

Dart 18

OWNER'S MANUAL

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**RIGGING GUIDE
OWNER'S INFORMATION
USEFUL LINKS**

RIGGING GUIDE – DART 18

The DART 18 Rigging Guide is a comprehensive guide to rigging your DART 18.
Due to production supplies certain parts may be slightly modified from those shown.

This instruction manual is not a guide to sailing your craft and should not be considered as suitable for the purpose of learning to sail a catamaran.

Windsport recommend “The Catamaran Book” by Tom & Brian Phipps.

For additional help contact WINDSPORT INTERNATIONAL :

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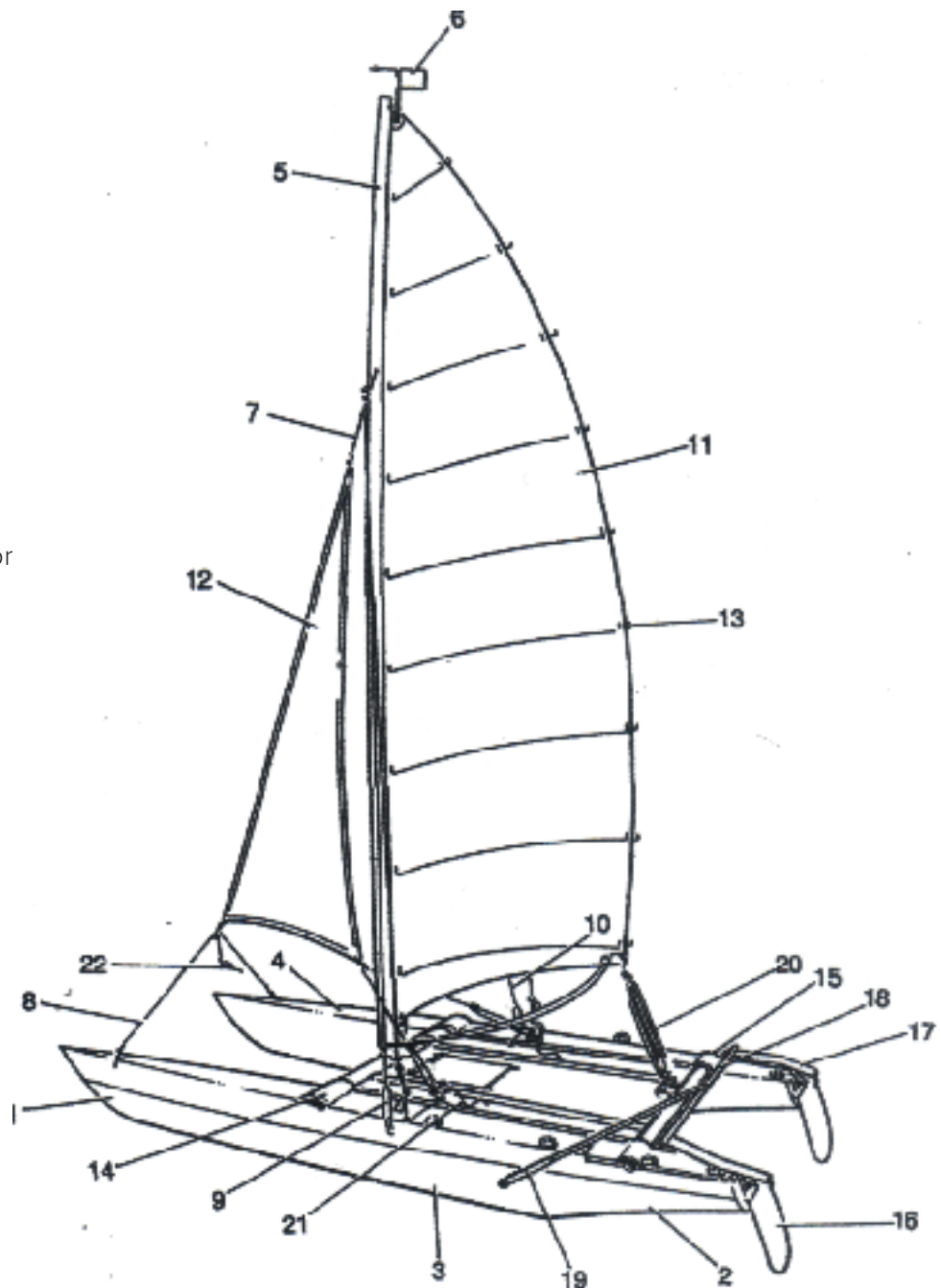
RIGGING GUIDE

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GLOSSARY

Aft -	Towards the back of the boat
Batten -	Plastic strip put into the sail
Bow -	Front of the boat
Burgee -	Flag flown from top of mast
Bridle Wire -	Connecting bow to forestay
Clew -	Lower back end of sail
Foot -	Bottom edge of sail
Forward -	Towards the boat front
Forestay -	Front wire supporting mast
Gunwhale -	Outer edge of boat
Halyard -	Rope or wire used to hoist/lower sails
Head -	Top corner of sail
Hounds -	Connecting point for wires
Jib Sheet -	Rope used to control position of jib when under sail
Leech -	Trailing edge of sail
Luff -	Front edge of sail
Main Sheet -	Rope controlling the position of main sail
Mast Heel -	Casting at base of mast
Shackle -	U-shaped piece of metal secured with a pin, used for securing halyards to sails
Shroud -	Wire securing mast in position and preventing it from falling sideways
Stern -	Aft-most area of boat
Tack -	Lower forward corner of sail
Tiller -	Length of aluminium which fits into the rudder head to allow steering
Tiller Extension -	Length of aluminium connected to the tiller by a universal joint which allows steering whilst leaning out.
Trapeze Wire -	Wire used to extend the body beyond gunwhale of boat
Transom -	Flat area across the back of boat to which the rudder is hung
Windward -	Side of boat opposite to which the mainsail is set when sailing
Leeward -	Side of boat on which the mainsail is set when sailing
Port -	Left-hand side of craft looking forward
Starboard -	Right-hand side of craft looking forward

