

DINGO ASSEMBLY INSTRUCTIONS

STEP #1 (Illustrate)

- A. Make certain numbered markings on the hulls and beams match. Beams fit each boat individually and are not interchangeable.
- B. Insert main beam into one hull making certain the mast step on the beam is in the UP position.
- C. Drop a 3/8" stainless beam pin through the pin hole in the deck into the deck tube and the matching holes in the main beam. NOTE: Do not force the pin beyond the below deck seated position. The seal to prevent water entering could be dislodged.
- D. Install the rubber deck bungs into the pinholes.
- E. Insert the rear beam making certain the centerboard casting is in the DOWN position.
- F. Repeat steps C and D on the rear beam.

STEP #2 -- Assemble Remaining Hull to Beams

- A. Hold the assembled beams, with the hull on a suitable rest, slightly above the horizontal.
- B. Push the remaining hull on the main and rear beams. (Due to a tight fit of the beam in its socket, or the hull being pushed on slightly out of square, you may find it necessary to jiggle the hull back and forth to allow the pinholes in the deck to align with the holes in the beams.)
- C. Install the beam pins and deck bungs as in C and D above.

STEP #3 (Illustrate) -- Install Dacron Floor

Install with sleeve pocket on top side. NOTE: The floor is designed so that the weave of the fabric is diagonal across the floor. This permits pulling on one edge, reducing the width of the floor, and thereby tightening the three sides. Therefore, when pulling the floor aft, it may appear the floor is narrow.

- A. The roped edges of the floor are inserted and held in place by channels under the main beam and along each inboard side of the hulls.
- B. Start the top rope edge (the lacing is done at the bottom edge) into the channel at one side of the main beam. Pull through and across to the opposite hull.
- C. Start the side rope edge into the channels on each side of the hulls.
- D. One person should pull the floor from the bottom edge evenly all the way aft, while another person carefully guides the floor into the channels as it is being pulled.
- E. Insert the center floor support tube through the floor sleeve pocket by pushing the floor down.
- F. Pull the center floor support tube into the center castings on the main and rear beams and fasten with 1/4" stainless steel through bolts

ILLUSTRATE -- Lace the bottom edge of the floor to the rear beam. (Note all lacing passes under the rear beam and around the mainsheet traveler track spacers.) First, tie one end of 3/16 line through a grommet at one side of the floor. (This line is sufficiently long to lace from one side to the opposite side.) Second, after lacing loosely as illustrated, pull firmly aft at each individual wrapping of the lacing line to make the floor "drum tight." CAUTION: Too much tension will pull the grommets out of the dacron floor. Third, pass the lacing line through the last floor grommet, around the last spacer, back through the last floor grommet, and tie off the lacing line at the last floor grommet.

STEP #4 -- Install Rudder System

- A. Put the rudder to the stern. Insert rudder pin bottom to top (cotter pinhole at the top) through the rudder head gudgeon and transom gudgeon.
- B. Hold rudder pin in place by inserting cotter pin at the top of the rudder pin. (Earlier boats have port to starboard rudders identified by toe in on the tillers.)
- C. Install tiller connector and hiking stick. Drop holes in connector over the vertical stainless steel pins on the tiller ends. Insert washer and circular cotter pins in pinholes. NOTE: Change the tiller connector, end for end, if the hiking stick does not rotate horizontally.

STEP #5 (Illustrate) -- Install Centerboard on Rear Beam

- 3 3/8"
x 14 1/2"
- A. Put sterns of hulls high enough to make installation.
 - B. Bolt the centerboard retaining straps through the pre-drilled holes with 2-3/8 x 2" bolts.
 - C. Place the top of the centerboard in the fore and aft slot of the centerboard casting on the rear beam.
 - D. Place the centerboard retainer straps on the outside of the outboard centerboard castings on the rear beam.
 - E. Put a nut (9) on one end of the 3/8" diameter stainless centerboard pin.
 - F. Insert the centerboard pin through the retainer strap, outboard centerboard casting, middle centerboard casting, outboard centerboard casting and retainer strap.
 - G. Put a nut (10) on each exposed thread end of the centerboard pin.
 - H. Prick punch the threads on each end of the centerboard pin to prevent the nuts backing off in use.

STEP #6 (Illustrate) -- Centerboard Control Lines

NOTE: The centerboard has two control lines -- one to hold it UP and the other to hold it DOWN.

- A. Downhaul line -- run the heavy line up through the hole in the center support tube. Place the line in the clam cleat on the center support tube to keep the centerboard down.
- B. Take the pennant hoist line on the trailing edge of the centerboard and run it through under the mainsheet track. Tie the becket block to this line close against the cheek block on the center support tube (11). Tie the pennant hoist line to the pin of the becket block, pass the line through the cheek block, back around the sheave of the becket block, and then through the jam cleat. (The length of the pennant line to the

becket block should be so adjusted that the centerboard will be able to go full up and full down. Full up is the leading edge of the board above horizontal. Full down is the top of the board against the center support tube.)

- C. (Illustrate) Run the mainsheet halyard over the masthead. (1) Tie on the brass halyard shackle at the afterside the the masthead. (2) Tie a figure eight knot in the halyard so that the halyard shackle is close to the masthead when the knot is in the masthead halyard stop.

STEP #7 -- Stepping the Mast

(The Dingo mast (12) is on a pin set in the mast step to facilitate rotation. Drop a dime in the mast step on the center of the main beam as a bearing -- all boats should have a coin under the mast -- so sayeth the Ancient Mariner and Davy Jones.)

- A. Place the two shrouds and single upper forestay on the 5/16 shackle and through bolt on the mast hound.
- B. Lay the mast on the boat with the top aft and the bottom about even with the bows.
- C. Put the eye ends of the double bow forestays at the center hole of each forestay adjustor plate, fastening with a 3/16 stainless pin and circular cotter pin.
- D. Stand the mast up at the main beam with the butt on the ground.
- E. Lift mast straight up and set the butt pin in the mast step.
- F. Let mast rake aft against the forestay, steady sideways, while another person pins the shrouds. (Shroud tension is relatively unimportant. Make the shrouds as taut as you can to easily and conveniently hand pull on the shrouds.)

STEP #8 (Illustrate) -- Rigging the Mainsheet

- A. See Illustration.

STEP #9 -- Rigging Sail to Boom

- A. Fasten the tack and clew of the sail to the boom with pin and bolt provided

STEP #10 -- Hoisting the Mainsail

- A. Shackle the head of the sail to the halyard.
- B. Pull on halyard -- inserting bolt rope of the sail into the bell mouth track slot of the mast.
- C. Inserting the gooseneck slide (connection between boom and mast) in the mast slot at the base when sail is hoisted to the height permitting insertion of the slide.
- D. Continue pulling halyard until sail is hoisted to the masthead.
- E. Pull outward to engage the knot in the halyard into the halyard lock.
- F. Wrap the excess halyard by looping around the hooks on the side of the mast.

STEP #11 -- Downhaul System

NOTE: Since the mainsheet tackle is near the center of the boom, a mast slide stop is provided to prevent the sail being overstretched and a downhaul to hold the sail down when there is little tension on the mainsheet.

- A. Push down on the boom until the sail wrinkles along the mast are smoothed out and the maximum depth of the sail is about $1/3$ of the sail span aft of the mast.