting line, should be removed along with the tiller. To remove any of the parts inside the tiller, the wire cable with nicropress sleeve will have to be attached to a small rod, then pulling on the tiller with the wire secured to the rod, the bolt (Item 16) could be removed and the spring allowed to compress and the entire assembly will be unloaded. At that time, the tiller joint spring wire cable, or any of the internal fittings in the tiller assembly, can be replaced. Removal of the rudder blade can be accomplished with the tiller spring loaded or unloaded. To remove the blade, simply lift up on the tiller to unload the cam (Item # 10) unbolt the rudder pivot pin (Item # 20) and lower the blade from the rudder cheeks.

SURFCAT SAILING

WINDRUSH 14 TRAVELLER

Your WINDRUSH 14 carries a tall and efficient sail, correct setting of the sail will give fantastic performance. When in doubt keep the traveller central, but easing it out when reaching gives a lot more power — too much in heavy weather, so pull it back in for better control.

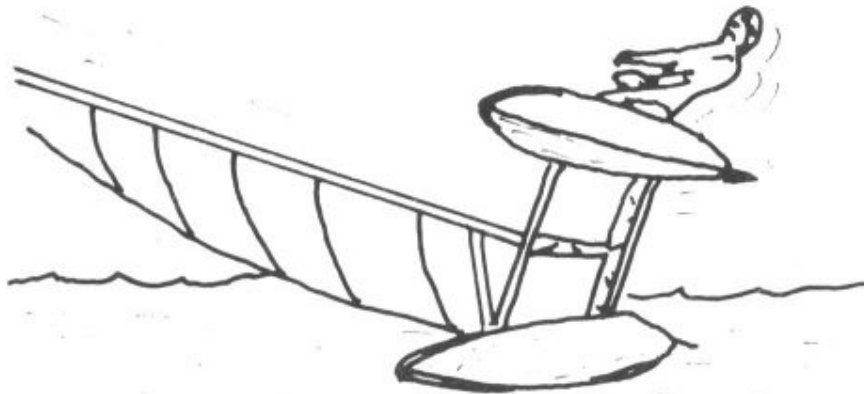
TACKING

The long narrow hulls of the SurfCat give good stability at speed, however as with all cats, tacking through the wind is rather slow. Follow these steps and practice will make tacking simple.

- (a) Keep the mainsheet tight and gently ease the cat closer to the wind until the sail starts to luff, and slow down. Do not bear away to pick up speed first.
- (b) Progressively push the rudders full across, keep the main sheet tight and start to move across the trampoline. Normally the sail will start to fill on the other tack (you may have to jerk the battens

across in light wind) but if she starts to move backwards reverse the rudders until she moves forward again, similar to a 3 point turn in a car.

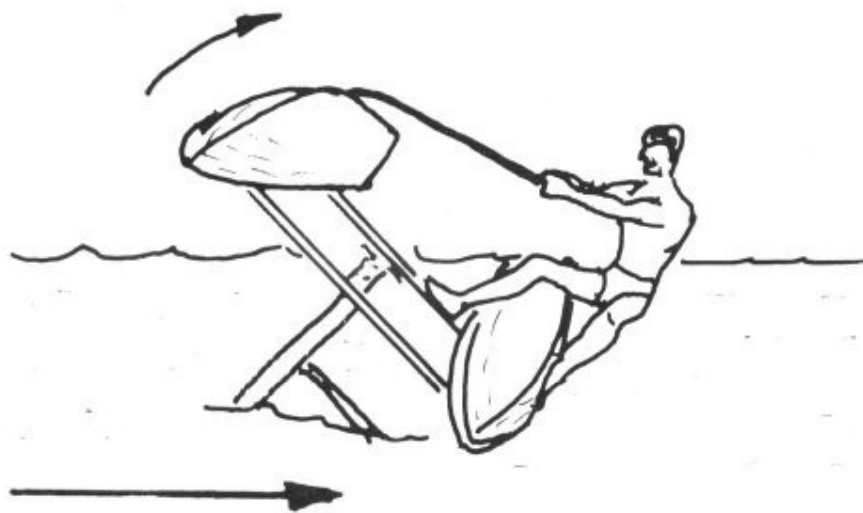
- (c) For very heavy weather it is necessary to back the cat round – steer head to wind, reverse the rudders and push the boom away from you.
- (d) When the sail fills on the new tack. **MOVE YOUR WEIGHT AFT** (important when sailing with a crew) ease the sheet a fraction, straighten the rudders slightly and she will start to sail off.



