  
RIGGING INSTRUCTIONS BANDIT 17

## INTRODUCTION

Along with your new Bandit 17, you have received two spars and a component box. The long spar is the mast and the short one is the boom. The box contains all the component parts, including sails and line which are necessary to rig your boat.

The rigging instructions will be helpful to you in rigging your boat, since they not only contain step by step written directions, but also illustrations of separate parts of the boat being assembled or as assembled. The first two pages will contain a pictorial glossary showing the parts and labeling them with the terminology which will be used throughout the instructions.

There are some general rules of common sense which you should be aware of before you begin rigging your boat. Whether rigging in the water or on the trailer, you should make sure that the bow of your boat is facing the direction the wind is coming from (head to wind). Before stepping the mast or launching the boat, check for overhead wires which may come in contact with the mast. It would also be suggested that on your first attempt, you should set up your boat on the trailer or on the beach, since it can easily be launched after it has been rigged. If it is inconvenient for you to launch the boat once rigged, it can be rigged in the water without difficulty, since she is quite stable. However, any unballasted boat can capsize, given enough weight at the extreme beam of the boat. Use caution when the majority of the crew weight is forward. In this attitude, the stern can be lifted from the water, contributing to a boat's instability.

STEPPING THE MAST:

- 1) Pin the strap forks of the side stays over the tangs on the sides of the mast, with 3/16" clevis pin and ring. (Fig. 1)
- 2) Pin the strap fork on the forestay over the tang on the front of the mast. (Fig. 1)
- 3) Set the pin of the mast into the slot in the mast step, placing the head of the mast out over the transom. (Fig. 2)
- 4) Tie one end of the main halyard tail to the loop in the end of the main halyard which is taped to the foot of the mast. (Fig. 3)
- 5) Tie one end of the jib halyard tail to the loop in the jib halyard which is taped to the foot of the mast. (Fig. 3)
- 6) Pass both halyard tails through the hole in the mast step into the cabin. Make sure that both pass forward of the mast hinge pin. (Fig. 3)
- 7) Pass the main halyard tail over the cheek block on the starboard (right) side of the mast post. (Fig. 4)
- 8) Pass the jib halyard tail over the cheek block on the port (left) side of the mast. (Fig. 4)
- 9) Tie the free end of the main halyard tail to the thimble in the end of the main halyard near the mast head sheave.
- 10) Tie the free end of the jib halyard tail to the thimble end of the jib halyard at the jib sheave.
- 11) Attach both side stays to the chain plates on the side decks with the stay adjusters. Check for overhead wires which may come in contact with the mast. (Fig. 5)
- 12) Push the mast into an upright position using the pin in the butt of the mast in the mast step as an hinge. Fig. 5)
- 13) Attach the forestay to the chain plate at the bow with a stay adjuster. If you are stepping the mast alone, before you lift the mast upright, you should put a 3/16" shackle through the hole in the tube eye on the forestay. Tie one end of your main sheet line to the shackle and pass the free end through the chain plate at the bow and bring it back to where you can reach from the cockpit. Lift the mast into an upright position and apply tension to the forestay by pulling on the main sheet line. When you have drawn the forestay tight, secure the main sheet around the foot of the mast. You are now free to move to the front of the boat and attach the forestay to the chain plate with the stay adjuster. (Fig. 5)

#### HOISTING THE MAIN SAIL:

- 1) Pull the halyard tails down until the thimbled ends of the halyards are near the deck and the bulk of the rope tails are inside the mast.
- 2) Slide the foot of the main sail into the sail slot on the boom.
- 3) Attach the tack of the main sail to the boom with a 3/16" tack pin through the grommet in the sail as shown. (Fig. 8)
- 4) Attach the clew of the sail to the boom as shown, using the outhaul line. (Fig. 7)
- 5) Attach the gooseneck on the boom to the slide on the mast as shown. (Fig. 6)
- 6) Insert the fiber glass battens into the packets which correspond to their length. (Fig. 7)
- 7) Attach the head of the sail to the main halyard as shown, with a 3/16" shackle. (Fig. 9)
- 8) Feed the bolt rope in the luff of the main sail into the sail slot through the sail entry. (Fig. 9)
- 9) Hoist your sail by pulling the rope tail through the cheek block on the mast stanchion.
- 10) When the head of the sail is at the head of the mast, secure the tail on the cleat directly above the cheek block. (Fig. 10)

#### RIGGING THE MAIN SHEET:

- 1) Attach a single block to each bail on the boom with a 3/16" shackle as shown. (Fig. 11)
- 2) Attach the fiddle block with becket and cam jam to the bail on the cockpit floor with the pin provided on the block.
- 3) Lace the main sheet line as shown. (Fig. 11)

#### HOISTING THE JIB:

- 1) Attach the tack of the jib to the forestay chain plate as shown, by placing a 3/16" shackle through the thimble in the end of the jib luff wire and over the chain plate. (Fig. 12)
- 2) Attach the head of the jib to the jib halyard as shown, with a 3/16" shackle. (Fig. 13)

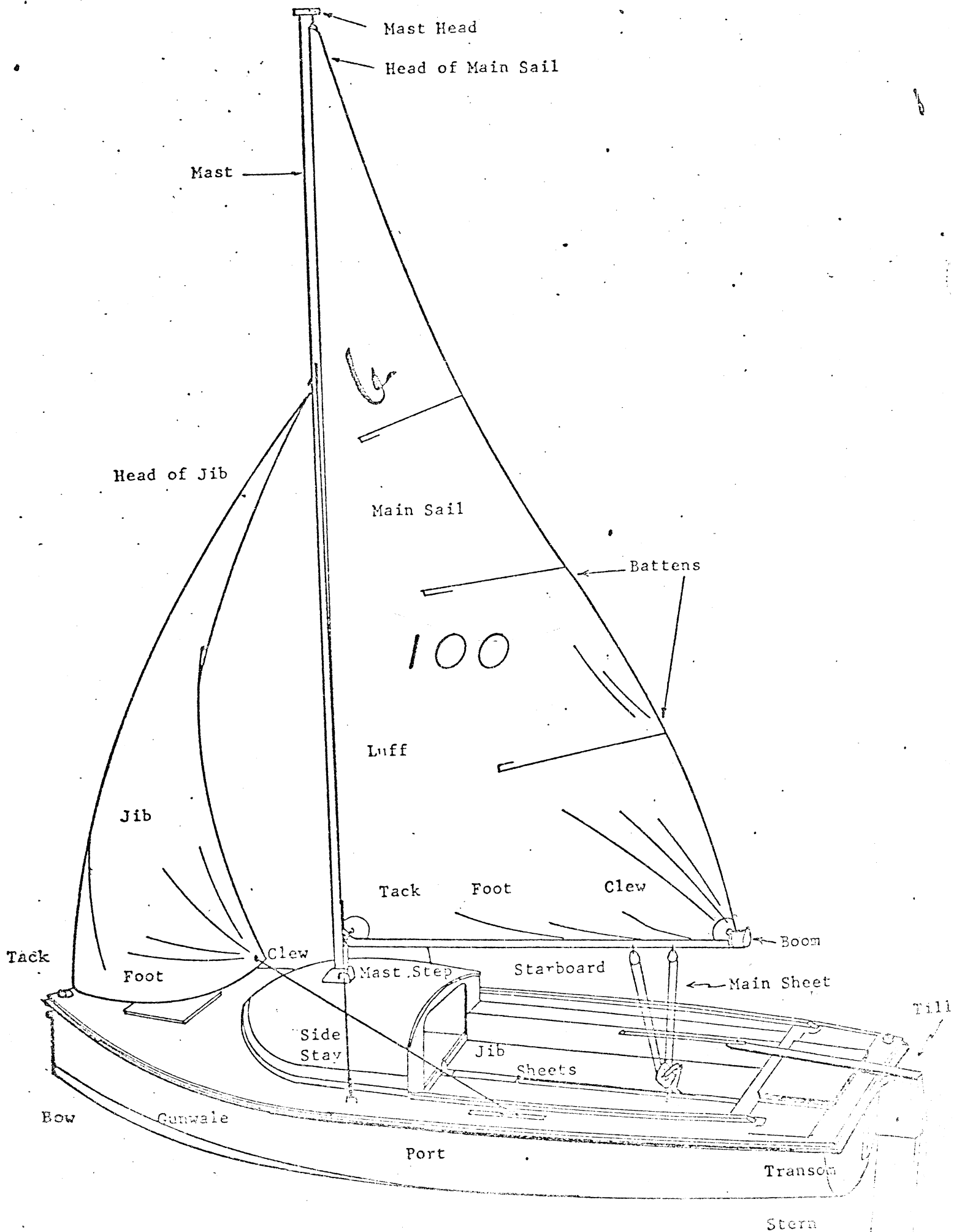
- 3) Fasten the jib hanks around the forestay as shown. (Fig. 12 & 13)
- 4) Hoist the jib by pulling the jib halyard tail through the cheek block on the port side of the mast post.
- 5) When the jib luff wire is tight enough to relieve some of the tension on the forestay, secure the tail on the cleat just above the cheek block. (Fig. 10)

