

Owners Manual

Flight Marine Limited
West View
Chidham Lane
Chidham
Chichester
PO18 8TD

Tel 01243 574365
Fax 01243 574365

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Introduction

This manual has been compiled to help you operate your Chichester Scow with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, it's systems, and information on its operation and maintenance. Please read it carefully, and familiarize yourself with the craft before using it.

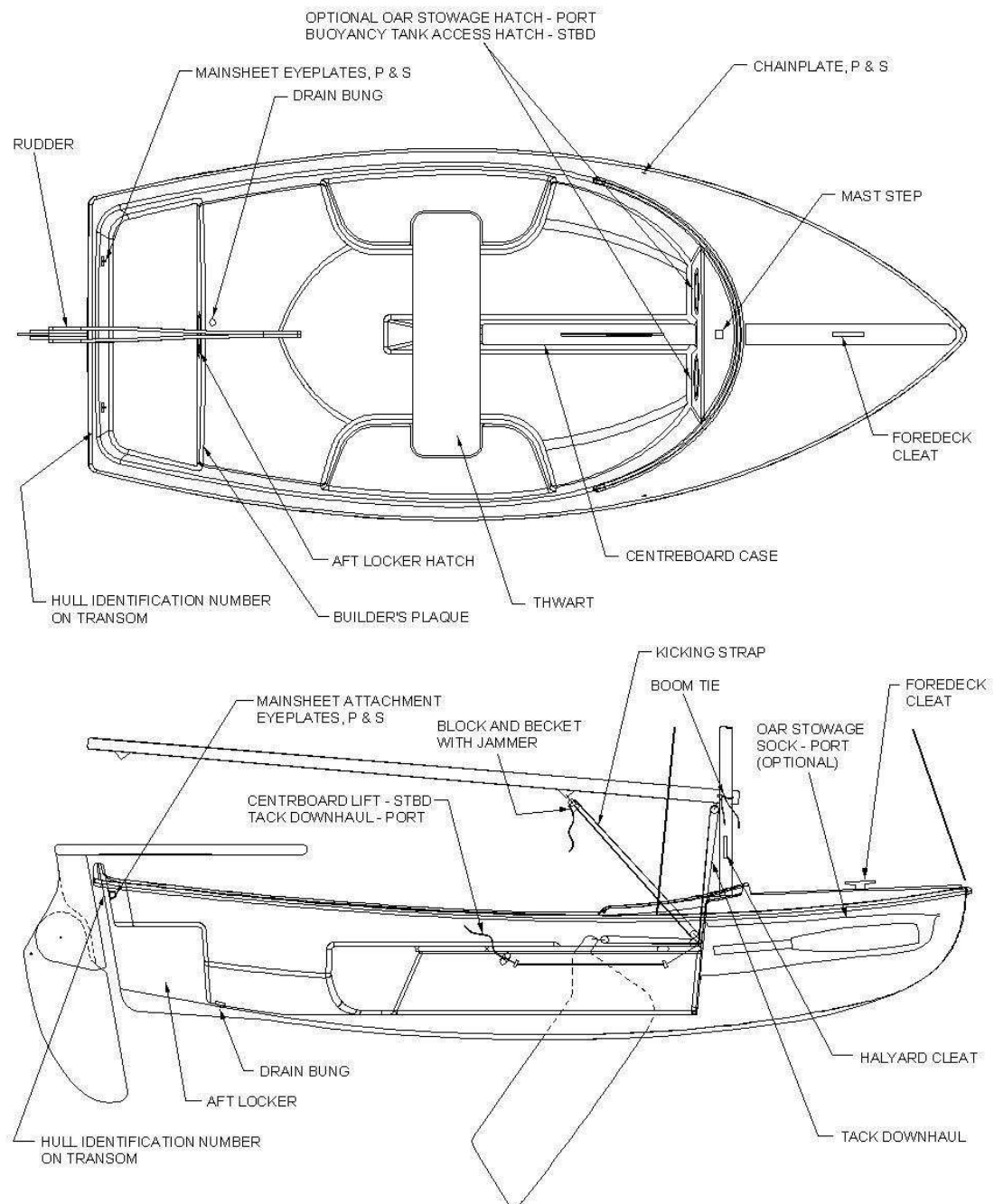
If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your yacht club or the Royal Yachting Association will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT ON TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

