

Before Going Sailing

- Crossbeam bolts should be finger tight plus 3/4 turn with a spanner. Always use a washer.
- Make sure the mast deck straps are secure over the mast deck ring.
- Put tape over D shackle pins and rings. Check regularly, to make sure they don't come undone.
- Check that the steering shackles and lines are secure before every trip.
- Make sure all control lines have a stopper knot in the end to keep them in the cleat and regularly check all lines for damage.
- Regularly check the securing nut on the tiller pivot, as it may work loose.
- Make sure the rudder retaining spring is secure and working.
- Drain water from the hulls.
- Make sure all the bungs are in. The hulls are then sealed and the cockpit is self-draining. They also have foam reserve buoyancy inside to ensure the boat will not sink even if holed.

When You Are Sailing

- Sit securely in the boat with feet braced if possible, to avoid falling over the side.
- Do not tie the painter rope around the crossbeams. Keep the end in the cockpit so that you can throw it to shore crew or rescue boats.
- Do not sail near a lee shore in rough weather. Tacking is slow, so you may stall the boat and be blown ashore.
- If you do stall in a tack, reverse the tiller and let the sail out to 90 degrees. When it fills, centre the tiller and pick up speed before sheeting in again to sail away from the shore. Keep the sail filled and don't let the speed drop or you will stall and be blown back towards the shore, which is very dangerous.
- If you get into trouble, signal for rescue sooner rather than later by raising and lowering arms, shouting, blowing a whistle or doing anything that will attract somebody's attention.
- If you fall out, stay with the boat. It is safer and rescue will find you more quickly. If you run aground, don't try to get out unless you are mobile enough to wade through waves. Brace yourself in the cockpit and wait for rescue.

After Sailing

- Make sure the boat is securely on its trolley before pulling it out of the water.
- When the sail is down, secure the boom so that it does not swing about and hit someone.
- Tie the boat down securely so that it will not rock or move when parked.

Builder from 2005—White Formula Ltd. 14 Regent's Road
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Design Category - D: Sheltered waters; small lakes, rivers & canals where conditions up to and including wind force 4 and significant wave heights up to & including 0.5m may be experienced

Model Date 1995 (revised to MK2a)
Boat Type Multihull / Sail powered
Loaded Weight - 335.62 kg. [recommended max. load = 190kg]
Unladen Weight - 145.62kg [main hull 81kg, sponsons 19kg ea.]
Max. Crew Crew limit = 2 persons
Main Dimensions - Overall length - 4.57 metres.
 Overall width - 3.50 metres
 Freeboard - 0.27 metres
 Max. draft - 0.45 metres
 Mast height - 6.37 metres
 Sail area - 7.5 sq. metres
 Crossbeam dia.- Front-2.5" Rear-3"
 Beam Bolts - Front M10x100mm
 - Rear M10x110mm

Flooding

Before launching ensure all hatches are closed And drain hole bungs are secured. Cockpit is self-draining and hulls contain internal foam flotation blocks to prevent sinking in case of hull damage.

Capsize

There is a small risk of capsize in very rough Weather and, as the boat would be impossible to right without considerable help, sailing in these conditions should be avoided.

Racing

2008 RYA Portsmouth yardstick rating = 1185