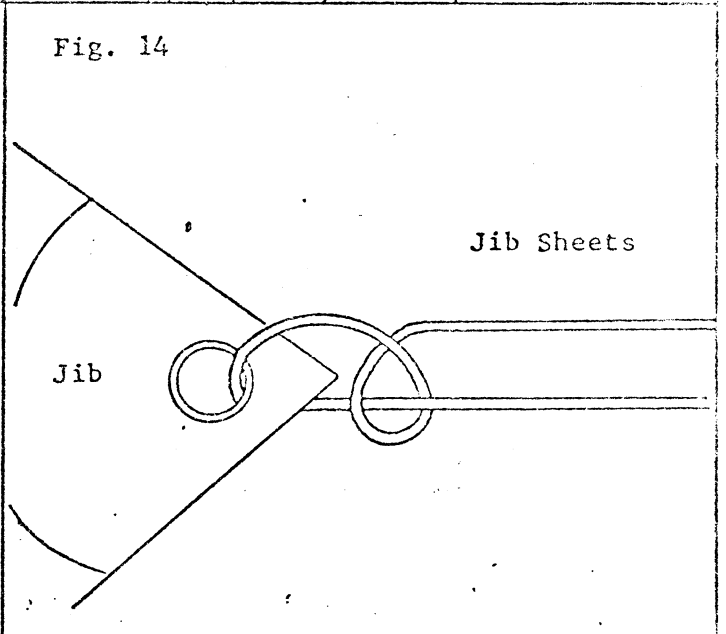
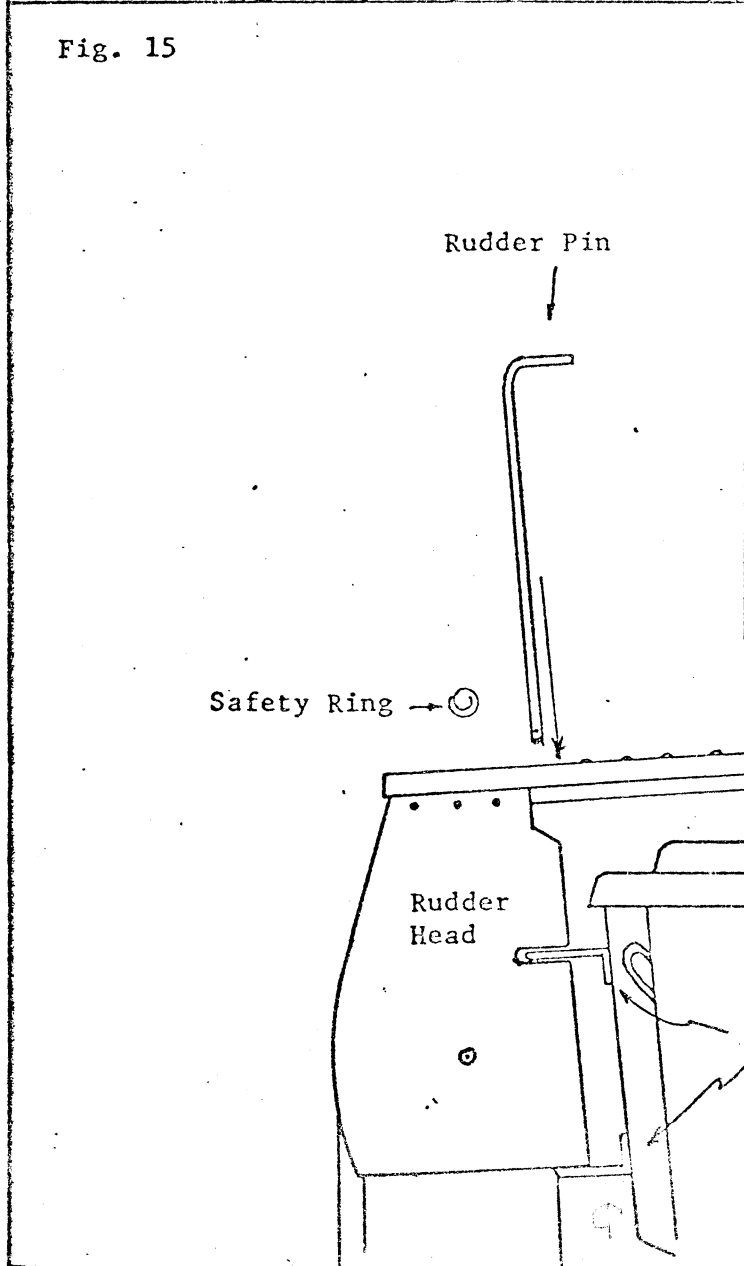
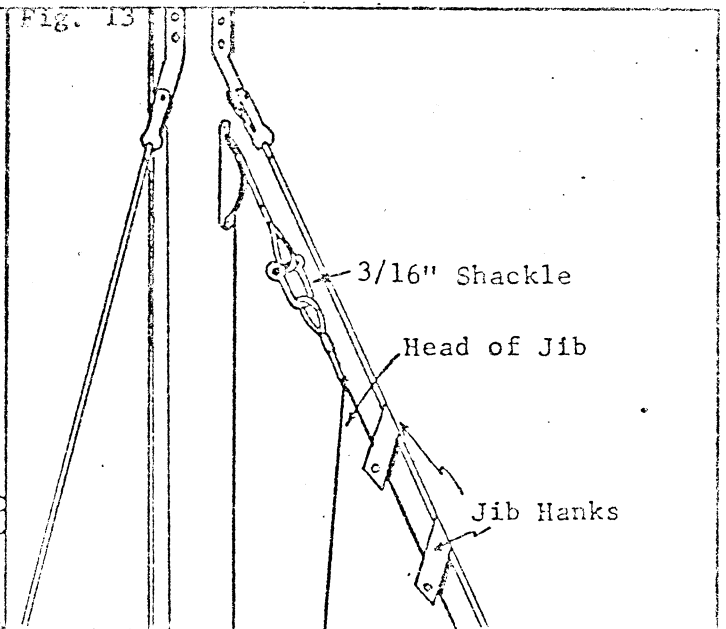
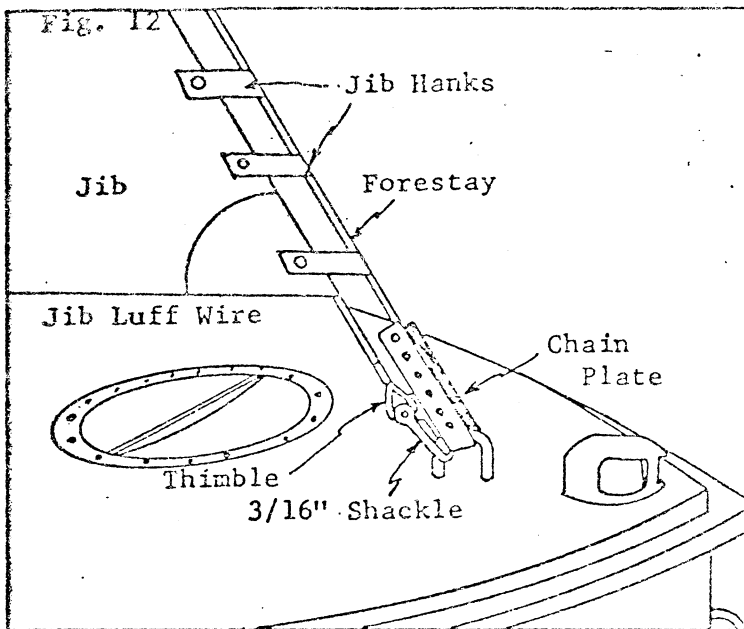
#### ATTACHING THE JIB SHEETS:

