

P & B

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The Optimist Owners Handbook

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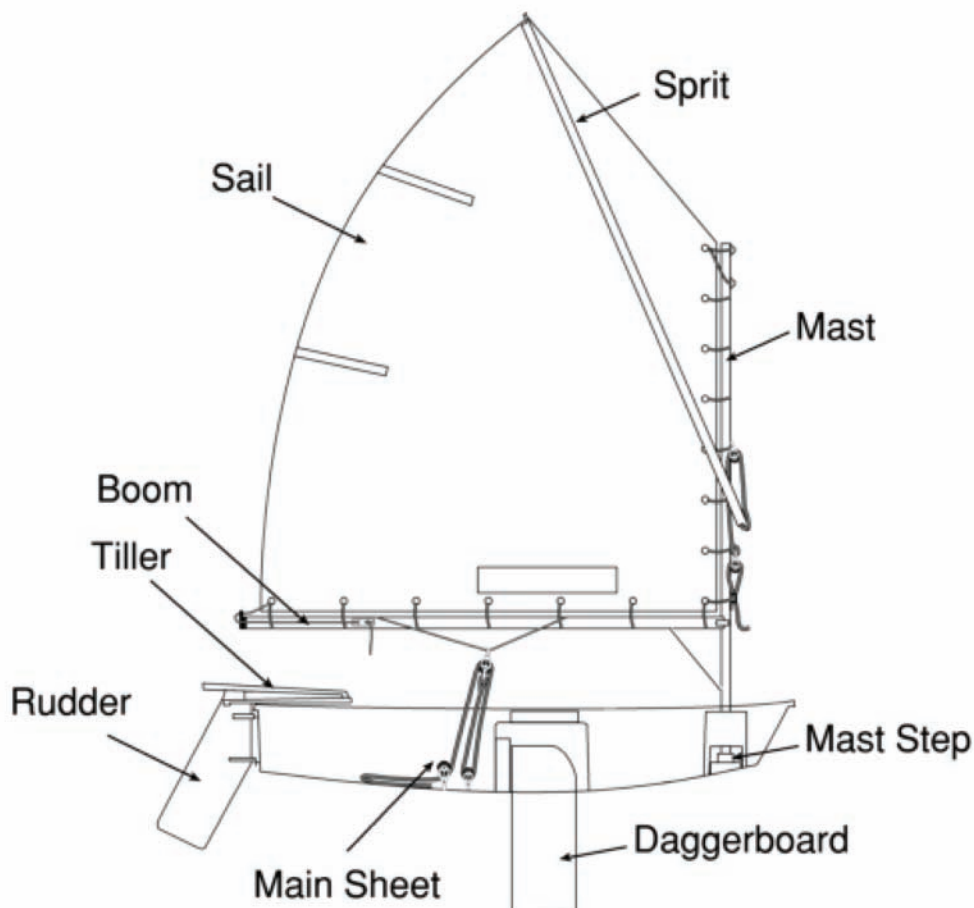
Tel: 01604 592808 Email: Info@pinbax.com

Congratulation on the purchase of your new Winner/ P&B Optimist.

Reading this manual will help you with the rigging and preparation for correct use and subsequent high enjoyment that comes with your Optimist.

No tools are required for the rigging, as the Winner / P&B Optimist comes almost prepared for sailing.

The Optimist and key parts:

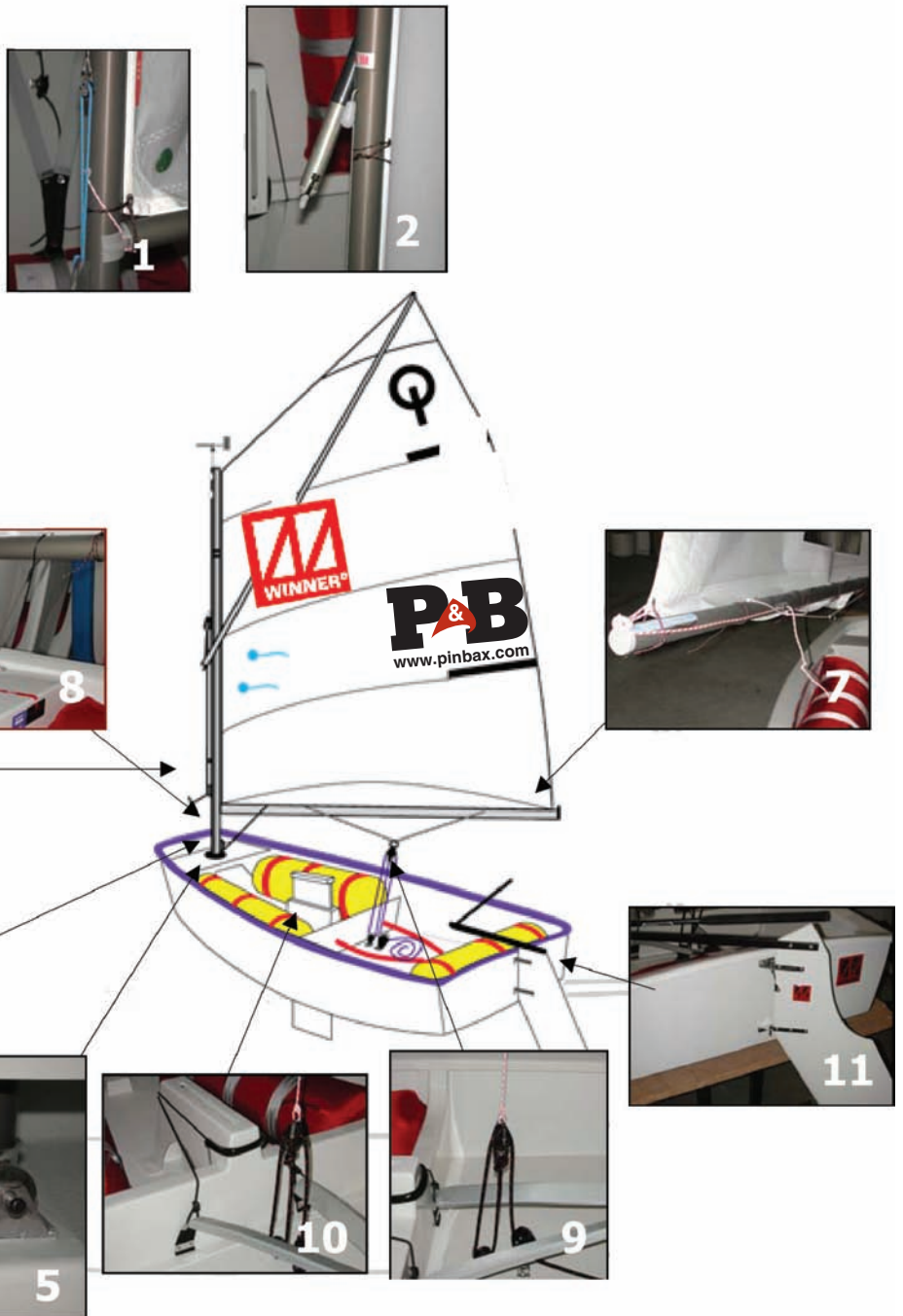


This manual includes the fitting and preparation of the following parts of the Optimist:

1. Sprit halyard
2. Sprit
3. Sail
4. Mast collar
5. Mast step
6. Boom
7. Boom outhaul
8. Boom downhaul

9. Mainsheet
10. Dagger board
11. Rudder

12. Practical use
13. Good advise



1. Sprit Halyard.

Attach the sprit halyard to the mast clam cleat. Secure the halyard in the clam cleat with a stopper knot.

The sprit is fastened with a downward pull in the halyard.

The block-in-wire system is to be fitted at the other end of the sprit halyard – thereby connecting the clam cleat at the mast with the block-in-wire system.



2. Sprit

Place the rounded end of the sprit into the loop at the end of the block-in-wire system. The sprit is now adjustable and must be adjusted according to wind conditions, using the sprit halyard.