The Point of No Return

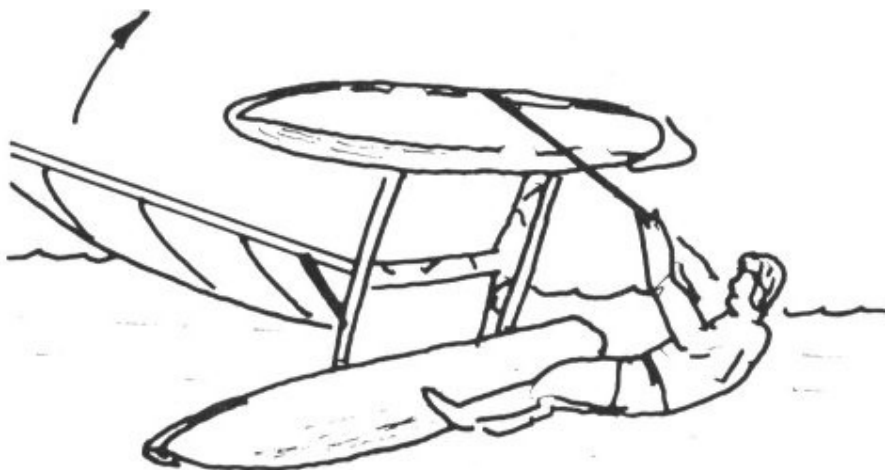
CAPSIZE

All lightweight sail boats are likely to capsize – the design of the Windrush Surfcats makes capsizing no problem – its usually quite entertaining. For safety skippers should practice their capsize procedure in all weather before going far afield.



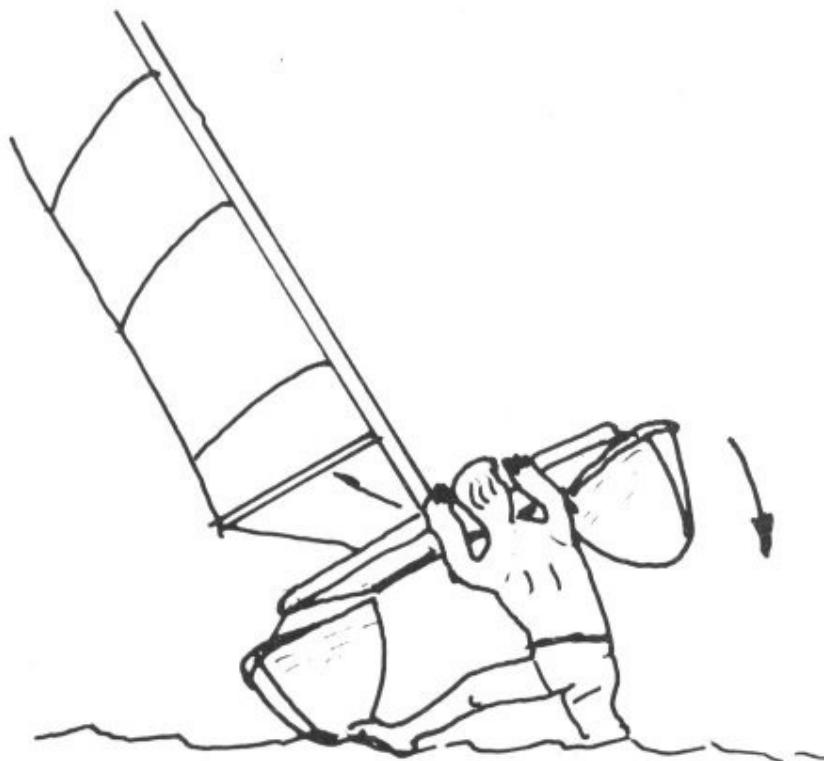
WIND

The buoyancy of the mast means the cat will float on her side, stand on the lower hull and pull back on the righting rope to lift the boat upright. In heavier weather the windage of the hull and trampoline will cause the mast to sink — use this to your advantage by sitting on the downwind hull, the wind will get under the trampoline and tip the cat up on her side again — pull on the righting rope gently to right her.