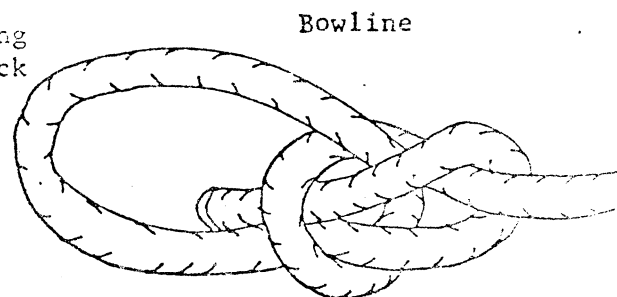
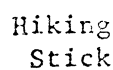
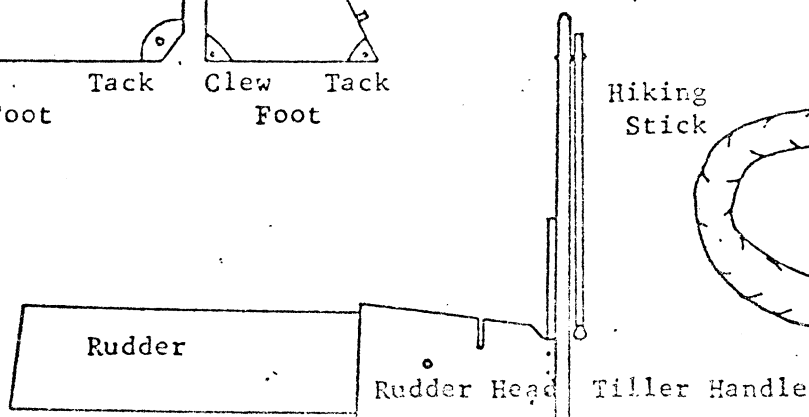
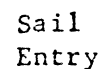
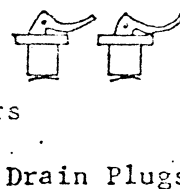
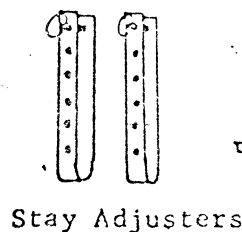
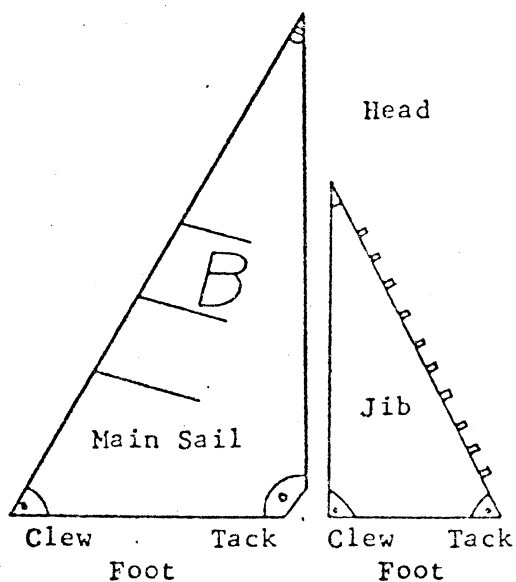
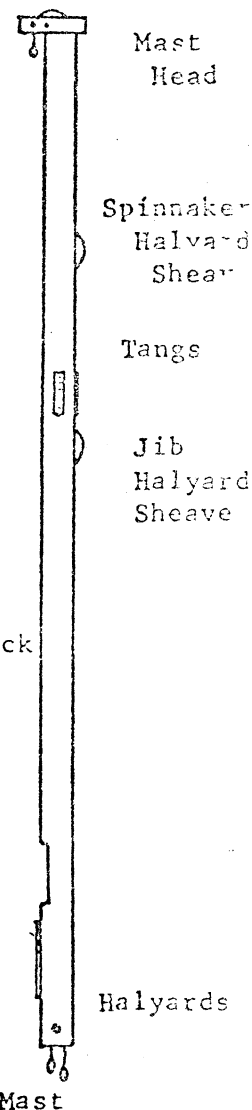
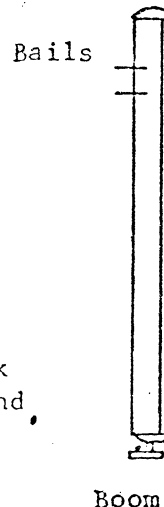
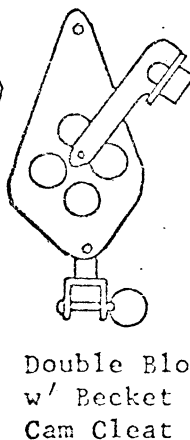
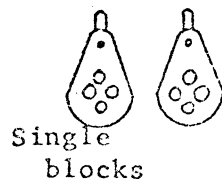
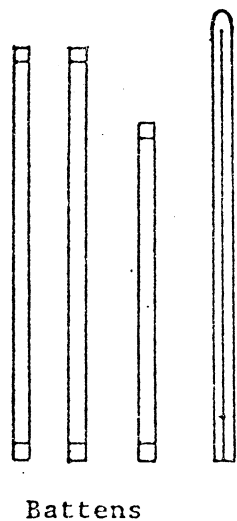
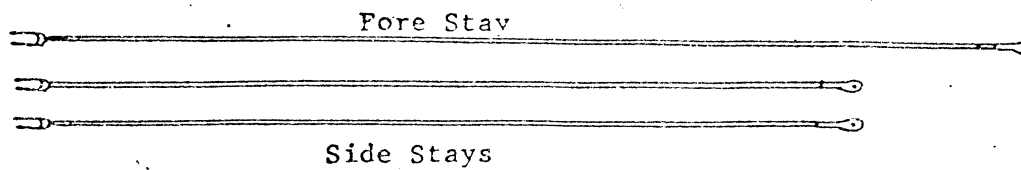
- 1) Slide the rudderhead over the gudgeons on the transom. (Fig. 15)
- 2) Put the rudder pin through the hole in the handle so that it passes through the rudder head and the holes in the gudgeons.
- 3) Place a safety ring in the hole in the rudder pin..