- 1 Bow
- 2 Stern
- 3 Port Hull
- 4 Stbd Hull
- 5 Mast
- 6 Burgee
- 7 Forestay
- 8 Bridle Wires
- 9 Port shroud
- 10 Stbd shroud
- 11 Mainsail
- 12 Jib
- 13 Battens x 9
- 14 Main beam
- 15 Rear beam
- 16 Port rudder
- 17 Stbd tiller arm
- 18 Connecting Bar
- 19 Tiller extension
- 20 Main sheet
- 21 Jib sheet
- 22 Downwind indicator



REMOVING CATARMARAN FROM TRAILER

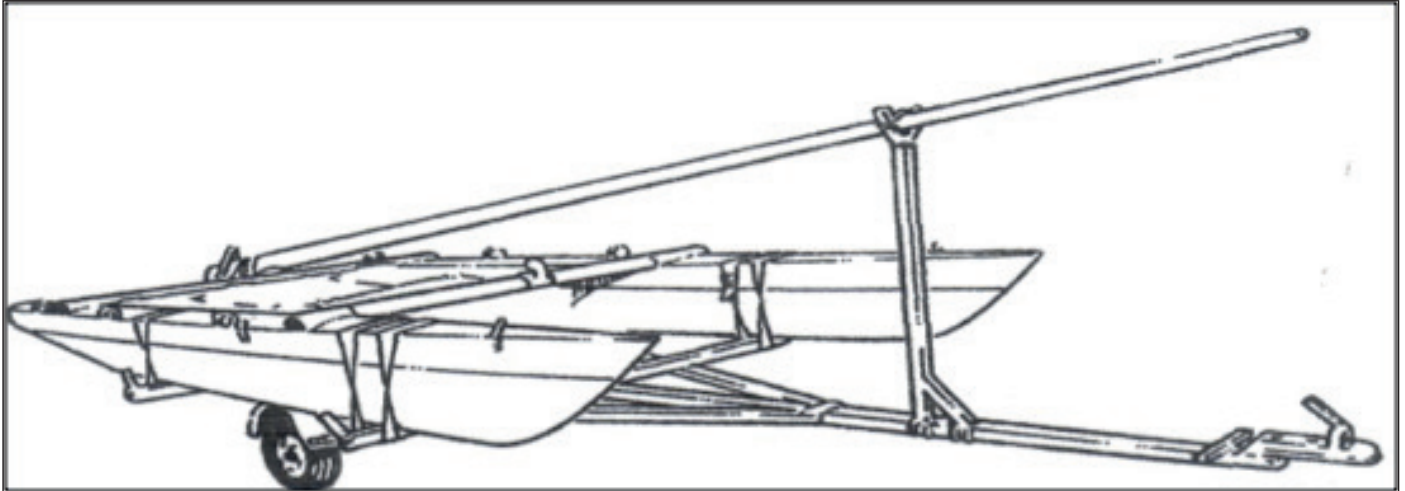


Fig 1 - Trailer (towing assembled)

- Remove all securing straps.
- Remove all spars, sails and other equipment.
- Place launching trolley at back of trailer under hulls.
- Pull the boat back until the keels rest on the launching trolley cups.
- Lift the bow and wheel the craft backwards.
- Lay out all parts of the boat and identify with the contents list (Fig 1)

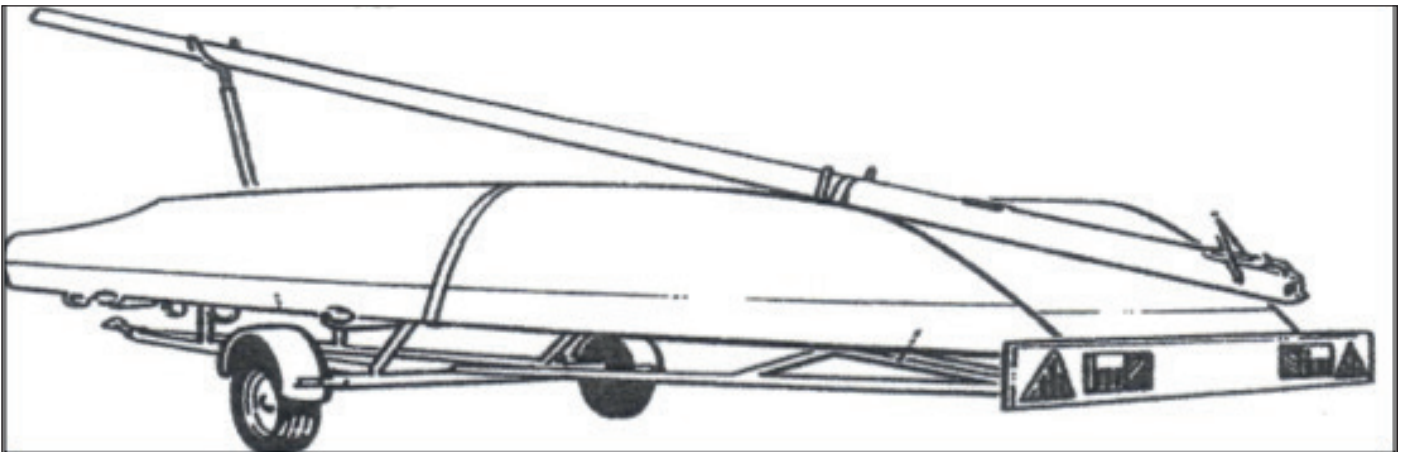
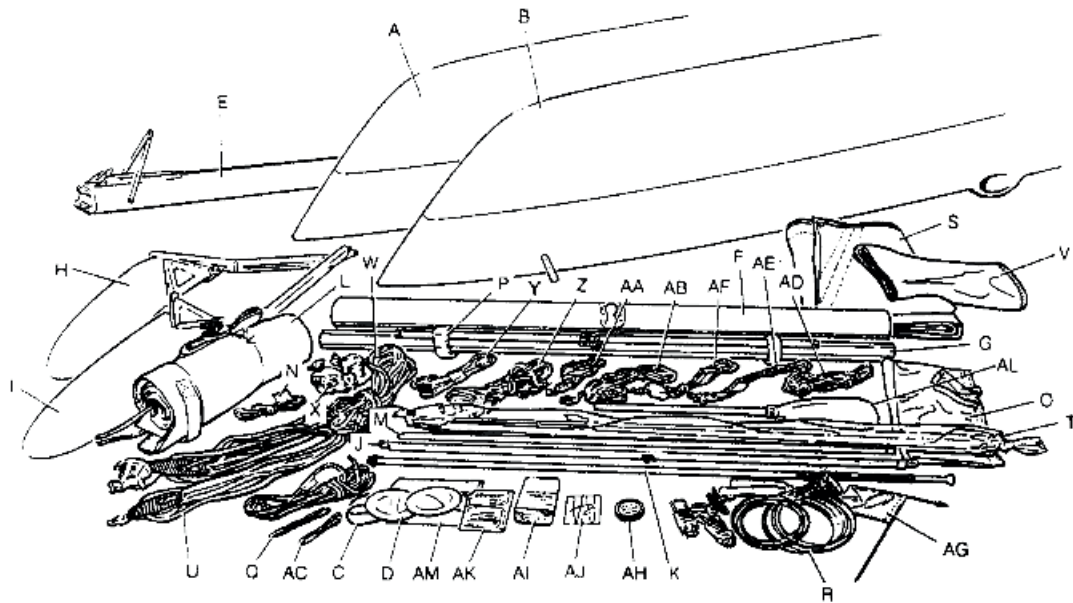