Get Your Weight Out

As the Cat comes upright duck under the hull and hold the front cross-beam, this prevents her from falling over onto the other side or sailing off.



Hold the Front Beam

If the mast should get stuck in thick mud or become water logged it could be necessary to unrig it to right the SurfCat, if this is so it is possible to re-rig her at sea:— Pull off the sail and sort out the rigging, sink the foot straight down in the water and clip on the two windward stays (she might ride side to the wind) then lift the mast vertically onto the step and clip on the other two wires.

MAINTENANCE & CARE

WASHING OFF

Always wash your SurfCat with freshwater after sailing. Salt tends to build up on all the fastenings and fittings causing corrosion, also the hull finish is affected by dried salt. However a sail should not be rolled up soaking wet so do not wash it off unless you have time to dry it afterwards.

THE SUN

Bright sunshine is the most damaging influence on your SurfCat. Ultra Violet affects all synthetic materials, so when not in use keep the boat in the shade if possible, if not, any form of cover over the trampoline is an advantage.

SPRAY LUBRICANT

All the moving parts of your SurfCat should be sprayed with CRC or other protection/lubricant fluid. This will ensure efficient sliding of the traveller and gooseneck and reduce corrosion throughout the fittings and fastenings of the Cat.

HULL CARE

Polish the hull occasionally with any good car polish to maintain the gloss and provide a wax protection. Shallow scratches are hard to repair and should be polished out with a cutting compound, deeper damage may be filled with matching gelcoat although Araldite forms a strong repair for bottom scratches and wear. (Always rough up the area first with coarse sandpaper).

Due to the expansion and contraction of the air inside the hull a breather is necessary, it is usual for a litre or so of water to be sucked in while sailing so always drain after use. If a leak is suspected it may be located by blowing with your mouth into the drain hole (never use an airline or damage will result) then check for leaks with a brush and soapy water. Silastic or any silicone rubber sealant is good for stopping minor leaks.

RIGGING

Always check your shackles, these are fixed with loctite so do not tighten them unless they are coming loose. Inspect the wires for frayed strands, also check for corrosion of the rivets.

The mast head is sealed with foam for flotation when capsized, should this seal be broken and water is entering the mast ensure the mast is re-sealed as soon as possible as this makes capsize righting difficult.