#### DRAIN PLUG:

- 1) Place a drain plug in the hole located in the center bottom of the bulk head visible through the back hatch.
- 2) Place a drain plug in the hole through the transom.







TILLER



Fig. # 1

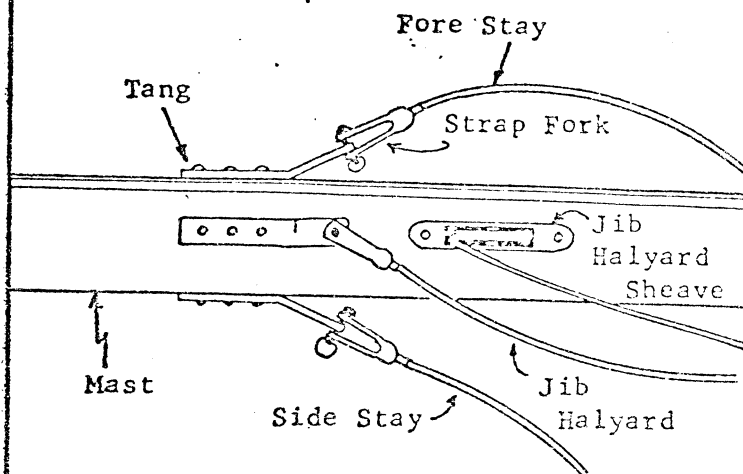


Fig. # 2

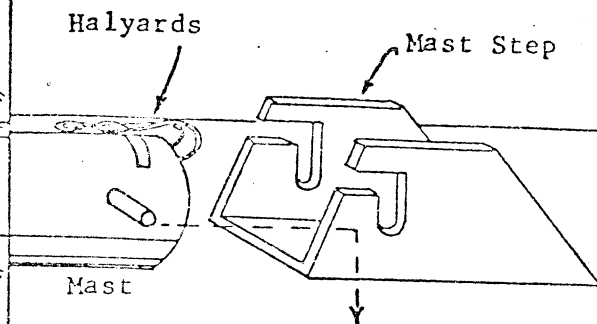


Fig # 3

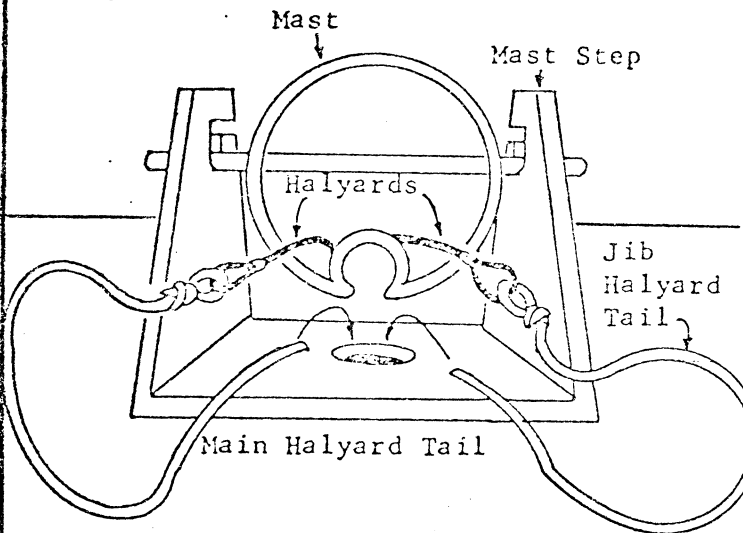


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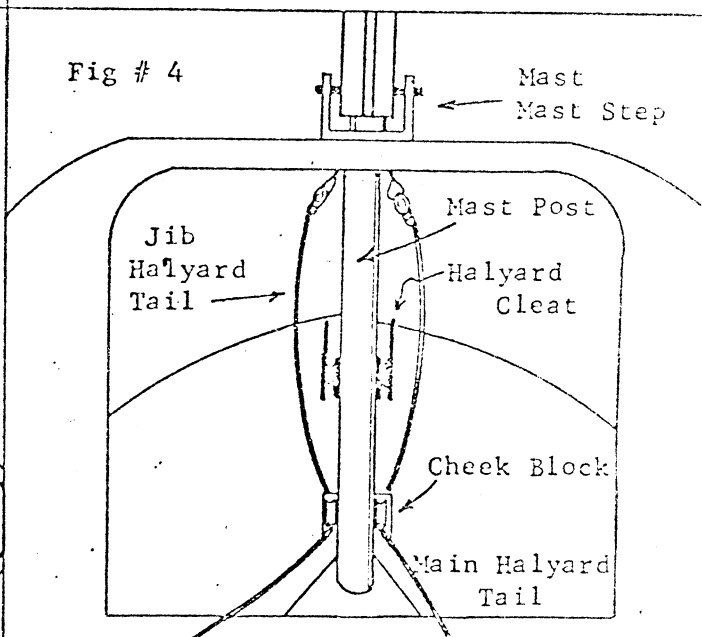


Fig. # 6

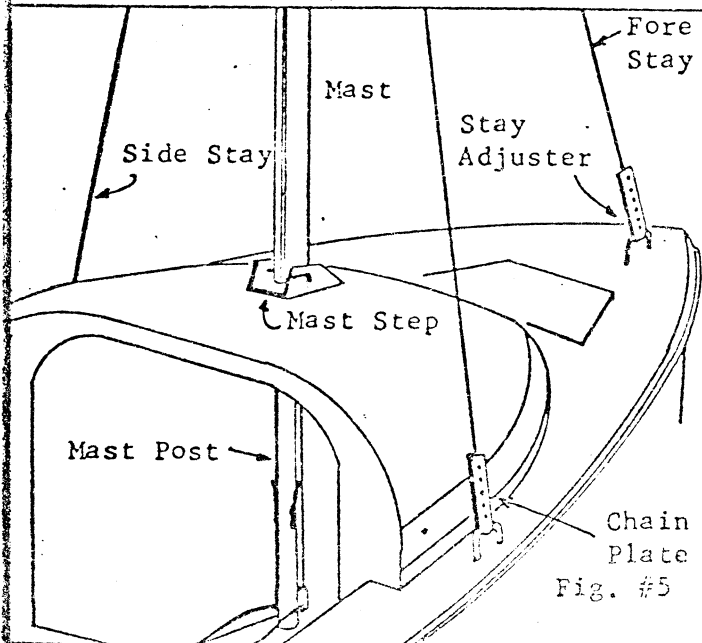
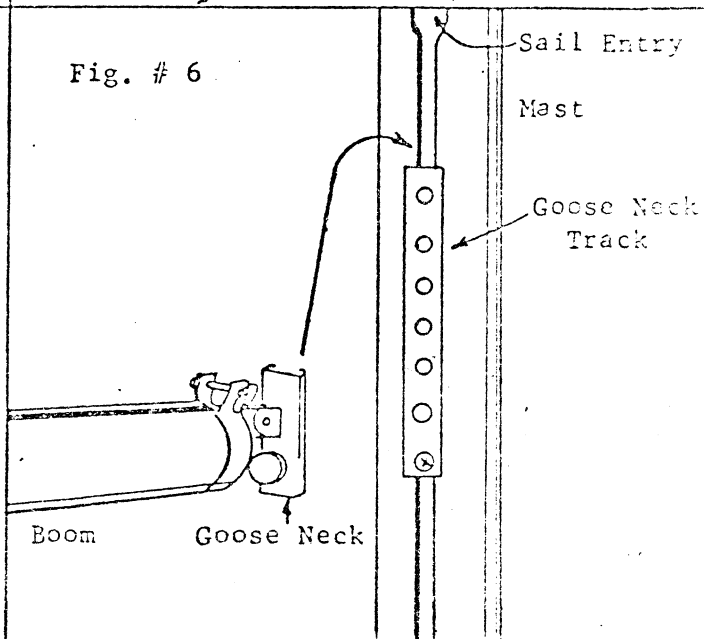