Fig 2 - Trailer (towing broken down)

- Remove all securing straps.
- Remove all spars, sails and other equipment.
- Slide each hull off its securing rack and place on ground using suitable protection
- Lay out all parts of boat and identify with contents list (Fig 1)



- | | | | | | | | |
|---|------------------|---|------------------------|----|---------------------|----|-----------------------------------|
| A | Port hull | K | Tiller extension | U | Main sheet system | AF | Spanner line |
| B | Starboard hull | L | Trampoline | V | Jib | AG | Burgee |
| C | 'O' Rings x2 | M | Trampoline tube | W | Jib sheet | AH | Adhesive tape |
| D | Hatch covers x2 | N | Trampoline lacing line | X | Jib sheet block x2 | AI | Sponge |
| E | Mast | O | Trampoline satchel | Z | Main Halyard | AJ | Wind indicator |
| F | Main beam | P | Toe straps | AA | Main sail down haul | AK | Knife/shackle key |
| G | Rear beam | Q | Forestay line | AB | Jib Halyard | AL | Paddle |
| H | Port rudder | R | Standing rigging | AC | Jib down haul line | AM | Instructional manual/sail numbers |
| I | Starboard rudder | S | Main sail | AD | Traveller line | | |
| J | Connecting bar | T | Main sail battens x9 | AE | Restraining line x2 | | |

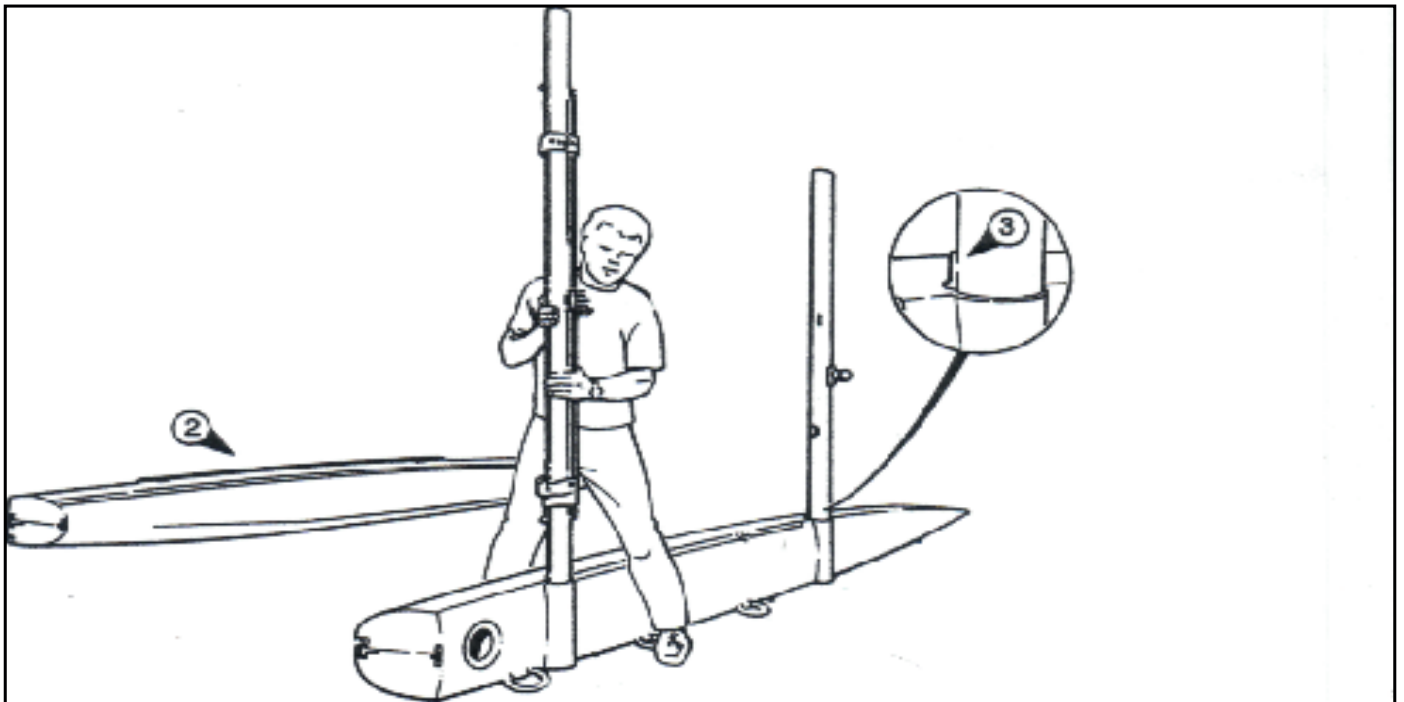
RIGGING A DART 18

- Place the hulls on a flat area of ground approx. 3 metres apart with the trampoline track facing upper most

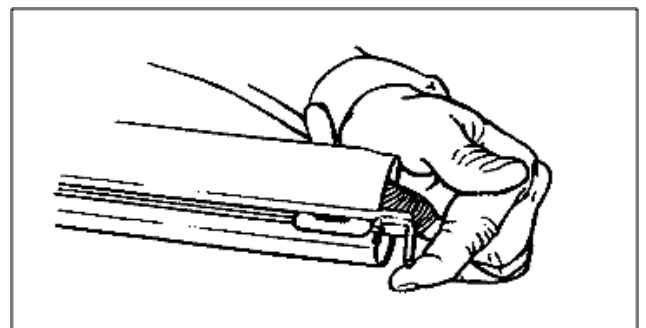
(Fig 2) (If a suitable area is unavailable use 4 tyres or similar to protect your craft).