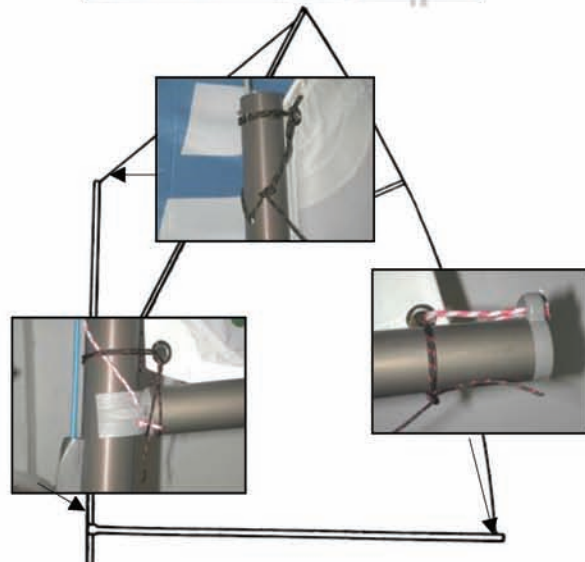


3. Sail.

Spread out the sail on the floor, place mast and boom according to the illustration. Attach the sail to the mast and boom with sail ties. Be sure to use at knot with extra overhand on top of it. Use thicker sail ties (3 mm), and wrap them around twice, at the end of both the mast and boom for extra strength.

At top of the mast, a sail tie must be wrapped around diagonal to secure the lower top pin. Wrap a 3mm tie around the mast twice to secure the upper top pin.

Put the wind indicator through the two pins.



4. Mast collar.

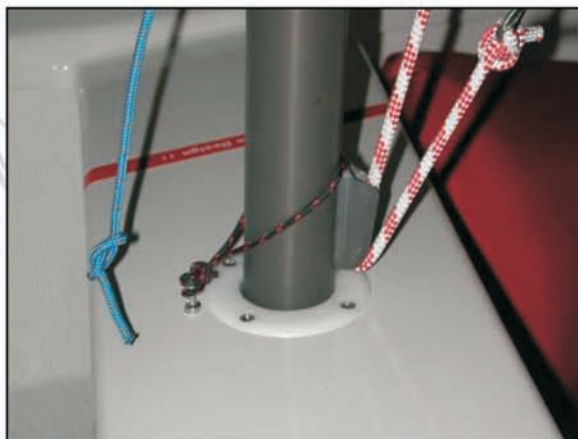
All Winner Optimist comes with mast sleeve fixed.

Depending on which mast your Winner Optimist is equipped with, the mast sleeve will be either with or without a mast collar.

Club rigs usually come without the mast collar, but racing rigs comes with.

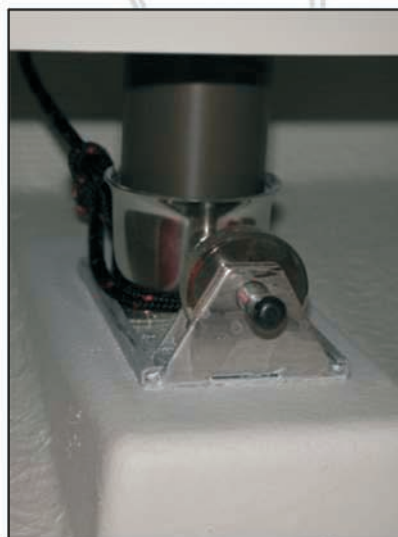
Does your Optimist have a mast sleeve with collar, the collar must be fitted to the mast, which then fits into the mast sleeve.

The mast fits right into the mast sleeve on Optimists without collar. (Illustration show mast sleeve without collar)



5. Mast step

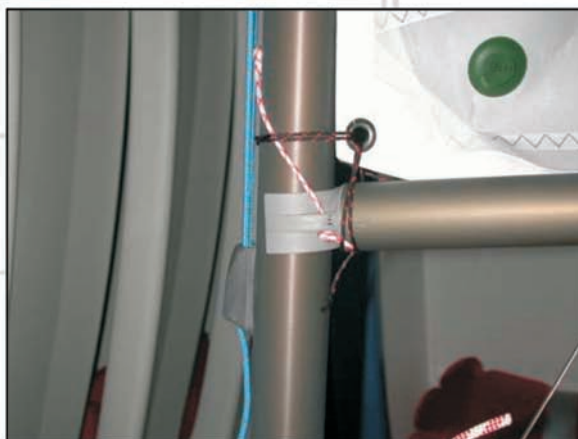
The mast is placed in the mast step. The mast step is adjustable, and can be adjusted specially to the sail being used, in order to achieve the best performance.