Fig. #5

Fig. 7

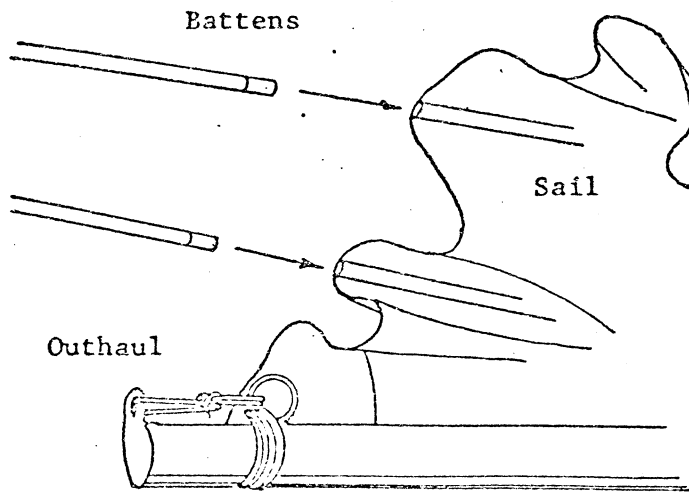


Fig. 8

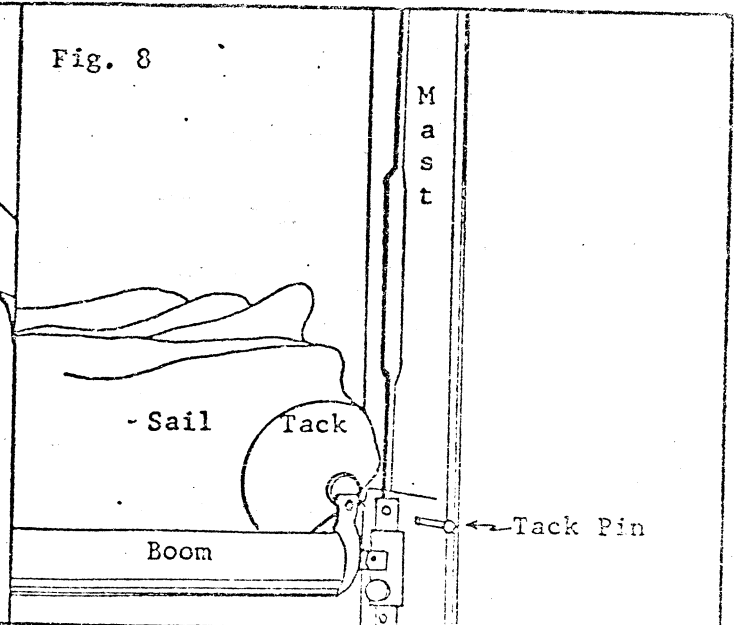


Fig. 9

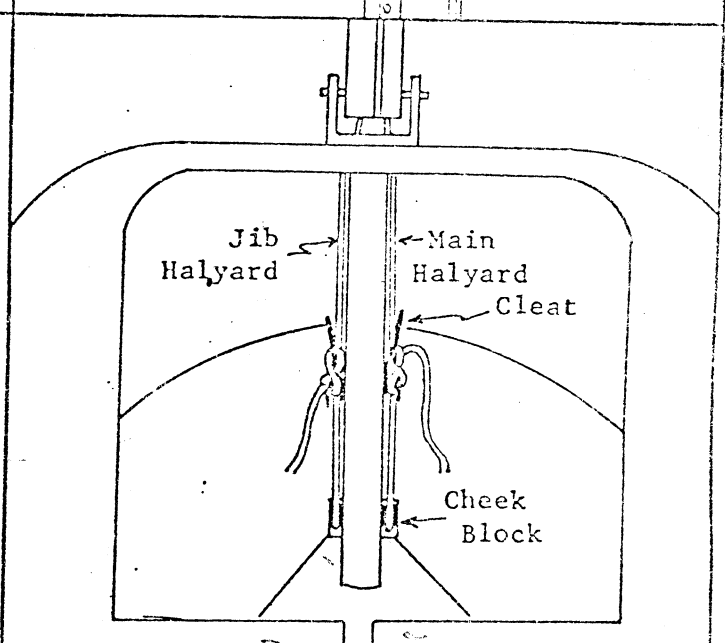
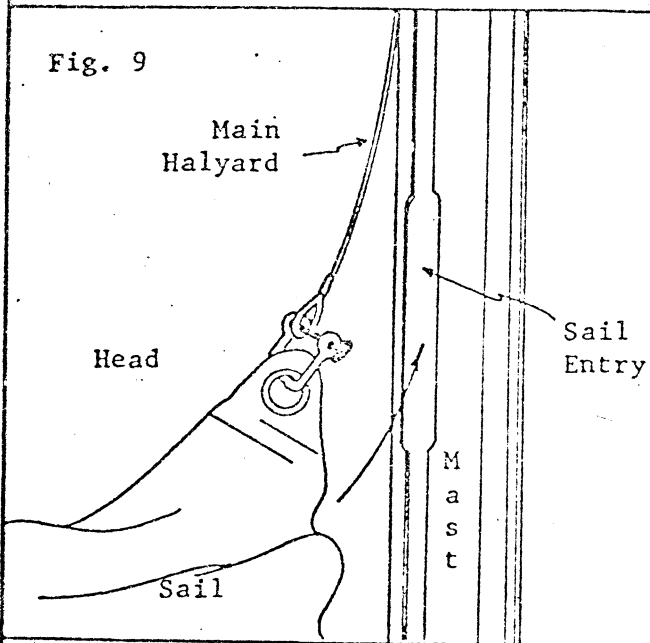
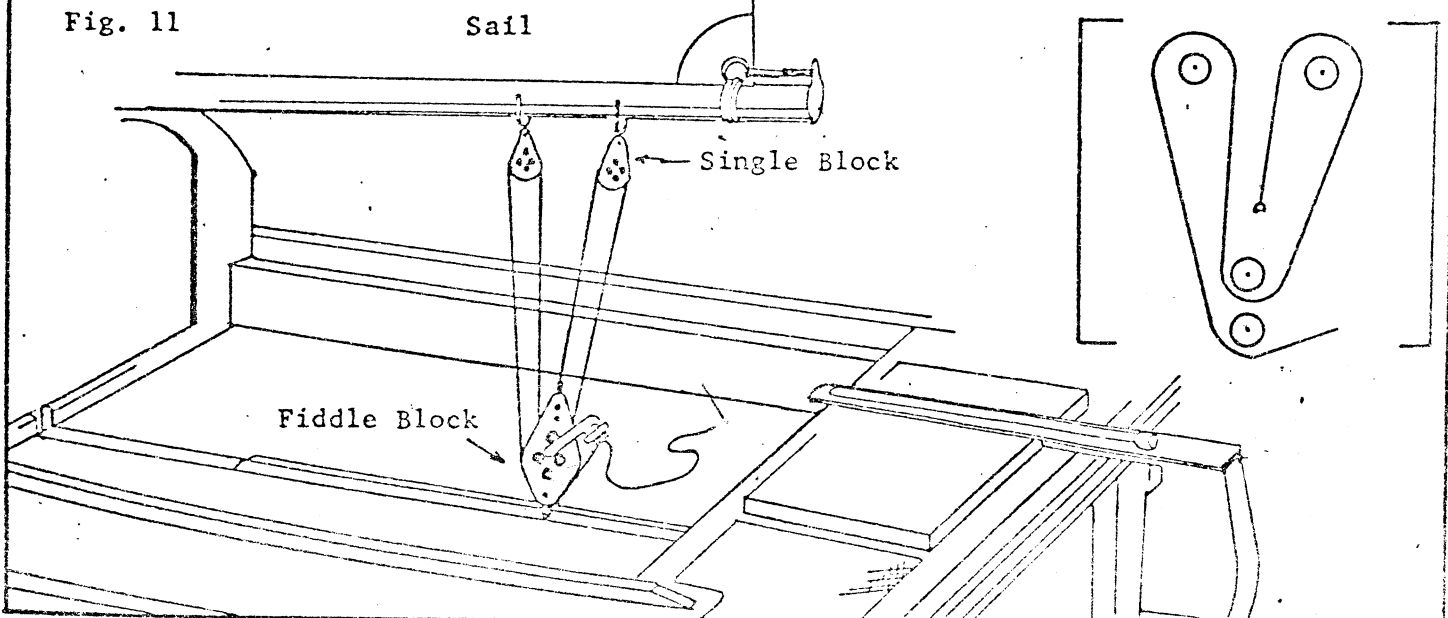