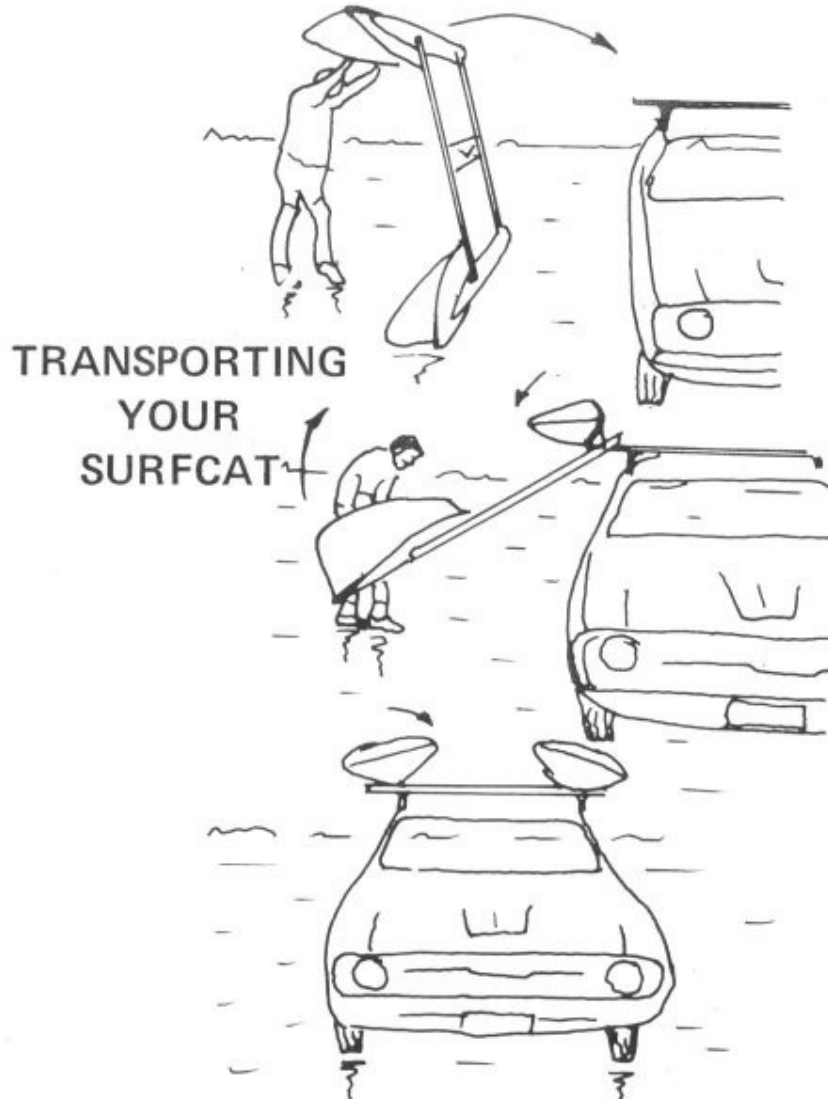
TRANSPORTING YOUR SURFCAT

WINDRUSH 14'

The WINDRUSH 14's pivoting hull system permits cartopping on medium and large cars. You need a strong bar rack over 1.670 m (5ft. 6') wide or 2.00 m (6ft. 8") long frame type) to load on the roof rack.

Place the Cat beside the car, about 1.5m (5ft.) away. Lift up the outer hull, tip it over and lean it against the rack, then undo the nuts and pivot the hull inwards. Pick up the lower hull and slide the cat across the rack, then pivot the second hull. To hold down tie a piece of cord to each rack upright, and lash the rack to plastic sliders which fit in the side track extrusion, also pass ropes completely around the cat hulls. To prevent undue pitching on long journeys tie down the mast to each end of the car.

A trailer is more convenient, the wide rollers should be at 1.96 m at 6' 5" centres. A box trailer can be economically converted by adding rollers, extending the draw bar and fixing a front mast support post.



CAT RACING

Windrush SurfCats are now becoming well established as a racing class, the strictly one-design competition and good performance is a true test of racing skills. Your local dealer or distributor will give you details of the local association and their activities, there is a comprehensive set of rules and specifications, but these only permit minor tuning adjustments to your SurfCat.

When you start racing remember that all the Cats are virtually identical, so blank your mind off to what is wrong with the boat (wishful thinking!) and really concentrate on good sailing, especially tacking procedure, knowing when to turn for the mark, and taking advantage of wind-shifts. Only when you are sailing consistently in the top third of the fleet will you detect the improvement or ill effect of tuning.

Most advantage can be gained by adjusting the tensions of the sail on the beach — take a peek at the fast boys' sails and try to copy the shape — then once you are out forget about all adjustments and concentrate on good skippering.

SAIL SAFELY

- (a) Before sailing, always check the SurfCat condition, as outlined in the Maintenance and Care section.
- (b) Next check the skipper! don't head for the big wide ocean until you are confident of your sailing, particularly you must practice the capsize righting in safe waters.
- (c) Always carry a wetsuit or warm clothing, allowing for all possibilities.
- (d) For offshore sailing you must carry flares (suitably waterproofed) life jackets and anchor (2½lb Danforth hooked into the trampoline lacing with 6ft of light chain and 60ft of cord).
- (e) Always sail two or more boats together over long distances.
- (f) In the surf, always beware of the big waves and insufficient wind for proper control. Never sail over the back of a breaking wave, or you will surely somersault, turn off it and catch the next one.

- (g) Never sail off crowded beaches, ask beach authorities where you can sail and always keep clear of swimmers – you have the whole ocean to sail in.