6. Boom

The boom must be secured to the mast. Wrap the rope at the base of the boom around the little "knob" on the mast. The rope is attached at each arm of the boom jaw.

When de-rigging, it is best to pull the boom upwards towards the mast, and thereby automatically release the boom fork from the mast.



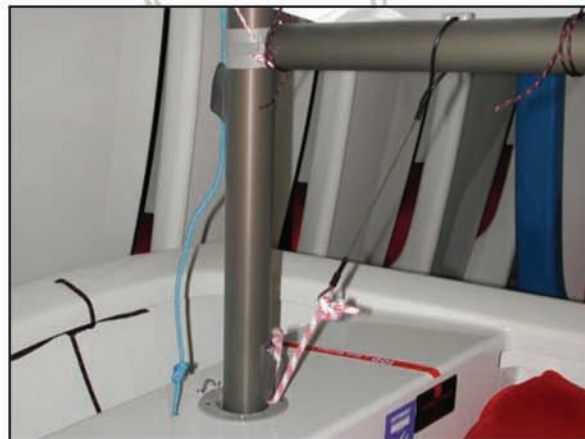
7. Boom outhaul

Tie a stopper knot at one end of the outhaul and put the other end forward through the port hole in the outboard end of the boom. Pass the outhaul through the corner of the sail, then back through the starboard hole and then forward to the clam cleat. Secure the end with a stopper knot.



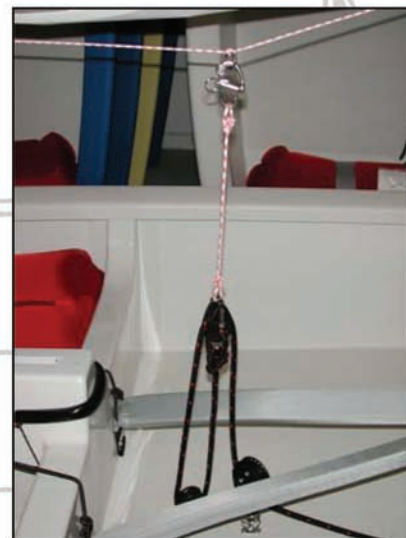
8. Boom downhaul

Fasten the downhaul rope to the wire hanging from the boom. Lead the downhaul rope down to the clam cleat on the mast and pass it up from underneath. Secure the rope with a stopper knot.



9. Mainsheet

Attach the boom bridle to the two boom bridle buttons located on the boom. Attach the mainsheet to the ring on the boom bridle.



10. Dagger board

The dagger board is placed in the dagger case. Use the rubber band to secure the dagger board while sailing.

Remember to fasten the dagger board to the boat with a piece of rope. Fix the rope using the hole in the dagger board and secure the other end at the eye, which is also used to hold the rubber band in place.

Important: The sharp edge of the dagger board must face backwards.



11. Rudder

The rudder is fitted to the two rudder angles at the back of the boat. Make sure the safety snap has "clicked" the rudder into position.

To remove the rudder, then push the safety snap in to release the rudder from the boat.





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Ríggíng Manual

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Handling & maintenance of the Winner optimist

When buying a Winner Optimist you get a refined sport implement, built within the tolerance of the class rules, the intention to attain the best possible competition effect. Please handle your dinghy with extra care as it is constructed with competition in view and this does not stand the same kind of handling as an ordinary dinghy. To get the optimal pleasure of your dinghy, kindly note the following advises regarding the handling. Failure of correct handling will affect the performance of the boat and perhaps cause permanent damages and defects for which we are not responsible.