- Select the main beam, Part F. (check that mast ball faces the deck before insertion).
- Slide the beam into the housing on one hull until the thrust pad meets the hull (Fig 3)
- Select the rear beam, Part G.
(See Additional Dart 18 Assembly Notes at the end of the Rigging Section).

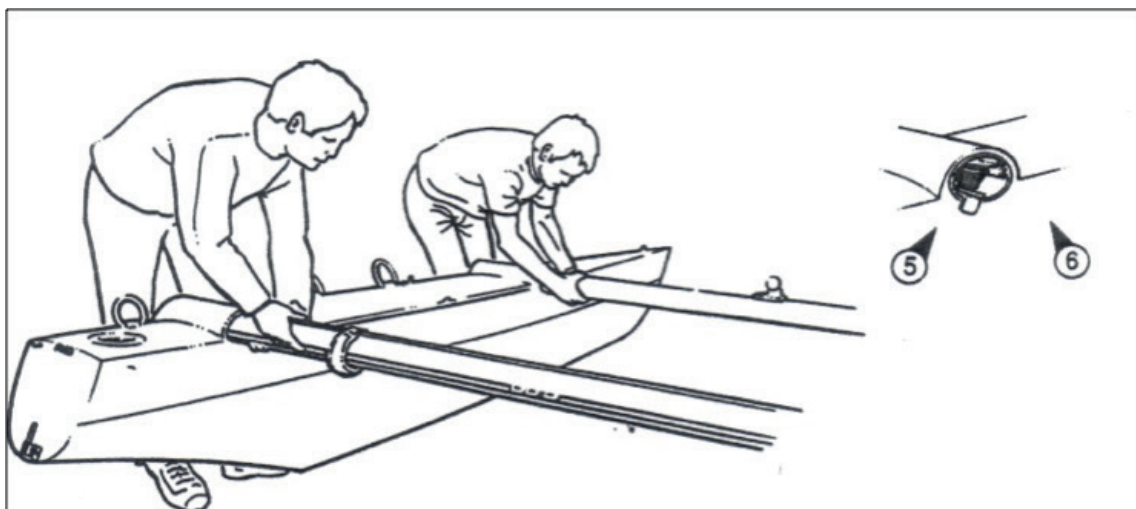
Check that the traveller track faces the deck before insertion. Attach the traveller unit and tow straps.



- Raise the retaining clip at the beam end by pressing the spring to one side.
- Insert the rear beam into its housing and slide home until the thrust pad meets the hull.

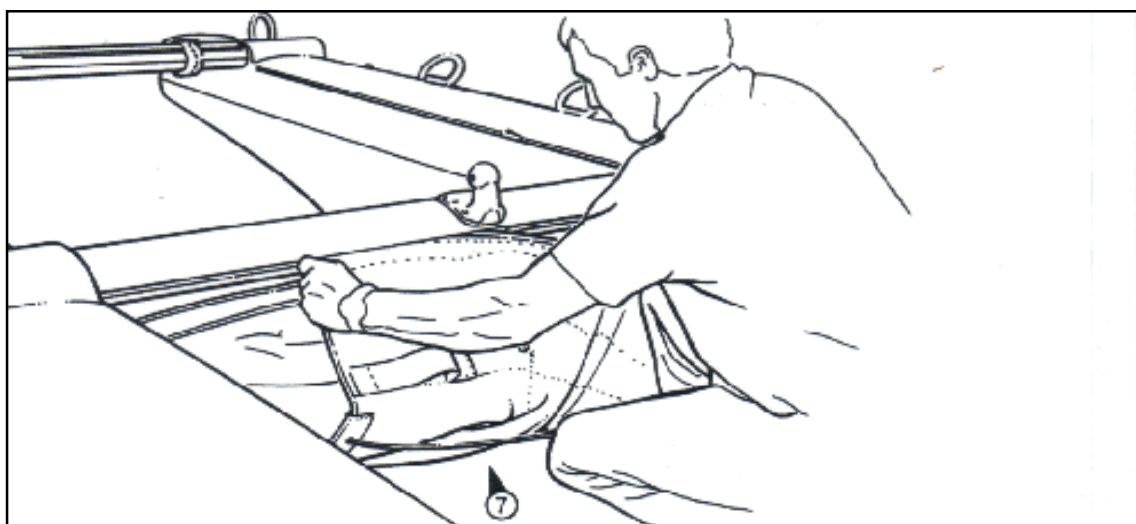


- Check that the retaining clip has dropped over the outer edge of the hull (Fig 5).
- Should the rear beam clips need adjusting, slacken the adjuster nut and re-tension to ensure a tight fit.
- Carefully pull the beams down to the horizontal position.
- Raise the unattached hull and line up with the beam housing.
- Slide the new hull onto the beams making sure that the hull is moved in a parallel action. The hull is fully home when the thrust pads are against the inner hull side and the rear beam clip has dropped over the outer edge (Fig 6).
- Adjust the rear beam clip to sit against the hull.
(See Additional Dart 18 Assembly Notes – Rear Beam).