JIB SAILING

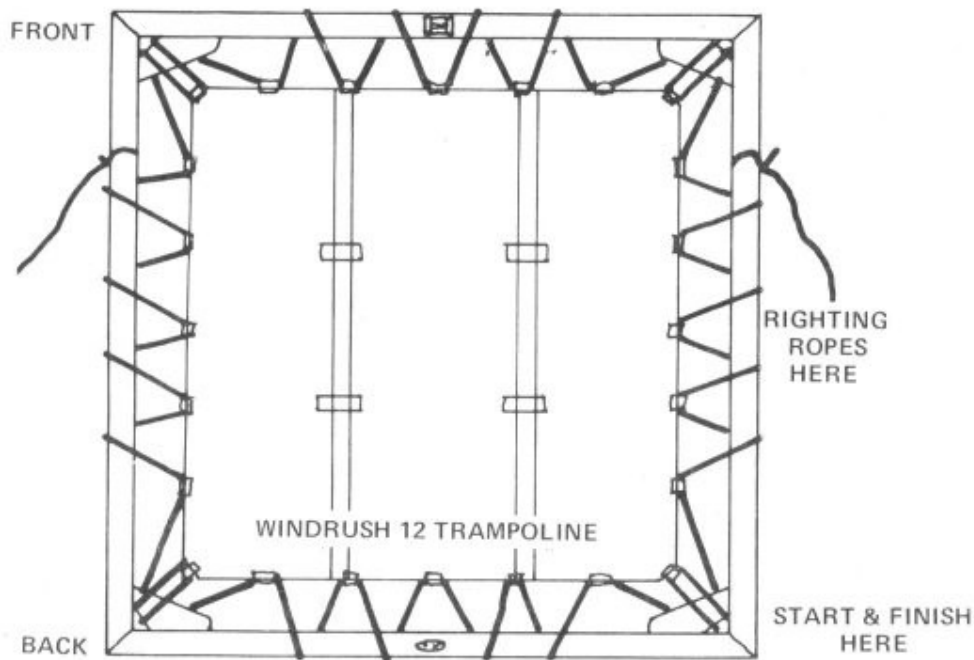
Jib will give a good increase in performance, particularly when sailing with a crew. As the jib is cleated the cat will continue sailing should you fall off – you must tie yourself to the boat when sailing alone with a jib.

TRAMPOLINE LACING

WINDRUSH 12'

Study the lacing diagram and follow it carefully, note how the front and rear centre are laced to allow the water to drain aft.

Start off by tying a small loop in one end of the rope, so that it jams under one corner gusset hole. Lace around the tramp, making sure to get it central, then tie the end through the original loop. Now tighten up around the tramp from the beginning again and pull up the end tight; cut off the excess and seal with a flame.



RULES OF THE WATER

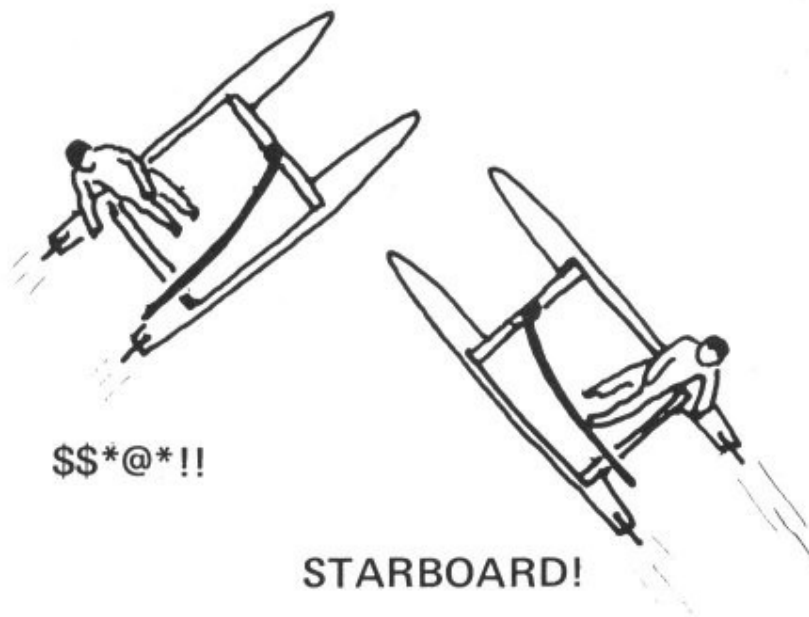
Of all the yachting rules these are the most important ones.

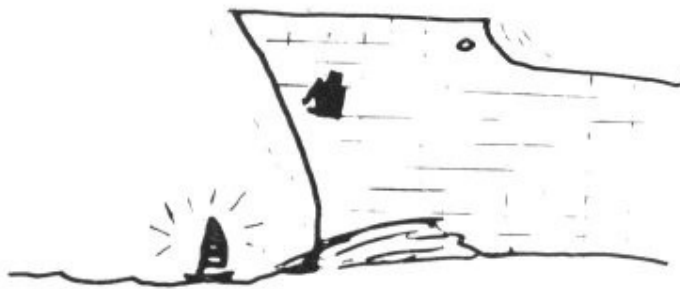
- (1) "Starboard tack has the right of way over Port tack".