Please observe the following:

- ▲ To be stored frost proof.
- ▲ Take care that the bottom is not put under spot pressure.
- ▲ Do not cover with PVC cover, plastic or similar, which does not permit water diffusion.
- ▲ Do not grind on gel-coat layer.
- ▲ Any major reparation of the boat - which involves grinding and remodelling is only to be carried out by Winner or the guarantee reveals.
- ▲ Only polish by hand using approved boat wax.
- ▲ In case of damages and fractures of the gel-coat layer, the fibreglass lamination must be prevented from absorbing water.
- ▲ Do not expose the boat to high heating stresses.
- ▲ Clean, polish and wax the boat at least once a year.

Always use a lifejacket and only sail under supervision of fully qualified adults.

Advise:

- ▲ Wash your boat with fresh water after use.
- ▲ Stored in a dry place.
- ▲ Do not over-inflate the airbags they may burst in the sun.

Lifting your Optimist:

- ▲ Empty the boat for water and equipment.
- ▲ Lift only your boat by the outer gunwale.
- ▲ Stored on a padded surface.

Transporting your Optimist:

- ▲ Make sure that the roof-racks are securely mounted on the car.
- ▲ Transport your Optimist upside down. And best with a top and bottom cover which protects the boat from dirt, stone throw and save fuel!)
- ▲ Do not tie the Optimist too tight to the roof racks it prevents small cracks in the gel coat.
- ▲ Check the height of garage before parking your car with the boat on top of it ☺

If you follow these instructions you should be sure to enjoy your P&B/Winner Optimist for many years.

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OPTIMIST

Mast Rake

Measured from top of mast to top middle of transom. If measured with the sail up ease the kicker and ease the sprit so that mast bend is not affecting the measurement.

Max rake 2770mm Minimum rake 2850mm.

The amount of rake you choose to sail with will be determined by your weight and sail power. The heavier sailors will want to stay upright for more power and the lighter sailors will need to rake to de-power. Remember that you are stuck with your rake settings for an entire race so you should avoid the extremes. It is generally best to stay in the 2800 to 2820 range.

Outhaul

We recommend 40mm +/-5mm from the clew to the inside edge of the outer boom fitting in most conditions. Use the lower leech tell tale to check whether you have too much eased. If it is stalling before the top telltale then try pulling a little on. Too much on and you will reduce your pointing ability.

Lightweight helms may need to pull more outhaul on in strong breeze. This will help reduce the power and the weather helm.

If it is possible try easing 2cm of outhaul downwind for even more power! Only if you are confident you can re set it up –wind

Luff tension

Luff tension is difficult to measure but is vital. In light winds set the luff tension so that there are hints of creases coming from the eyelets. In more breeze you will need to increase the tension but never so that there is a vertical crease behind the mast! Too much luff tension will pull the flow forwards and reduce pointing. If you are not pointing ease the tension until wrinkles appear.

Sprit tension.

In up to 10 knots of breeze set the sprit so that on port tack you get a small 30cm crease in the throat-clew direction on the sail where the sprit touches the sail.

In more than 10 knots until over powered increase the tension so that you remove the crease but never pull enough to get the crease running along the line of the sprit. Once over-powered ease about 1cm of sprit, which will allow a crease from throat to clew but opens the leech reduces weather helm and is faster than fighting the boat up-wind.

Kicker

The kicking strap should be just slack up-wind. Mainsheet over-rides the kicker. Down-wind you should have enough tension so that the top batten is parallel to the boom. Too much and the leech hooks and will not flick open over waves, too little and you have too much twist and the breeze exhausts out of the upper leech giving less drive and making the boat unstable.

Sail ties

Set the sail 5mm from the mast in 5-10 knots of breeze. As the wind increases 10-15 knots reduce to 3mm and 1mm when overpowered.