Fig. 11

Sail



## HOW TO SAIL THE BANDIT 17

Comments on: Characteristics  
Sail Plan  
Construction  
Features  
Safety  
Capsize  
Tips of Sailing, Tuning and Understanding Bandit 17  
1) The Sail  
2) Sailing to Weather  
3) Reaching  
4) Maneuvers  
5) Operation of the Tiller Extension  
Capacity  
Gaskets

DESIGN CHARACTERISTICS

The Bandit 17 hull form is another one of a family of plumb stem (straight up and down bow) hulls that provide maximum performance in any given length and style of boat. The wave making of any hull as it passes through the water is the most significant resistance (drag). The size of the wave generated is the amount of water that must be moved aside to permit the boat to pass through the water. The size of the wave is a measure of the resistance or a measure of how much water be moved aside in any given length of travel. Overhung (cutaway) full bows must move more water aside in a given length of travel, because the distance from the bow at the waterline to the widest point of the hull is a shorter distance. Therefore, plumb stem bows with long easy entry to the water generate less resistance and are therefore faster. The motion (pitching) is also dampened because there is buoyancy further forward to prevent the bow sinking as it comes down (off) a wave.

Bandit 17 bow sections (vertical shape) above the waterline are full (rounded). As the boat heels over this more full rounded shape must be pushed into the water. This rounded shape resists being pushed into the water and resists heeling or makes the boat more stable. Coupling the full bows with a wide hull well aft not only makes Bandit 17 stiff in heavy winds but a good planning boat on the reaches, given enough wind. The high freeboard (sides) and the overhang of the deck over the hull really makes Bandit 17 quite dry in big waves. For best speed Bandit 17 must be sailed flat to keep the full bow out of the water.

SAIL PLAN

The sail plan (profile shape) of Bandit 17 provides moderate sail area to make Bandit 17 easy to sail in heavy winds. The sail plan is tall (high aspect ratio) to take maximum advantage of the available sail area. (If you consider airplane wings and sails to both be airfoils, which they are, you may remember that slow airplanes have short wide wings and high performance airplanes have long narrow wings.)

The boom set high to provide good headroom under the sail. The sails are racing quality 4 oz. dacron to give years of service.

The Bandit 17 will sail reasonably well balanced under jib or main alone if the winds get to survival conditions.

An optional spinnaker is available to provide more performance and fun for reaching and running.

CONSTRUCTION

Bandit 17 construction is truly a unique first. All other "cuddy cabin boats" have taped seams or some other method of finishing of the interior of the cabin space because the coach roof is normally a part of the deck molding.

The Bandit 17 foredeck and coach roof are molded as a separate unit. This permits the seats, cockpit and cabin interior to be molded as a separate unit, allowing the cabin interior to be a smooth easy to maintain surface. Most importantly it permits the fastening of hull to deck to be only at the deck level of the boat. The foredeck and coach roof then set into and against the narrow side deck and be sealed at deck level.

#### DETAIL FEATURES

- 1) MOLDED IN WATERLINE STRIPE---The Bandit 17 boot top (waterline stripe) is permanently molded in the hull---no repainting or care required. Should you keep the boat moored and wish anti-fouling paint the paint line is already established.
- 2) OUTSIDE COCKPIT---There is plenty of room for 4-6 people to sit comfortably on the over six foot long seats. With a boom tent the floor is wide enough for two sleeping bags. A molded in heel rest in the floor is handy when heeled and serves a secondary function by diverting rain or sea water into the centerboard trunk. A vertical ledge forward prevents water flowing to the cockpit interior and forms a strong rib to support weight at that point. A slight raise of the cockpit combing prevents water on deck running into the cockpit from the high side.
- 3) HATCHES---The lazaret (aft stowage area) is large enough to stow an outboard engine, picnic basket and other assorted gear. The foredeck hatch serves two functions---one does not need to go on the foredeck if the seas and winds are high. When docking one just goes under the coach roof and then stands in the hatch opening. Both hatch openings are rimmed to prevent deck water running into the interior of the boat.
- 4) CABIN INTERIOR---The plumb stem does provide more length forward than a cutaway bow would---a full 6'4" length with plenty of foot room, with sitting head room under the coach roof as well. The coach roof extends over the cockpit floor so that rain or sea water will not normally get forward.
- 5) CENTERBOARD AND RUDDER---Both the blades "kick up" for shallow water sailing or beaching. Both blades are thick "airfoil shape" to run quiet and provide maximum efficiency. Bandit 17 will sail closer to the wind than boats with flat sheet rudder and centerboards.
- 6) RIGGING AND SAILS---All hardware is either stainless steel or fiber in the finest racing style. Standing rigging and halyards are stainless steel. Both jib and main halyards run inside the mast, through the coachroof and are cleated off inside the cabin. Sails are racing quality 4 oz. dacron.

#### SAFETY

Even on a mooring water will not collect because the cockpit floor is above the waterline. The floor is dished and slants forward so that water runs to the center and forward and out the centerboard trunk slot. Water that sloshes forward under the coachroof must be bailed out because the floor level is dropped to provide sitting headroom under the coach roof. But should the area forward fill to the level of the outside cockpit floor the boat will only sail a bit down by the bow and not be a dangerous condition.

The foamed in place reserve floatation of Bandit 17 is sufficient to float the boat with the maximum recommended capacity even if the hull is holed and water fills the interior of the hull between the hull and cockpit. Unless the hull is holed or a drain is left open this condition should not occur.

The seal around the gunwale and the trunk is the same material as are the hull and deck. Sharp hard bumps can break this seal. You should not assume the boat to be watertight for all time. Check the drains frequently. Should there be an abnormal amount of water (say 5 gallon after a day of sailing) the hull should be checked and sealed.

There is a silicone sealant in the deck seam between the combing and fore-deck. While this sealant is flexible it can dry out with age. Should this seam leak apply more sealant (a good bathtub caulk will do the job if you cannot find a marine type) on the topside of the deck at this seam. It may be necessary to rake out a bit of the old sealant to get a proper seal.

You must assume that any small, unballasted (without a weighted keel) can capsize, given enough wind. Even though the Bandit 17 is a very stiff boat in the first instance, and can be easily righted after capsize, you should practice capsizing and righting so as to be prepared. You might even find capsizing fun. Certainly having gone through the exercise, will give you a good measure of confidence. Remember this boat, well handled, will survive enormous winds and seas, as long as the skipper does those things that keep a boat upright---getting the crew to weather and hiking---letting the sail run out in heavy shots of wind (main first and then jib) heading up in the puffs---taking off sail main only first and then jib only.