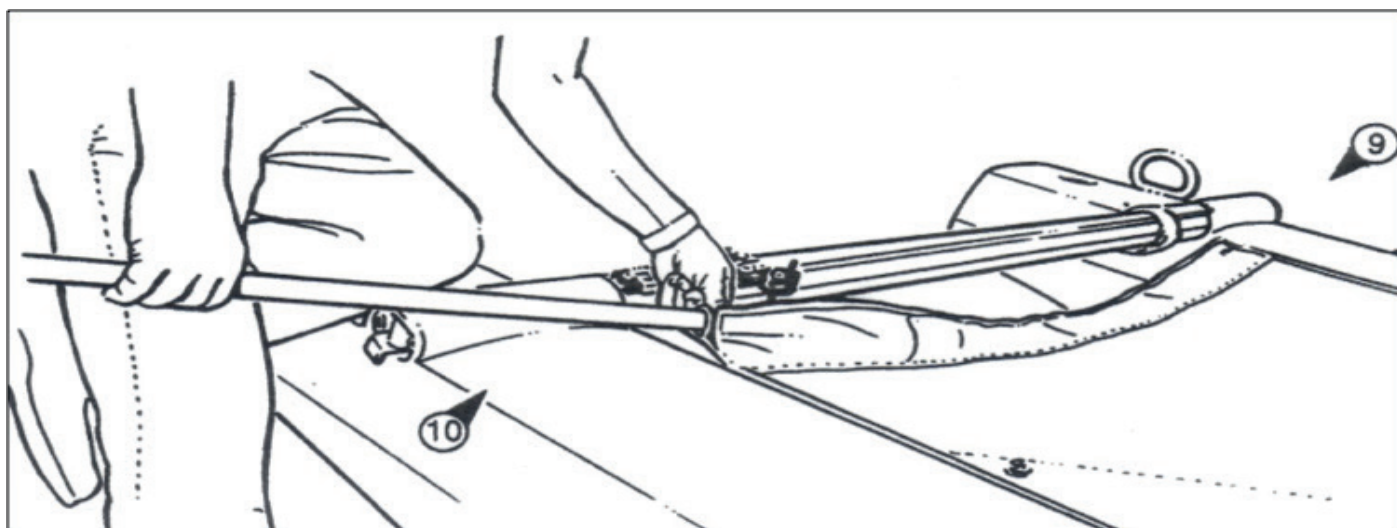


ADDING THE TRAMPOLINE

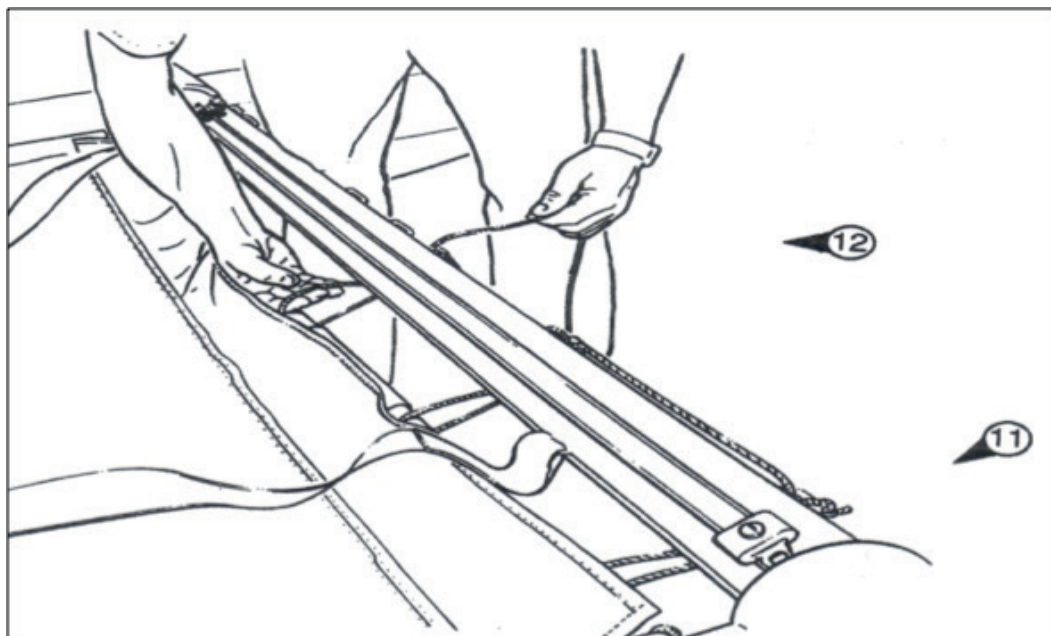
- Identify the trampoline, Part L, and lay it between the hulls with the webbing handles facing down.
- Identify the front edge and insert the bolt rope into the main beam as shown (Fig 7)
(Check the trampoline is in the centre of the beam).



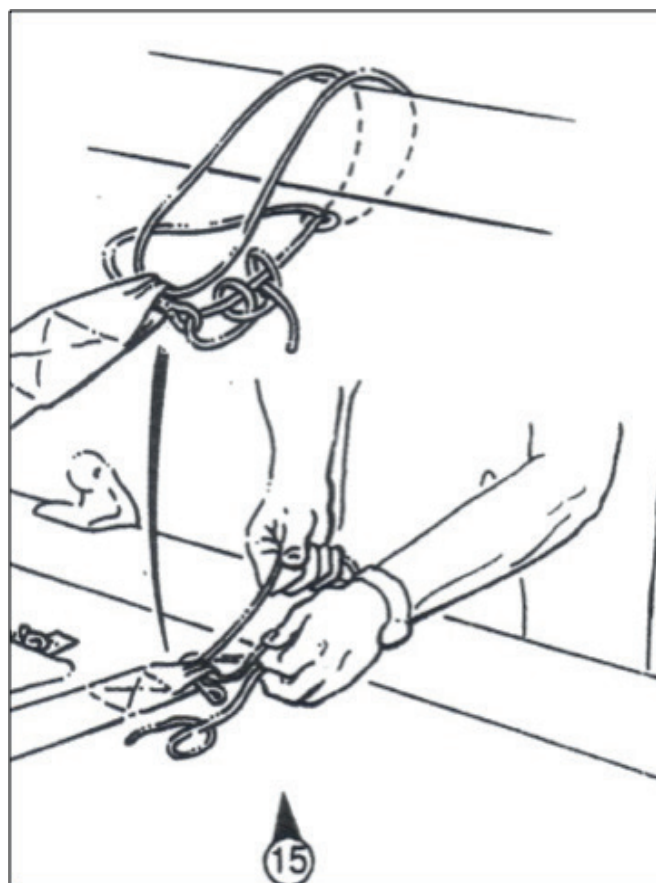
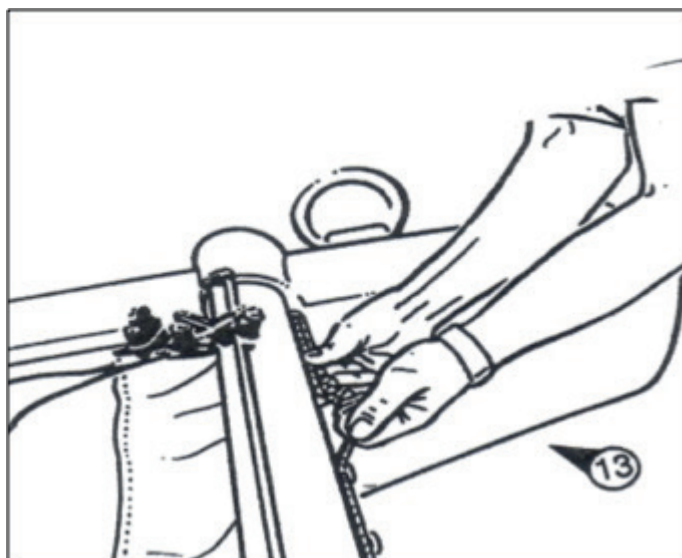
- Take the side bolt ropes and slide them into the trampoline track on both hulls (Fig 8).
- Carefully slide the trampoline back along the tracks an equal amount until fully inserted in the track (Fig 9).
- Feed the trampoline tube. Part M, into sleeve at the back of the trampoline and push the loose ends of the trampoline bolt ropes into either end. (Fig 10).



