

SNARK BOATS

OWNERS MANUAL

SUNCHASER I MODEL NO: SB 172

- **Safety**
- **Specifications**
- **Maintenance**
- **Assembly**
- **Transportation**
- **Replacement Parts**

SPECIFICATIONS

Length 12'
Beam 4'8"

Sail Area 72 sq. ft.
Crew Capacity 900 lbs.

NOTICE

- *Do not allow raw gasoline or other petroleum based products to come in contact with styrene (core of hull).
- *Standing in boat on land may cause delamination of hull covering.

IMPORTANT

OWNER'S RESPONSIBILITY

BE SURE TO READ THE FOLLOWING BEFORE LAUNCHING YOUR SAILBOAT

- Before operating your boat, read the Snark Sailing Manual carefully and be thoroughly familiar with the rules for safe operation.
- Do not overload your boat. Capacities are clearly stated on the Capacity Information Plate located on the transom of the boat.
- The Sunchaser I is a small boat and caution must always be used, particularly when operating on open bodies of water where conditions can be unexpectedly severe.
- Always carry a Coast Guard approved personal flotation device for each person aboard and check with local authorities for regulations governing registration and operation of your boat. If capsizing should occur, stay with your boat until help arrives. It will not sink and it is far easier for rescuers to see than a lone swimmer.
- Transporting any boat on a cartop rack places considerable stress on the hull unless properly supported. Care must be used in adjusting straps, cables and clamps to prevent excessive pressure on the boat. The boat should rest inverted on its gunwales. Padding should be placed between the gunwales and the cartop carrier to prevent chaffing. In addition to securing the boat to the cartop carrier, the bow and stern should be secured to the vehicle to prevent longitudinal movement.
- To minimize needless wear and excessive scratching avoid dragging your boat over abrasive surfaces such as concrete launching ramps, coral or rocky beaches, garage floors, etc.
- Cleaning your Sunchaser I is easily accomplished with soap and water and a brush. Avoid strong detergents, alkalis and organic solvents. Suntan oils, cosmetics, and grease should be removed promptly to avoid permanent stains. Over a period of time, sunlight may cause fading. Periodic waxing will help prevent this discoloration.
- The Armor Clad™ construction is exceptionally strong, but like other boat construction materials, it is not indestructible. The Sunchaser I will absorb impact exceptionally well. However, severe localized impact can cause a fracture. (It is improbable that the fracture would affect more than the impacted skin and the adjacent foam.) Repairs can be made relatively easily using the Armor Clad™ Repair Kit.

ASSEMBLY

A. DAGGERBOARD ASSEMBLY

1. Attach daggerboard top plate, (Item 9) to daggerboard with 2 1/4" long flat head screw, washer and nut (Items 19, 47 & 43). (See Detail D).

B. RUDDER ASSEMBLY

1. First, attach rudder pivot (Item 1) to rudder frame, (Item 3) (see Detail C). It may be less difficult if the bolts (Item 18) are assembled from the inside of the rudder frame and the nuts (Item 14) go on the rudder pivot.
2. Install rudder (Item 8) with one (1) large rudder washer (Item 2) on each side into rudder frame (Item 3) using 3/8" x 2" bolt and lock nut (Items 15 & 16). Ensure two washers are **inside** rudder frame. This nut should be snug but permit rudder to "kick up" if necessary.
3. Attach tiller (Item 29) to rudder frame (see Detail C). Don't over tighten pivot bolt and nut (Items 14 & 37). Tiller should be free to pivot. Attach black plastic clip (Item 40) with selftapping screw (Item 45) and slip square plastic cap (Item 28) on the end.
4. Now attach hiking tiller pivot (Item 34) with 1/4" x 1 1/2" truss head screw (Item 37). This screw has a slightly flat head and must also be able to pivot.
5. Attach hiking tiller (Item 31) to hiking tiller pivot (Item 34) using truss head screw and nut (Items 37 & 14). Place plastic cap (Item 38) on end of hiking tiller as shown in Detail C.
6. The rudder assembly is attached to the hull with the rudder hinge pin (Item 26). A small line (Item 48) is to be tied thru hole in hinge pin and hole in the side of rudder plate (see Detail C).

C. CLEAT ASSEMBLY

1. On the left hand side of the aft deck fix the large jam cleat (Item 54) to the hull in the depressed area near the fairlead with No. 10 x 1" long selftapping screw (Item 20). **NOTE:** The pointed end of the "V" shaped hole **must** point aft.