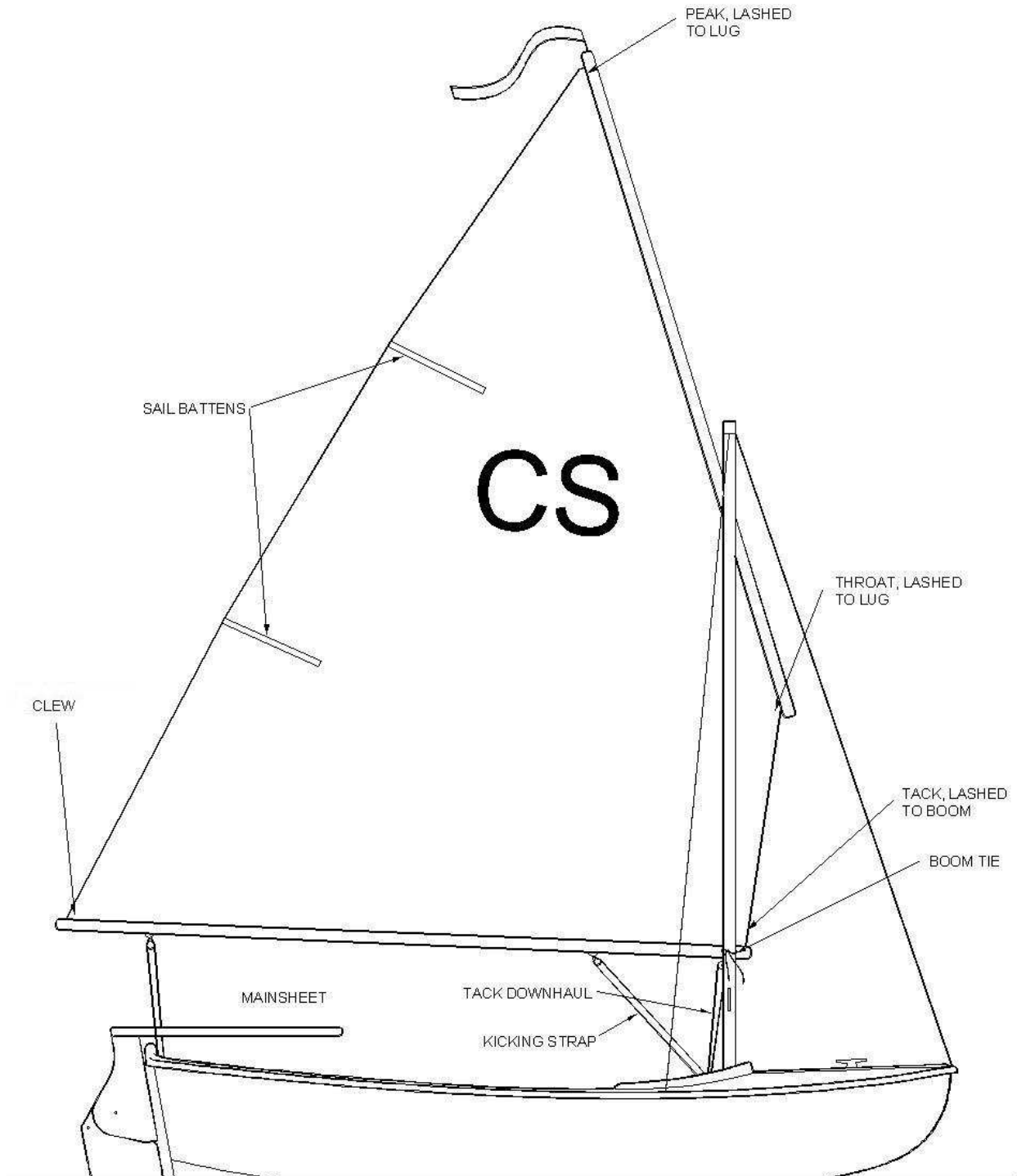
Principal dimensions and data

Length	3,43m	(11' 3")
Beam	1,47m	(4' 10")
Draught, plate up	0,2m	(8")
Draught, plate down	0,86m	(2' 10")
Sail Area	7m ²	(72 sq. feet)
Hull weight	105kg	(230lbs)
Recommended Maximum load	180kg	(395lbs)
R.C.D. Design category	'D'	

General Arrangement



Sailplan



Operation

Rigging the Chichester Scow

The mast is usually supplied with the standing rigging and the main halyard installed. However, when the mast is de-rigged for trailering or maintenance, the following instructions may be used.

The mast

The mast is very light and easy to step by one person.

Lay out the mast so that all parts of it can be easily reached. The main halyard should be run through the sheave at the masthead, and both ends secured to the cleats near the mast foot. The shrouds and forestay should then be attached to their eyeplates at the top of the mast and arranged so that the forestay points forward and the shrouds are pointing out to each side.



Rest the mast on the boat with the heel at the forward end and the head resting on the transom. Connect the shrouds to the chain plates, port and starboard, with the shackles supplied at the lower ends of each shroud.

Ensure the halyard is rigged and secured to the cleats at the bottom of the mast.