## C A U T I O N

### PROTECT YOURSELF FROM ELECTRICAL CONTACT

The aluminum mast and stainless steel stays are conductors of electricity.

If sailing in times of electrical storm activity, head immediately to shore. A sailboat metal mast or stays being high off the water will attract lightning. If caught in an electrical storm do not allow your body to be in contact with any metal parts.

When rigging the boat and raising the mast or launching look around and up for electrical power lines. If a mast bumps into an uninsulated wire electrocution may occur to a person touching the boat, trailer or car attached to the trailer.

Many small, and particularly man made lakes, have power lines across open bodies of water. Some of the time these power lines have orange warning devices attached at intervals. However, many power lines are not so identified making these dangerous power lines virtually impossible to be seen. Look on shore for towers or poles that may support the shore termination of these lines. Be careful, be vigilant---the life you save may be your own.

Always make sure your mast does not make contact with electrical transmission lines. Contact can mean serious injury.

PLEASE READ!

## CAPSIZING

The Bandit 17 can be righted after either a 90 or 180 degree capsize. Before attempting to right the boat, wait until the boat drifts head to wind as will all boats eventually. You can assist bringing the boat head to wind by hanging on at the bow or swimming the bow head to wind. Be certain people do not stay aboard or try to hang on the mast or rigging else the boat can be turned completely over---possibly on top of those that stay aboard or try to hang on the mast or rigging. All centerboard sailboats can turn turtle (180 degree capsize) because the wind blows the hull against the immersed masthead. The masthead blows downwind, spades in and over she goes. The Bandit 17 does have the top of the mast (down to the spinnaker halyard) foam filled. However, a foam filled mast will not prevent any boat from turning turtle. Only a slight bit of weight on the centerboard will prevent a boat going turtle. You should, after capsize, quickly get a person hanging on the board to prevent turtling. In preparation for righting loosen all sheet lines so that the sails do not fill and re-capsize the boat or cause the boat to sail away.

If the boat is lying on her side the weight of one average person is more than enough to right the boat. (In fact, a 60lb. child has righted the Bandit 17 from a 90 degree capsize by placing his weight on the end of a fully extended centerboard.) Be careful the boat does not right on top of you and hang on to prevent the boat drifting away. If you are agile you can get back aboard as the boat rights, just going up and over the side. If you and/or your crew are in the water after righting, get back aboard over the stern or each person climbing in over opposite sides of the boat at the same time.

If the boat is turtled, (180 degree capsize) extend the board fully. (There is plenty of entrapped air in the cockpit to permit you to go under and have plenty of time to extend the board.) Then get on the upturned boat, grab the board and lean out bringing the boat to the 90 degree capsize position. If you are unable to apply enough weight, or for some reason you cannot extend the board, tie a line to a chain plate, run the line over the upturned bottom and lean out against the line, standing on the gunwale of the boat. A 180 lb. man is more than enough to right the boat in this manner. The sails and mast will come up slowly through the water, so be patient.

Many times boats will capsize in water less deep than the length of the mast and stick the masthead in the bottom of the lake. Should this occur you may need assistance to right the boat. The following is the only way to assure the boat being righted without possible damage to the mast or rigging. You should get up on the bottom of the boat or preferably stand on the gunwale, at the centerboard, pass a line to a boat, holding the opposite end or tie the opposite end to the upturned chain plate. Have the assisting boat pull slowly away at right angles to the bottom of the capsized boat (opposite the direction of the mast) pulling the mast out of the bottom of the lake. From then on proceed as in a normal 90 degree capsize.

Capsizing is not to be feared. If you were not already wearing a lifejacket put one on. Take the whole incident calmly. Do not hurry. Boats do not right, particularly from 180 degree capsize, quickly so there is no reason to hurry.

The foamed in place, positive foam floatation, is sufficient to float the boat with maximum recommended capacity of the boat hanging on the boat, even if the



boat were holed with water completely flooding the interior of the hull. Unless the hull is holed or a drain left open this condition should not occur.

After righting any water on the cockpit floor will run out the centerboard trunk. Any water that is on the lower level floor under the coach roof must be evacuated by bailing onto the cockpit floor with the water then running out the centerboard slot. Were the boat turtled there may be water in the aft stowage area. This water must also be bailed. Do not remove the transom drain plug for this would only fill the lazaret with more water. Before sailing check the drain plug in the lazaret. This plug is only to drain any water from the interior. Should this plug be loose any water can fill the interior. Check frequently!

The screw port at the bow provides access to an area for stowage of line, folding anchor etc. However, this access port, if left open, provides entry to the interior of the boat (between deck and hull). Should the boat be turtled the interior would flood with water. Be certain the port cover is secure each time after use.

#### TIPS OF SAILING, TUNING AND UNDERSTANDING YOUR BANDIT 17

##### THE SAIL

The best indicator of the proper attitude of the sail in relation to the wind is a ribbon punched through the sail with a darning needle, about three feet aft of the mast to a convenient height to view---half the ribbon on each side of the sail. The power in a sail, as developed by the wind, consists of positive pressure on the windward side and a low of less than atmospheric pressure on the lee side---both caused by flow of wind on the sail. The ribbon as blown by the flow of wind is an indication of the nature of the flow on the sail. Ideally, both the windward and leeward side should be streaming straight aft. If the ribbon on the leeward side is blowing upward or even forward, the sail is at a stall and wind flow is turbulent---the sail must either be paid off with the mainsheet or the boat pointed higher. The weather side ribbon is not as positive in its indication as the leeward side. However, if the weather side is blowing mostly up or even forward the sail needs to be pulled in or the boat sailed at more of an angle to the wind (lay off the wind more). Since the wind is constantly changing direction, there is a constant requirement to alter the direction of the boat to gain smooth flow of the wind as indicated by the ribbon through the sail.

##### SAILING TO WEATHER

Bandit 17 is sailed to weather the same as any other light, high-performance boat---hunting to weather in the lifts, laying off to drive through seas, and as high on the wind as possible while still maintaining boat speed.

For light wind conditions, the boom should be trimmed approximately to the corner of the transom. The jib in light going should not be in tight, as with the main, and the boat should be allowed to drive a few degrees off of going hard to weather. If drifting conditions are prevalent, 10-15 degrees of heel will help the sails maintain a somewhat "full" shape.

In medium to heavy conditions, the boom should be trimmed to the area between the transom corner and centerline. The jib should be continually trimmed tighter (or more flat) as the wind increases. In survival conditions, the jib should be in as tightly as possible with the main let out to keep the boat under control. In heavy conditions, downhaul pressure on the main should be increased to keep the draft forward in the sail and in turn, the boat in balance. Heeling due to the heavy air causes unequal forces on the boat's underwater surfaces, contributing to the boat rounding up to weather (weather helm). Heeling also displaces the CE to leeward of the CLR which will also produce weather helm. (CE - Center of effort, CLR - Center of lateral resistance) The combination of these two forces tend to produce more weather helm than desirable.

The Bandit 17 has full sections above the water line forward which contribute to the stability under sail. This full bow, while beneficial, in terms of stability, does, when heeled and pushed into the water, contribute to excess weather helm. Bandit 17 should be sailed as upright as possible or alternatively the main should be slacked a bit more and the centerboard hoisted a bit more than normal to retain light weather helm.