D. RIGGING THE SAIL

1. Push plastic caps (Item 22) on end of gaff extension (Item 10), gaff (Item 5) and on both ends of boom (Item 6). Insert small end of gaff extension in to the end of the gaff which has no holes.
2. Spread sail (Item 49) out on ground. Insert gaff assembly in forward sleeve of sail. Insert boom in bottom sleeve of sail. The end with two holes goes to the rear of the sail. Join gaff and boom together with joined eye bolt (Item 23) and lock nut (Item 12). Install eye bolt and lock nut in the end of gaff extension with the eye on the same side of the gaff as the joined eye bolt. Next insert eye bolt and lock nut in hole of gaff at cut out in sail. Keeping eye on opposite side of the gaff from the joined eye bolt. Tie one end of #6 line (Item 32) to this eye bolt in the hole at the end of the boom. Insert eye bolt and lock nut with eye on the same side of the boom as the joined eye bolt. Secure pulley assembly (Item 46) with lock nut (Item 12) in the second hole from the end of the boom. Pulley must be on the opposite side of boom from the eye bolts.
3. Using small sections of line provided on each end of sail to secure to spars, tie the top and aft of sail to the eye bolts. The front of the sail is tied to the joined eye bolts.
4. Run #6 line (Item 32) (this line is called the main halyard) thru mast cap (Item 21) secure in place with knot so line will not fall out. Place mast (Item 4) in mast step in hull.
5. Place spar and sail assembly in boat next to mast. Locate boom guide (Item 13). Slip boom guide around mast and slip thru pre-drilled holes in boom located in bottom cut out on sail. Secure with 3/8-16 lock nuts (Item 15). (See Detail A). Tie one end of main halyard (Item 32) to the unused eye bolt in the gaff located in the cut out in the forward area of the sail. "Hoist sail," and tie off on one of the deck cleats.
6. Tie one end of the large line (Item 25) to the fair lead on the right hand side of the aft deck (see Detail B). (A bowline or half hitch knot is recommended—see your Sailing Manual). Then thread up thru pulley on boom, back down thru the left hand fair lead and across the large jam cleat. (This line is called the main sheet and controls the position of the main sail while sailing). A figure "8" knot is suggested in the end of this line. (See Sailing Manual).
7. To remove mast after sailing, lower spars and lift mast step thru boom guide. To step mast for sailing, slide mast thru boom guide and seat into mast step.