You are on Starboard tack if the wind is coming from the Starboard side. (As the boat heels you are "right side up" when you have "right of way"). So unless you are on Starboard tack keep a good watch for oncoming boats who are liable to shout "STARBOARD" and promptly run you over.

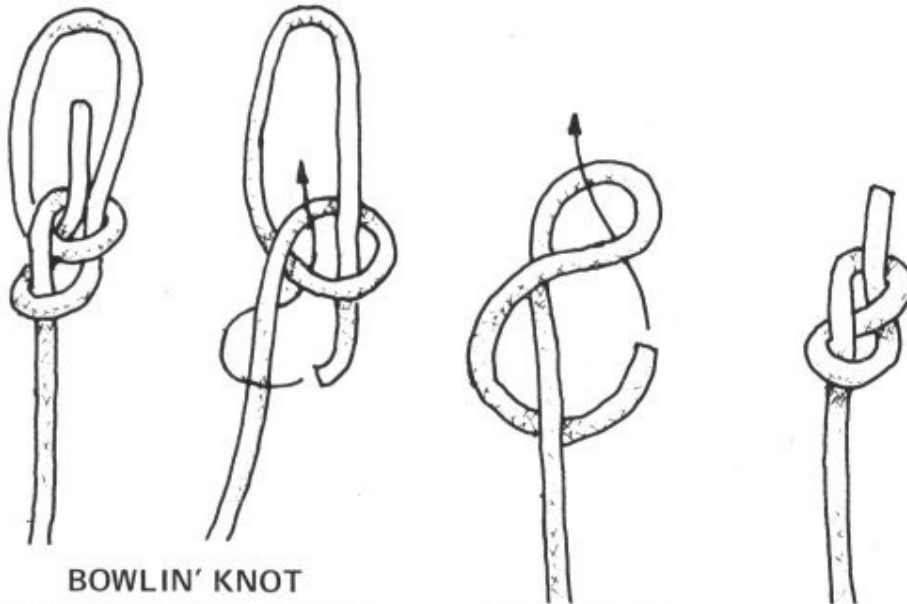
- (2) Windward boat keeps clear — beware of a yacht on the same tack but downwind of you which might be sailing closer to the wind — he has right of way.
- (3) Overtaking boat keeps clear — watch out for those slow yachts ahead.

Technically power gives way to sail but don't take it for granted — power boats tend not to notice smaller sailboats.





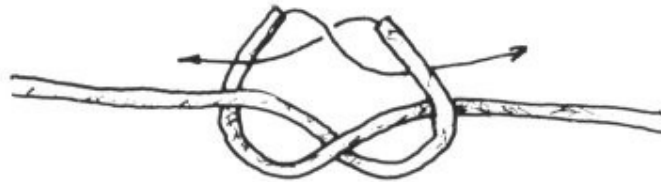
Power gives way to Sail!



BOWLIN' KNOT

THE ULTIMATE FOR STRENGTH
AND EASY UNTYING

"FIGURE OF EIGHT" KNOT
FOR ROPE ENDS

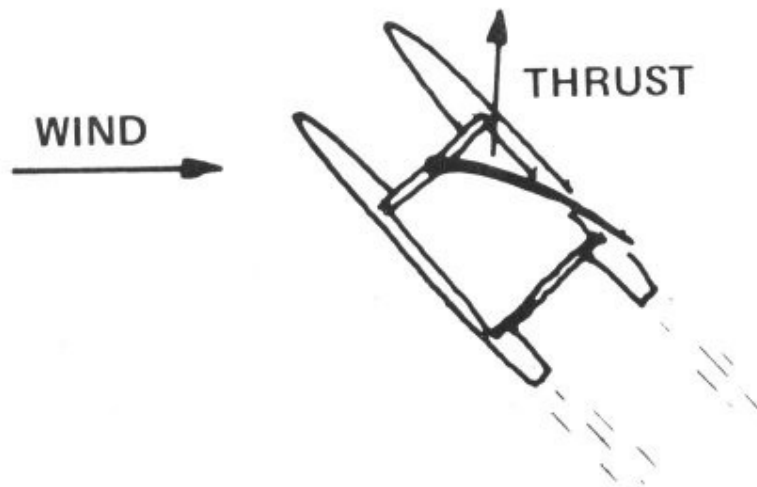
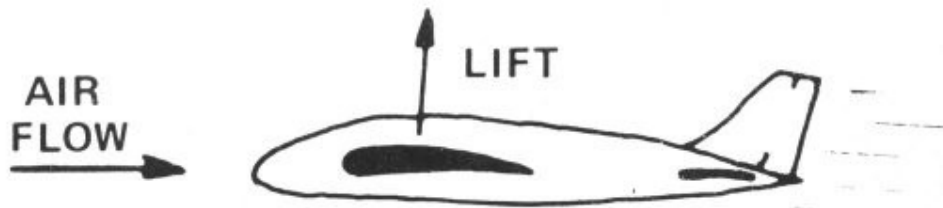