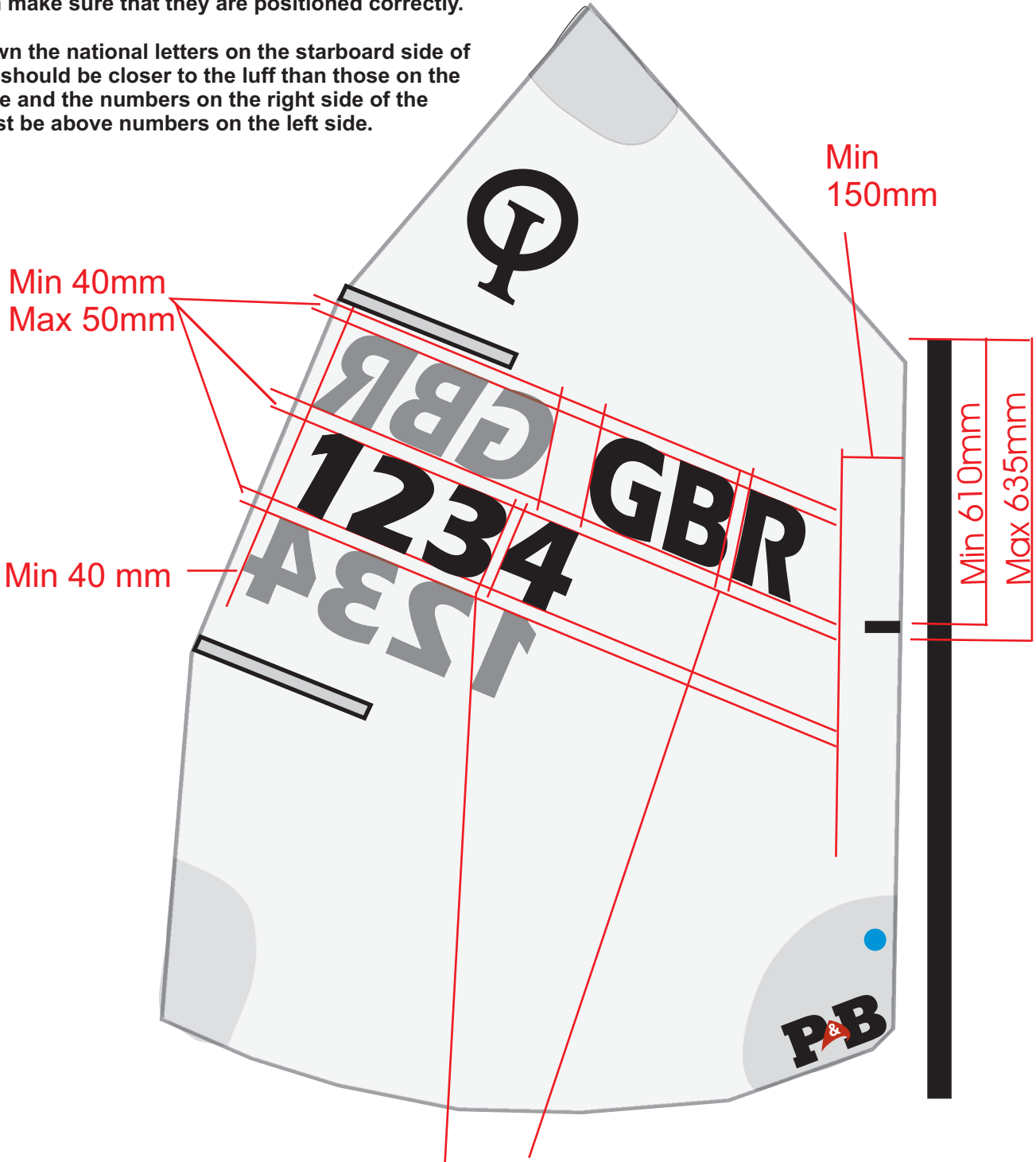
Optimist Sail Numbers Fitting Instructions

▲ Firstly Make sure that the numbers and letters are correct

Pinnell and Bax - 9 Inch Optimist Sail Letters and Numbers available online or by mail order (01604) 592808

▲ Then make sure that they are positioned correctly.

As shown the national letters on the starboard side of the sail should be closer to the luff than those on the port side and the numbers on the right side of the sail must be above numbers on the left side.



Space between Adjoining
Letters & Numbers
Min 40 mm - Max 50mm