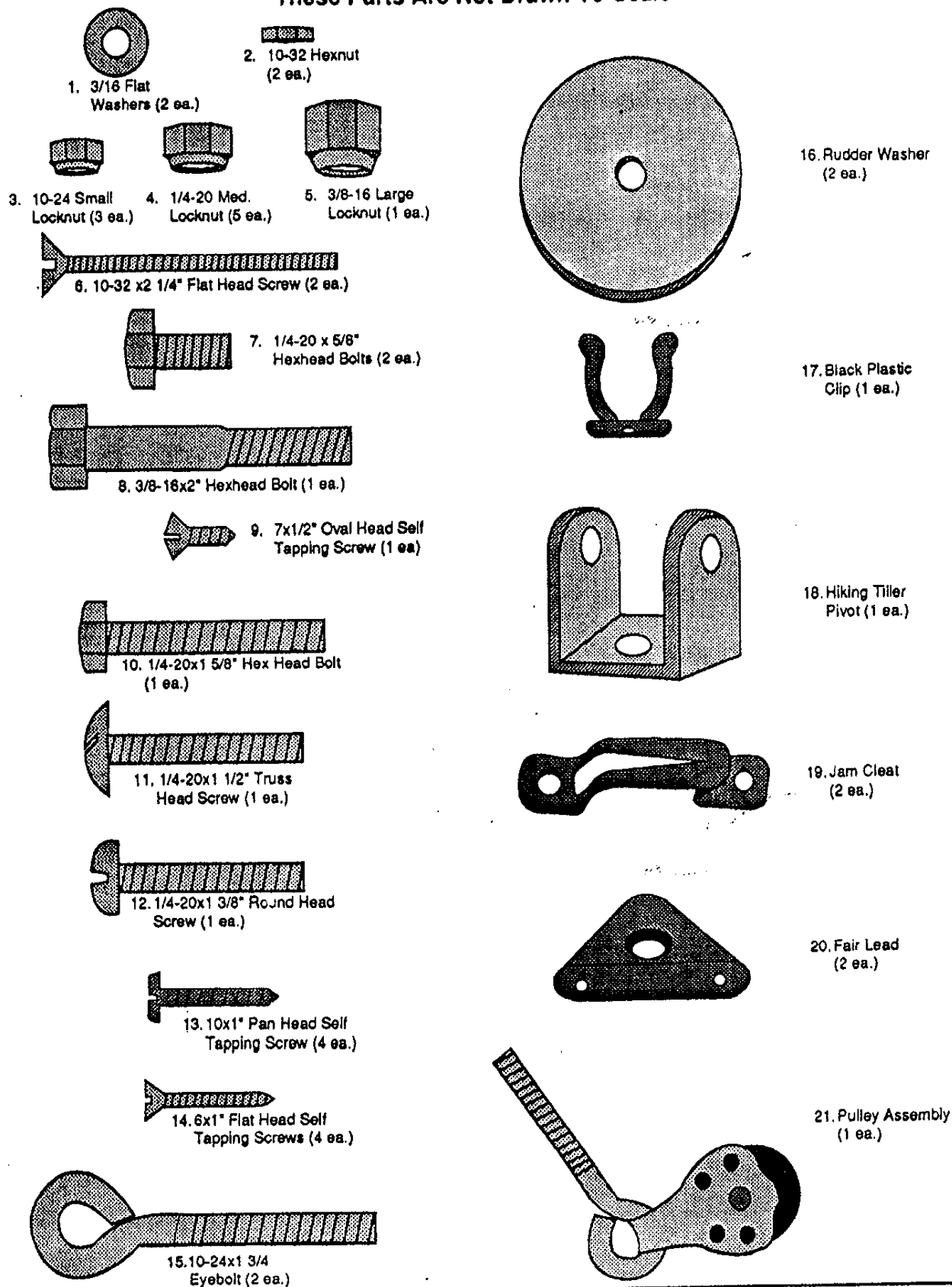
TRANSPORTING YOUR SAILBOAT

Cartopping is an easy and inexpensive way to transport your boat. A good quality cartop carrier is a worthwhile investment. In cartopping your boat, it should be upside down with the bow forward on the car. It should be positioned so there is equal overhang from the carriers both fore and aft and sideways. The straps provided with your carrier should be secure and do 100% of the holding of your boat. Safety lines may be tied from the bow eye to the front bumper and from the rudder bracket to the rear bumper. These are safety lines only, should the main straps loosen. These lines should be snug—Not Tight. Boats have survived "flights" from car tops onto expressways, but, we would rather not see you in this situation. Cartop safely and check the straps frequently.

Should you choose to trailer your boat, it should be on a bar or pad type trailer. **Do not use a roller type trailer**, as the rollers do not spread out the weight load, and can cause damage to your hull.