## REACHING

On reaches, the sail(s) should be trimmed according to the wind direction as discussed in the section on the sail. One will notice however, that as planning conditions develop and then hold, the sail(s) must be hauled in closer and closer. This is due to a shift in the apparent wind. (i.e. If one slowly drives a car down a road perpendicular to the wind, the wind may be observed to be blowing directly through one window and out the other on the opposite side of the car. As one speeds the car up to a much faster rate, the wind is now observed to be blowing straight at the car, with no wind being felt coming through the car. The resolution of the two forces of wind; the wind perpendicular to the car and the wind from straight ahead due to the car's motion, produces a wind direction of a few degrees from coming straight ahead.) The same thing happens to a lesser extent when the Bandit 17 begins to plane. The increase in boat speed causes the apparent wind to shift further ahead. In order to keep the sail(s) properly trimmed, it is then necessary to haul them in until once more in trim (the ribbons flowing back smoothly). Conversely, if the wind lightens or one drops off the plane and the boat speed decreases, expect the apparent wind to move aft; thus requiring the easing of the sails to keep them properly trimmed. When racing on the reaching leg, it is desirable in puffs to fall below the layline to the buoy. This gives one the option, when the wind lightens and moves aft, to head-up and thereby maintain boat speed.

When running downwind, vortices of air and wave action flowing off the sail produces a rolling, side-to-side motion. This may be alleviated by crew placement, as earlier discussed, or by holding the jib out on the side opposite the main. By doing this, the rolling force produced by the jib somewhat cancels the force produced by the main. Going "wing and wing" as it is called, reduces rolling and hence provides better boat speed since the boat is now sailing on her designed waterlines.

## MANEUVERS

In all light, high-performance boats, weight placement is critical in the

achievement of maximum performance, This is not an exception with the Bandit 17. When tacking, the tiller should be eased over to bring her about, not rammed over which will stall the rudder and slow the boat down. When the boat is head-to-wind, ones weight should be centered in the middle of the boat. As the boat continues its tack, weight should be moved to the new weather side. Failure to move ones weight smoothly to the new weather side may result in an unexpected capsize. If one doesn't make a smooth transition from one side of the boat to the other during a tack, and instead, just decides to jump over at the last moment, a capsize to weather may result. Tacks should be UNRUSHED, SMOOTH AND COORDINATED.

Jibes follow the same concept. In all winds up to heavy, the boom may be guided across the boat by merely grabbing the mainsheet tackle in one hand, allowing the boom to smoothly cross over the boat. In heavy winds, it may be necessary to pull in the mainsheet until the wind wants to fling the sail to the other side. As soon as the wind pressure is felt on the mainsheet, let the sheet run out through your hand. This procedure allows for the boom to come to a controlled stop and place the total force on the sail through the controlled drag of the mainsheet. If one chose not to pull in the mainsheet and then let it out; but instead just let the sail slam over, a capsize could result with the instant stopping of the sail on the opposite side---transferring all the force instantly to the boat; instead of the force being dissipated over a greater distance as when you let the mainsheet run out and transfer your weight to counteract that force.

Another safe method to use in these conditions is to sail by the lee, then keep sailing more and more by the lee until the wind catches the back of the mainsail and forces it to the other side of the boat. Now the main will just lie, streaming in the wind; the force being dissipated by the wind blowing across each side of the sail, making it luff.

#### OPERATION OF THE TILLER EXTENSION

The tiller extension is put on the Bandit 17 to allow the skipper adequate mobility and weight transfer over a range of area that otherwise would have been impossible. To smoothly operate the boat with the tiller extension, several ideas may make its handling considerably easier. When on a tack, the skipper always sitting on the weather side, should hold the extension on the side of his body that faces aft. On a starboard tack, the extension is held on your left side; on a port tack, it's held on your right side, grip the extension the same as you would grip another persons hand; just like you're shaking hands with the extension. The combination of these two ideas, allows one to have a maximum amount of comfort and maneuverability. When jibing or tacking, keep the tiller extension aft of yourself. This keeps it out of the way for your transfer to the other side. During the tack or jibe, it may be easiest as you're going across the center of the boat to point the extension aft and then retrieve it from the other side, completing an arc from one side to the aft, then to the other side. Just go out, remember a few of these ideas and practice maneuvers until the tiller extension feels as or more comfortable than the tiller itself.

When sailing the Bandit 17 rudder should be "full down". Raising the rudder part way or to the surface of the water increases the potential load that can

be applies. If sailing in shallow water or upon a beach with the rudder blade raised only apply gentle and slow pressure to the tiller. Heavy quick movements can break the rudderhead.

#### CAPACITY

Calculations for capacity, as described by the Federal Safe Boating Act, would enable the Bandit 17 to legally claim more than 1500 lbs. crew capacity. This capacity would require six cubic feet of foam to meet the minimum positive floatation standards. This positive foam floatation then provides sufficient reserve to float the maximum capacity provided the people are in the water clinging to the boat, assuming the boat is fully flooded.

Sail MFG considers over 1500 lbs. of crew aboard a 17' sailboat to be excessive. We have therefore reduced the capacity we could legally claim to 1100 lbs. Sail MFG also considers that when a damaged hull floods it must then serve as a life raft. The Bandit 17 has 50% more foam than is legally required providing enough reserve bouyancy for three two hundred pounders to sit on the boat even if fully flooded.

However, be assured, were you to sail the Bandit 17 in winds and seas heavy enough to require the 1100 lbs. of crew to hike to prevent capsize, you would probably break something. You are certainly safe enough to sail with this load aboard but take it easy on the boat---do not press her hard in these severe conditions. Conversely, with the normal racing crew aboard, say with three 200 pounders, drive her as hard as you wish---she will be fine.

#### SAFETY

When rigging the boat and raising the mast, look around and up high to make certain there are no power lines overhead or anywhere nearby that you might accidentally hit while launching the boat. Some power lines have not been adequately maintained and insulation may be non-existent. If a mast bumps into such a wire, or if a shroud wears through the insulation on a wire, electrocution may result to anyone touching the boat, trailer or car attached to the trailer.

If sailing in a climate where cold winters are prevalent; early spring and late fall sailing deserve special consideration. During these periods of the year, the water temperature is cold. Falling overboard in very cold water can result in death after three to five minutes of exposure. If you are planing to sail in these conditions, wear warm clothing (preferably a wetsuit and lifejacket).

In heavy air, lifejackets should be worn at all times because these winds place the greatest strain on boat and person, at times resulting in capsize, manoverboard or breakdowns. If one is involved in any of these occurences, the extra support a lifejacket provides while in the water will make the situation at hand much more manageable. If sailing in times of storm activity, and there seems to be a forthcoming electrical storm (as heard of the thunder from the lightning), head immediately to shore. A sailboat spar on an open body of water is by far the highest object. Lightning is attracted to such high objects. No grounding equipment is installed on the Bandit 17. Injury could result from a lightning strike, if caught in an electrical storm keep your hands off the spar and shroud wires or other metal parts.

## GASKETS

On the bottom of the hull, encompassing the perimeter of the centerboard slot, are the neoprene gaskets. These gaskets close together on and around the centerboard when it is up or down, making a tight seal to keep water from flowing inside the centerboard trunk and cockpit. (When water sloshes up into the centerboard trunk, water strikes the back edge of the trunk then falls forward, forming a movement of water within the trunk. This movement of water causes turbulence along the centerline of the boat, breaking down the flow of water; hence, slowing down the boat.) After a period of use, the gaskets lose their "liveliness" and cease to seal the centerboard trunk slot completely. As a result of this occurring, water sloshes into the centerboard trunk and then into the cockpit.

Inspect the gaskets periodically for deterioration and replace if warped or if water comes through them and into the cockpit while sailing.