"REEF - KNOT"
BATTEN TIES & GENERAL LASHING

INSTANT SAILOR

If you have already sailed, you may miss this section, but newcomers to the sport will find it helpful to understand the principles of why a sailboat moves, (refer to the diagram on the back page). A sail is similar to an aircraft wing, when it is set at a slight angle to the wind flow it creates a lift force at right angles to the wind. Obviously if it is pointed directly into the wind it gives no lift, also if this angle is too great the sail loses efficiency and stalls (fortunately less disastrously than the aircraft wing). Pieces of wool tied to the stays will help you to see the airflow and line up the sail correctly.

When sailing into the wind this sail force creates forward motion as the hull shape prevents the Cat from going sideways. The sail is pulled tight into the centre, but we can only point 45° away from the wind, this necessitates going to windward in a zig-zag fashion, the turn into the wind is called 'tacking'. When 'reaching' at right angles to the wind we can let the sail out a little, remembering



to keep that sail at the slight angle to the wind. As you turn downwind let the sail full out — 'Gybing' is when you turn downwind, when the wind changes from one side of the stern to the other side, the boom swings across fairly violently, so sit in the centre of the Cat and keep low to avoid damaging the boom with your head!

The correct sail angle can be found by easing the sail out until the area of sail next to the mast starts to flutter, (luffing) then pull it in a little. If the sail is already hard in you steer the boat so that the sail is just not luffing for optimum performance.

SPLICES

An Eye Splice is formed by unlaying the end of a rope for a short distance, and then, after closing up the end, to form an eye of the desired size. Lay the three strands upon the standing part, now tuck the middle strand through the strand of the standing part of the rope next to it against the lay of the rope (Fig. 51), then pass the strand on the left over the strand under which No. 1 strand is tucked, and tuck it under the next (Fig. 52), and lastly, put the remaining strand through the third strand on the other side of the rope as in Figs. 53 and 54.



Fig. 51



Fig. 52



Fig. 53



Fig. 54

Now tuck each strand again alternately over a strand and under a strand of the rope, and then taper off by halving the strands before tucking the third time, and again halve them before the fourth tuck.

A Short Splice is used to join two ropes when it is not



Fig. 55

required to pass through a block. Unlay the two ropes the required distance, and clutch them together as in Fig. 55, that is, so that the strands of one rope go alternately between the strands of the other.

Then tuck the strands of rope A into the rope B in a similar manner to that described in an eye splice and similarly tuck the strands of B into A (Figs. 56 and 57).

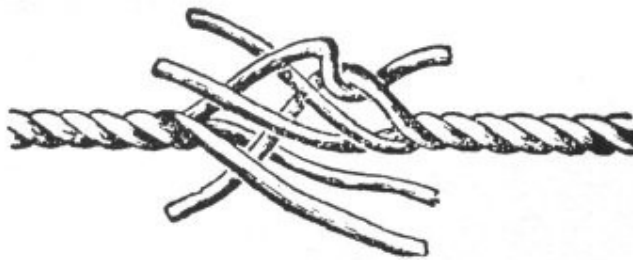


Fig. 56



Fig. 57

If you have any further queries please contact your dealer or write to WINDRUSH YACHTS, PERTH.

When ordering spare parts state the sail number and identify the parts clearly using sketches if necessary.

Now you are ready to head for the water in your new Windrush SurfCat — look after it, sail safely and you will get years of fun.

GOOD SAILING

**WINDRUSH
CATAMARANS**

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