FIGURE 2

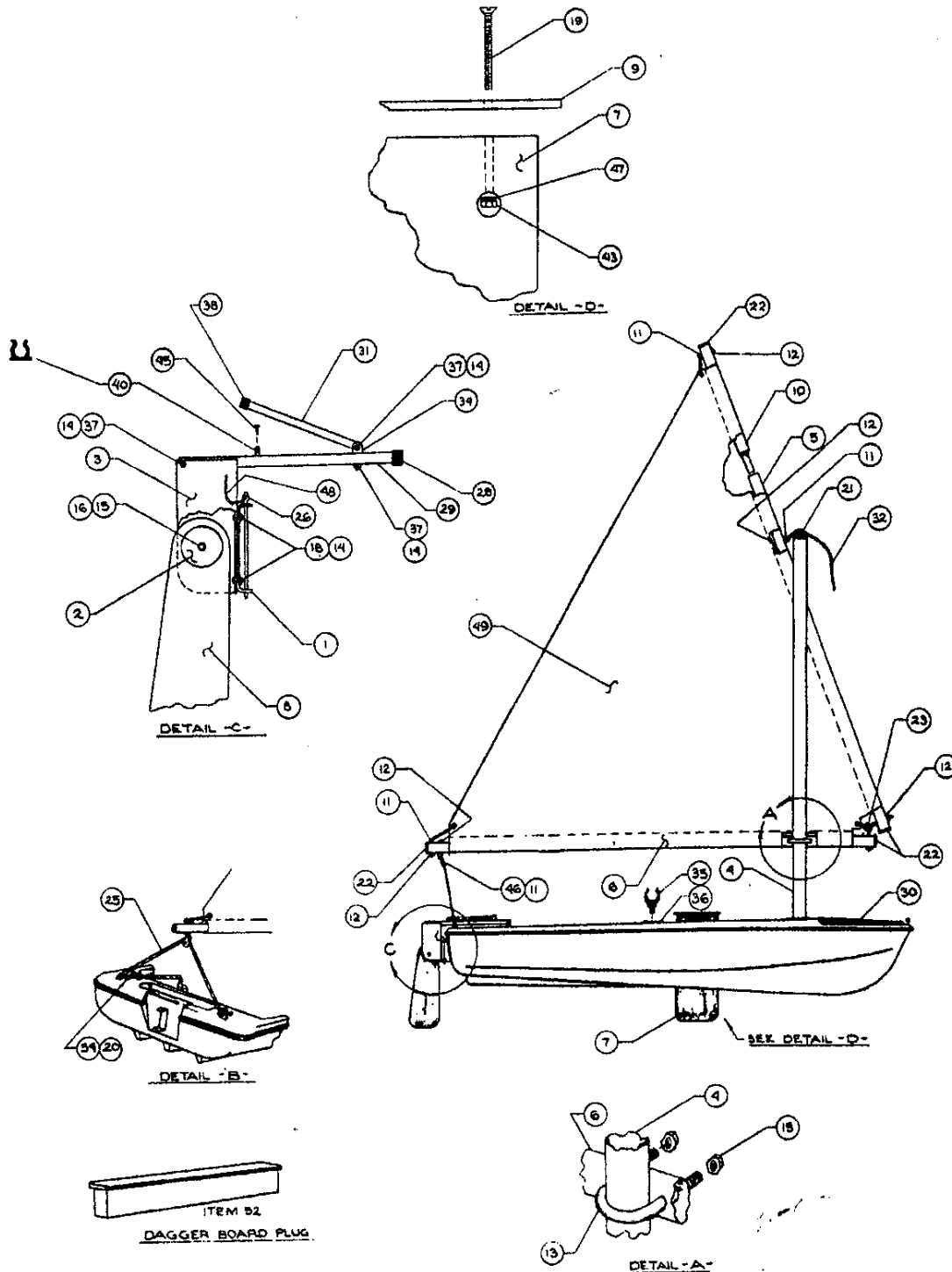
These Parts Are Not Drawn To Scale



MAINTENANCE

YOUR BOAT: Your boat should be kept inside or covered when not in use. Avoid long periods of exposure to direct sunlight or weather. To minimize needless wear and excessive scratching, avoid dragging your boat over abrasive surfaces such as concrete launching ramps, coral, rocky beaches, garage floors, etc.

CAUTION: If the ABS skin is fractured and the EPS foam core exposed, gasoline or oil spillage will cause damage. Repairs to the exposed area should be made immediately using the Epoxy Repair Kit available from Snark Boats.





SNARK BOATS

REVISED PARTS

SUNCHASER I

#40026 SAIL
#40011 BOOM
#74573 GAFF
#74576 GAFF EXTENSION
#74570 MAST W/CAP
#31460 MAST CAP
#P14500 END CAPS (SET OF 4)
#P31540 JOINTED EYEBOLT ASSEMBLY
#P21000 PULLEY ASSEMBLY
#P12700 EYEBOLT ASSEMBLY (SET OF 3)
#P74580 BOOM GUIDE ASSEMBLY
#15000 #12 LINE
#16800 #6 LINE
#23400 DAGGERBOARD PLUG
#P11610 DAGGERBOARD ASSEMBLY
#11700 DAGGERBOARD TOP PLATE
#21200 HATCH COVER (LEFT OR RIGHT)
#11620 RUDDER BLADE
#P13400 RUDDER HARDWARE
#11400 RUDDER FRAME
#P10300 RUDDER PIVOT ASSEMBLY
#P20000 RUDDER TRANSOM PLATE ASSEMBLY
#P10400 RUDDER TRANSOM PIVOT ASSEMBLY
#P15700 TILLER ASSEMBLY
#P16600 HIKING TILLER ASSEMBLY
#P17100 TILLER PIVOT
#P15100 RUDDER HINGE PIN ASSEMBLY
#P29400 BULLSEYE FAIRLEAD ASM. (SET OF 2)
#P40122 LG CLAM CLEAT ASSEMBLY
#30910 OARLOCK HORN
#30900 OARLOCK SOCKET ASSEMBLY
#P14300 MAST RING ASSEMBLY
#P12500 BOWEYE (SET OF 2)
#P40020 RUBRAIL W/GLUE
#P40130 RUDDER & TILLER ASSEMBLY
#P27500 HATCH COVER HINGES (SET OF 2)
#P27400 LATCH BRACKET ASSEMBLY (SET OF 2)
#P89180 SAIL ASSEMBLY
#HSB172 HULL ONLY