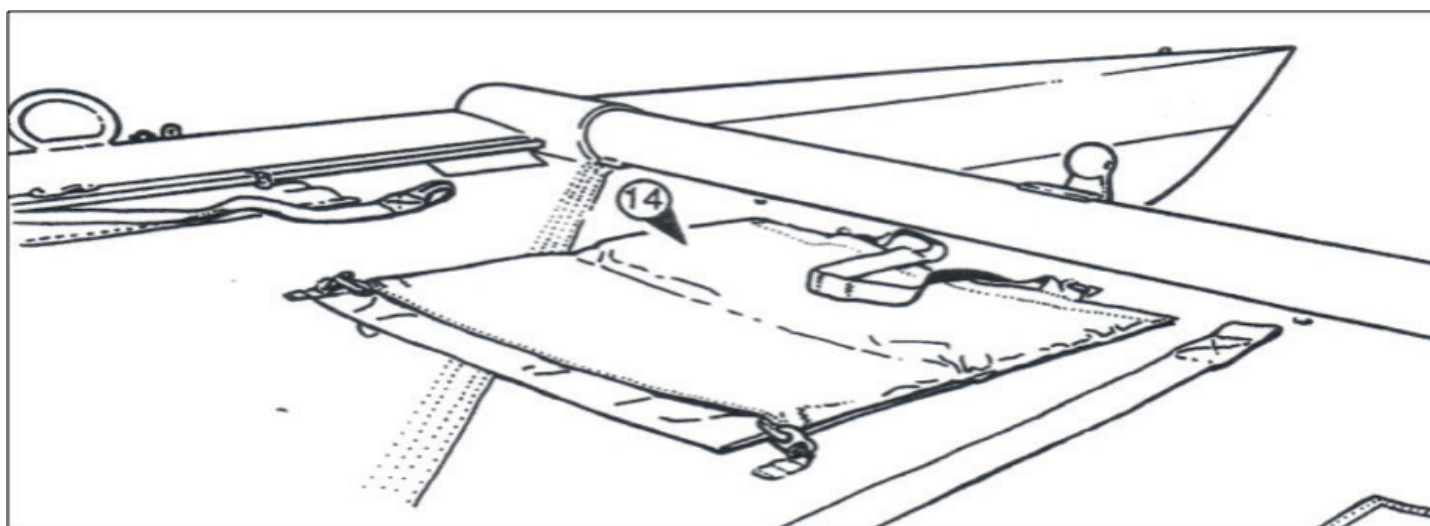
- Identify the trampoline lacing line, Part N, and tie it to the outer beam slide (Fig 11).
- Lace the trampoline (Fig 12) making sure that the slides are opposite the trampoline cut-outs and that the centre slide is not used.

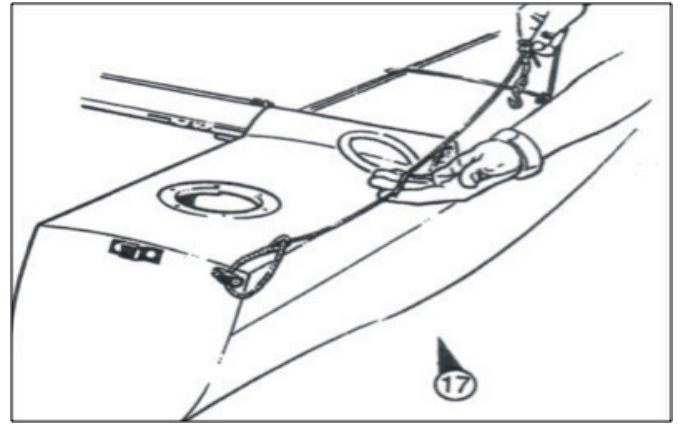
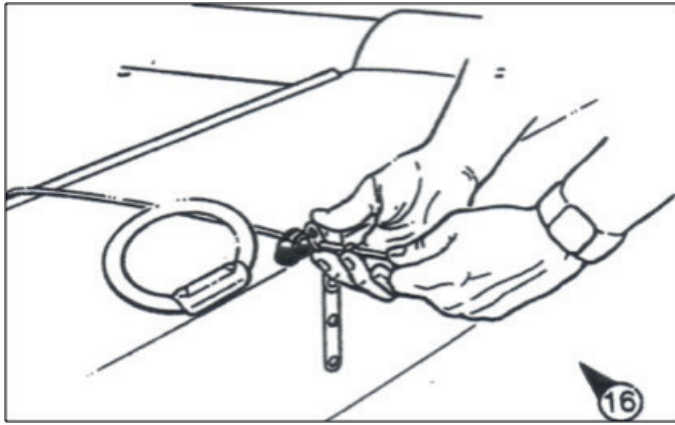


- Tension the trampoline and secure with a suitable knot. (You may find when the trampoline is new it will need several attempts to achieve the maximum tension. This is best carried out immediately after sailing). (Fig 13)



- Identify the toe straps, Part P, and secure them to the front beam as shown (Fig 15)
- Identify the trampoline satchel, Part O, and secure to the trampoline via the clips as shown (Fig 14)
The lower pocket is for excess halyard line, the inner pocket for other equipment such as paddle sponge and personal effects.