Raise the mast and stand it in the mast step in the deck moulding. With one hand gently keeping enough forward pressure to hold the mast up, find the forestay and move to the front of the boat, releasing the mast, but keeping enough tension in the forestay to prevent the mast falling aft. Finally, lace the forestay lanyard to the forestay attachment at the front of the foredeck, tension it and make the lashing secure.

It is worth looking up the mast to check the small shackles attaching the standing rigging the mast are lying correctly, and are not buckled in any way.

The amount of tension used in the forestay is up to the owner. It doesn't need a lot, but there should be enough to prevent and possibility of the mast jumping out of it's step, perhaps during a gibe!



Hatches and bungs

On standards boats there are two hatches to close; one to starboard in the forward cockpit bulkhead, just below the mast, and one for the locker below the aft seat. If the optional, stowable oar pack is fitted, there is another identical hatch in the forward cockpit bulkhead, on the port side.

Ensure that 'O' ring seals are located correctly around the hatch bezel. Then insert the hatch and turn it to the right to seal it. Screw in the hatch cover just enough to feel a good seal with the 'O' ring. If the hatch is screwed in too tightly it is possible to displace the 'O' ring seal. This can be visually checked.



The drain bung is located at the aft end of the cockpit sole. It should be inserted and screwed in until it makes a good seal. As the seal is also an 'O' ring, it does not need to be screwed in very tightly.

Centreboard

The boat is supplied with the centerboard lift system rigged. However, it's ball stopper position may need adjusting on the first sail. The ball stopper on the control line prevents the centreboard from falling down with a bump! Although the centreboard is not very heavy this could cause minor damage to the wood trim on the centerboard case. The position of the ball stopper can be adjusted to set the position of the centreboard to prevent this, and for upwind sailing by moving the knot in the centreboard control line.



Rudder

Make sure the rudder blade is in it's raised position, and the blade lift line is in it's cleat.

Locate the rudder on the pintles and lower it until it is captured by the clip mounted on the transom. The end of the shock-cord rudder downhaul should then be placed on the plastic hook under the tiller. This should be released when the boat is not in use to preserve its elasticity.



When sailing the blade is usually in it's fully lowered position. However, when using in a raised position, avoid applying large tiller forces. Never try to use the rudder as a means of propulsion.

Rigging and hoisting the sail

Slide the top edge of the sail into the groove in the lug and make the head of the sail fast with the lanyard. Do the same with the lanyard at the lower end of the lug. Slide the foot of the sail into the groove in the boom. Make fast the tack with it's lanyard. Rig the clew outhaul as shown below. Do not put excessive tension in the foot of the sail as it will flatten too much and become less powerful.



Tie the halyard from the aft side of the masthead to the bail on the lug using a bowline. Place the scow head to wind and hoist the sail, guiding the lug up between the port shroud and the mast. Belay the halyard on the starboard cleat at the foot of the mast, leaving about 5cm of halyard showing at the top of the mast on the aft side of the halyard sheave. If the lug is hoisted too high it's movement around the mast may be restricted.

The boom will now be hanging free. Guide it to the port side of the mast and run the end of the tack downhaul through the block at the forward boom bail and tie it down to the starboard eyeplate on the forward cockpit bulkhead. Use enough tension to stop the boom moving forward. The tack downhaul is usually left rigged after sailing, so the above is usually unnecessary.



A boom tie is used to keep the front end of the boom next to the mast, and also to react against kicking strap forces. This is the red line on the forward end of the boom. With the boom in the position shown in the sailplan, take the boom tie around the mast, inside the halyards, and tie both ends together with a reef knot. This should be done without any tension on the kicking strap. The amount of tension in the boom tie affects the fore and aft position of the boom, and the height of it above the cockpit. It can be adjusted to the owner's preferred position for performance and comfort.



Tie one end of the mainsheet to eyeplate on the port inner side of the transom using a bowline. Thread the running end of the mainsheet through the block on the end of the boom and then the block on the starboard inner side of the transom. Tie a 'figure of eight' knot near the running end of the mainsheet. The mainsheet is usually left rigged when the boat is not in use. It is still worth checking the bowline and figure of eight knots are secure.

The kicking strap is rigged with a single block at the lower end, and the block and becket incorporating a control line jammer at the upper end on the lower side

Foredeck

The painter should have one end tied through the foredeck cleat. The loose end can be coiled and dropped in the cockpit. However, it may be run through the forestay attachment first, if you prefer. The painter is a buoyant line, 5 metres long, and may be used to assist in capsized recovery. This procedure is explained in the appendix to this manual, and may also be found on our website at <http://flightmarine.net/>

A few final checks:-

Ensure the bung is in.

Check the tank hatches are secure.

The centreboard control should be cleated in raised position.

Ensure the rudder is secure.

The mainsheet should be ready for use and not tangled.

Check the forestay lacing and the shroud shackles are secure on their deck fittings.

Your Chichester Scow is now ready to launch and sail.

Safety tips

CAUTION

Do not attempt to stand or walk on the foredeck of the Chichester Scow. The foredeck is not designed for concentrated loads. Furthermore, when afloat, the Chichester Scow will lose stability as the foredeck is loaded, especially if the person attempting to stand on it grabs hold of the mast or rigging in an attempt to steady themselves.

CAUTION

Do not use an outboard motor on, or attempt to fit an outboard motor bracket to the Chichester Scow. It is not currently designed for power driven use.

WARNING

Wear a buoyancy aid or life jacket.

CAUTION

Keep a good lookout at all times.

CAUTION

Observe the International Regulations for Preventing Collisions at Sea. Be aware of, and observe any other local regulations that apply.

CAUTION

Wear sufficient clothing to stay warm.

CAUTION

Use adequate sun protection.

Storage and Maintenance

After sailing, rinse off any salt water and drain the boat. Open the forward buoyancy tank hatch and sponge out any water.

Release any tension in the sail by untying a lanyard at one end of the lug and one end of the boom. Try to leave the bow raised slightly so the boat drains (leaving the rear bung out).

Put the cover on.

During the winter the boat may be stored as above, but should be checked periodically to ensure the cover remains taut and the boat is dry. Alternatively, the mast may be lowered, and the hull stored upside-down. In this case, make sure the bow is lower than the stern, enough that no water can lay in the centreboard slot under the thwart.

Chichester Scows are designed to require little winter maintenance.

The GRP parts just need washing, and perhaps polishing with a GRP boat polish. Avoid using any cleaning or polishing products containing silicone or harsh abrasive additives.

A good season's use may leave your Chichester Scow with minor gelcoat scuffs, scratches or cracks. It is possible that the owner can carefully polish out very minor damage, but heavier gelcoat damage is repairable also. Please contact Flight Marine Limited for details.

The wooden parts may need re-varnishing. The rudder is easily removed and dismantled for maintenance. The thwart and centerboard case trim can be removed also, by undoing their fixing screws. Then all varnish work may be done off the boat.

It is worth checking that all fittings attached to the boat are still secure, functioning and undamaged, particularly the shroud and forestay attachments. Check also the rigging attachments to the mast, and the main halyard sheave. Check the rudder blade and stock for any signs of oversteering.

The sail may be washed manually or sent to a sail maker to be laundered. Running rigging may need washing, but if you regularly rinse the boat in fresh water during the season this is probably unnecessary.

Warranty

We hope that you can enjoy your Chichester Scow without problems. However, if your Chichester Scow develops some fault in the period of one year from the date of delivery that is due to faulty workmanship, defective material or fittings, Flight Marine Limited undertakes to correct this free of charge.

The above undertaking does not affect your statutory rights.

Flight Marine Limited is the sole dealership for it's craft, and can be contacted at:-

Flight Marine Limited
West View
Chidham Lane
Chidham
Near Chichester
West Sussex
PO18 8TD

Tel. 01243 574365

Email: manager@flightmarine.net

**DECLARATION OF CONFORMITY
RECREATIONAL CRAFT**

Directive 94/25/EC

Name of the manufacturer: Flight Marine Limited

Address: West View
Chidham Lane
Chidham
West Sussex
PO18 8TD

Country: GB Great Britain

Conformity assessment module used: A

DESCRIPTION OF THE CRAFT

Craft Identification Number (CIN)

Brand name of the craft: Chichester Scow

Type or number CS 63

Design category D

Type of craft 01 sailing boat

Type of hull 01 monohull

Deck 03 open

Construction material 02 fibre reinforced plastic

Propulsion 01 sail

Type of engine 04 none

Maximum recommended engine power engine not recommended

Length of hull 3,43m

Beam of hull 1,47m

Draught 0,2m / 0,86m

I declare at my own and sole responsibility that the craft mentioned above complies with all applicable essential safety requirements in the way mentioned overleaf.

Name: _____ Signature and title: _____

Date: ____/____/____ _____

ESSENTIAL SAFETY REQUIREMENTS

General requirements	94/25/EC
Builders plate	BS EN ISO 14945
Small craft hull identification	BS EN ISO 10087:2003
Protection from falling overboard And reboarding	BS EN ISO 15085:2003
Owner's manual	BS EN ISO 10240:1996
Structure	EN ISO 12215-1:2000 EN ISO 12215-4:2002 EN ISO 12215-5:2004
Stability and freeboard	BS EN ISO 12217-3:2002
Maximum recommended load	BS EN ISO 14946:2001
Bilge pumping	BS EN ISO 15083:2003