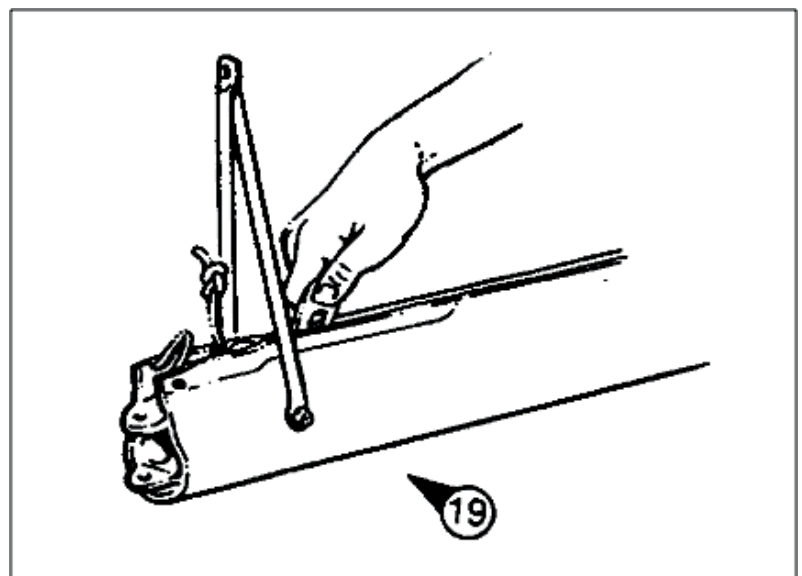


- Identify the trapeze restraining shock cords and feed them through the fair leads as shown. (Fig 16)

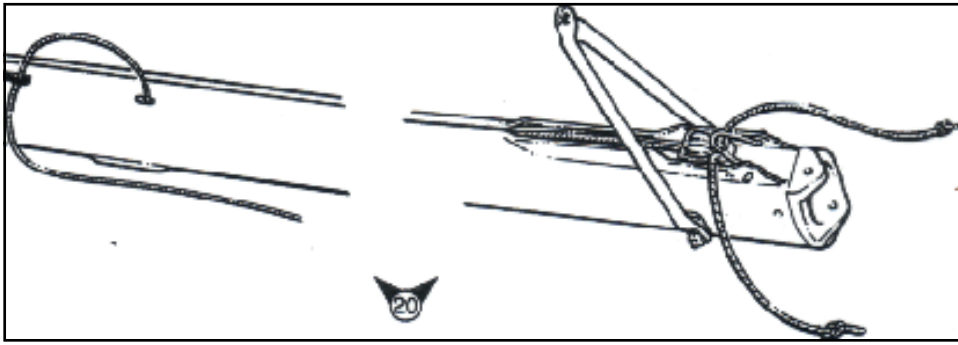
- Identify the trapeze restraining lines,
- Part AE and secure them to the transom fair lead and restraining shock cord as shown. (Fig 17)

RAISING THE MAST

- Identify the main halyard, Part Z, remove the sheave wheel, insert halyard and replace. (Fig 18)
- Slide the halyard down the luff groove using a knife or similar, and retrieve the lower end via the halyard roller finishing with a stopper knot as shown (Fig 19)

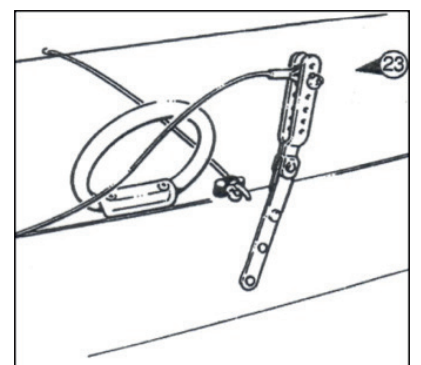
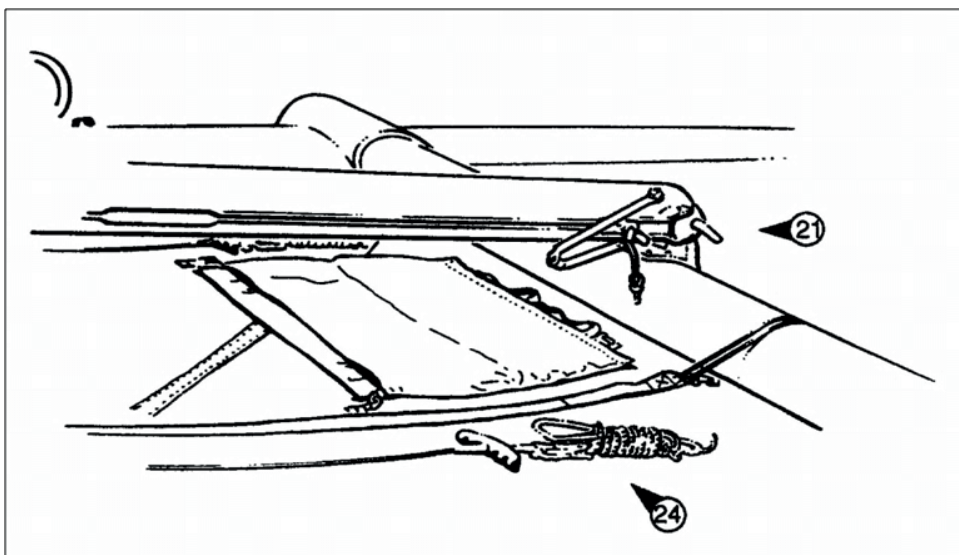


- Attach mast spanner bar. (See Additional Dart 18 Assembly Notes).

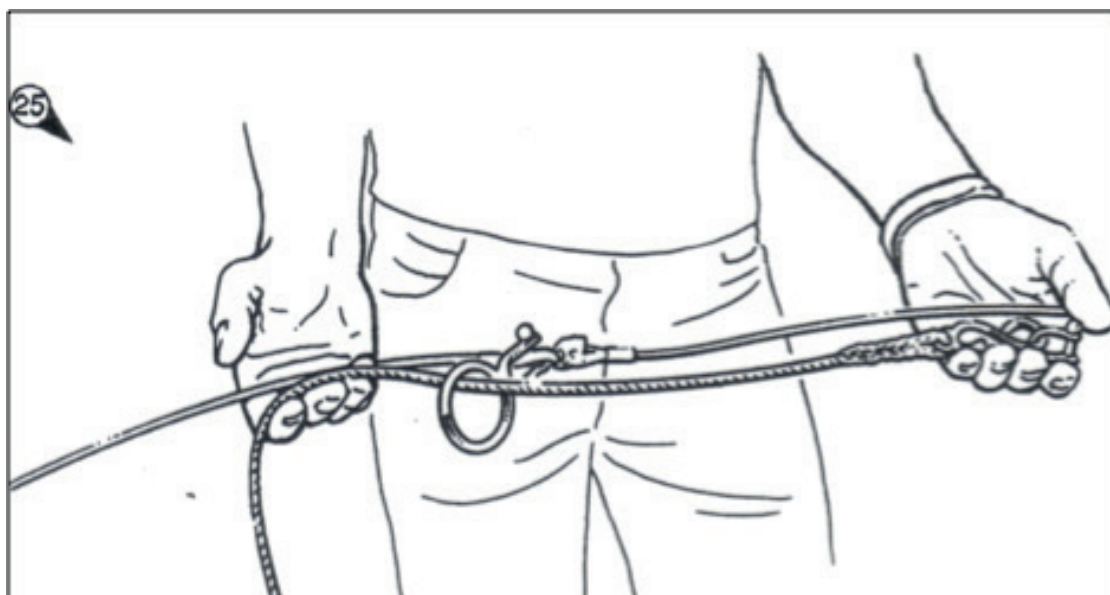


Identify the jib halyard, Part AB, feed it through the jib halyard fairlead and down the luff groove similar to the main halyard finishing with a stopper knot (Fig 20).

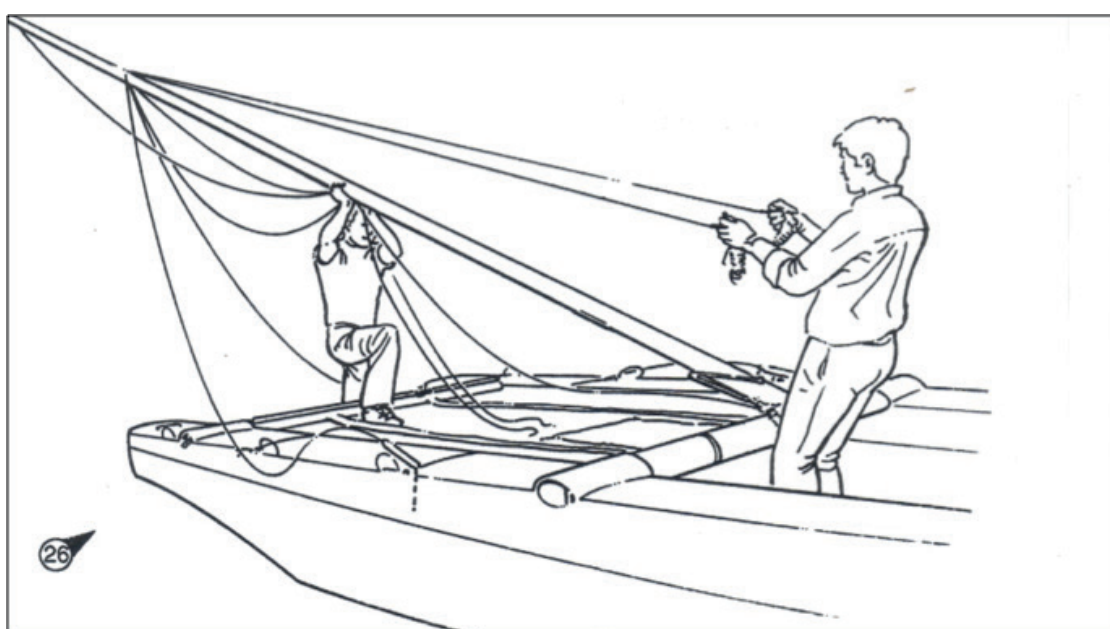
- Place the mast on the mast ball facing aft and use the mast pin to secure the heel as shown (Fig 21). Lay the mast carefully on the rear beam using some suitable padding ie transport packing or similar for protection.
- Identify the rigging wires, Part R, and connect the hound fitting to the mast as shown (Fig 22). Check that the wine glass stamp is facing towards the top of the mast. Check that all the rigging shackles are secure, wired and taped.
- Carefully select the shroud wires and connect them to the shroud plates as shown (Fig 23). The vernier shroud adjuster should be positioned approx. on hole 2 from the top. It is important to check that there are not twists or kinks in the rigging.
- Identify the trapeze wires and lay them alongside the mast (Fig 24).

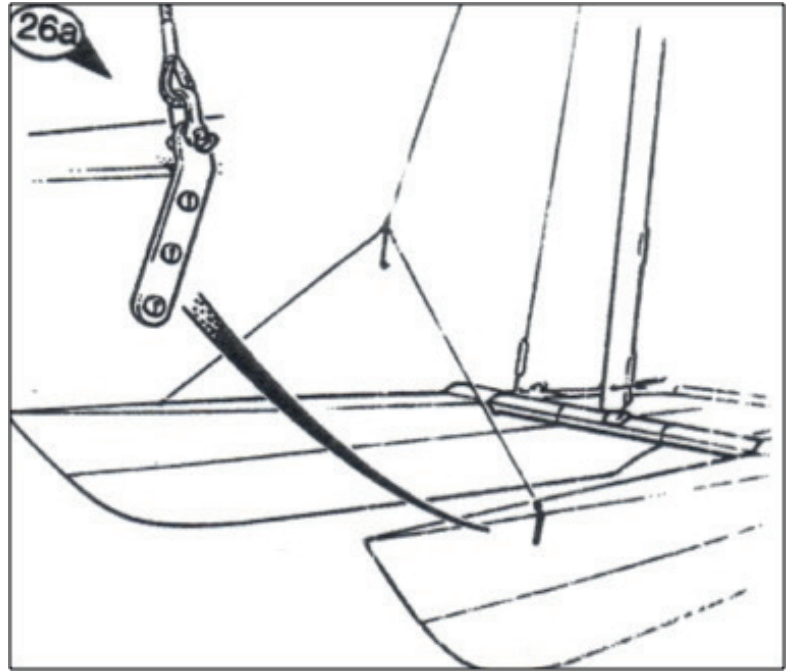
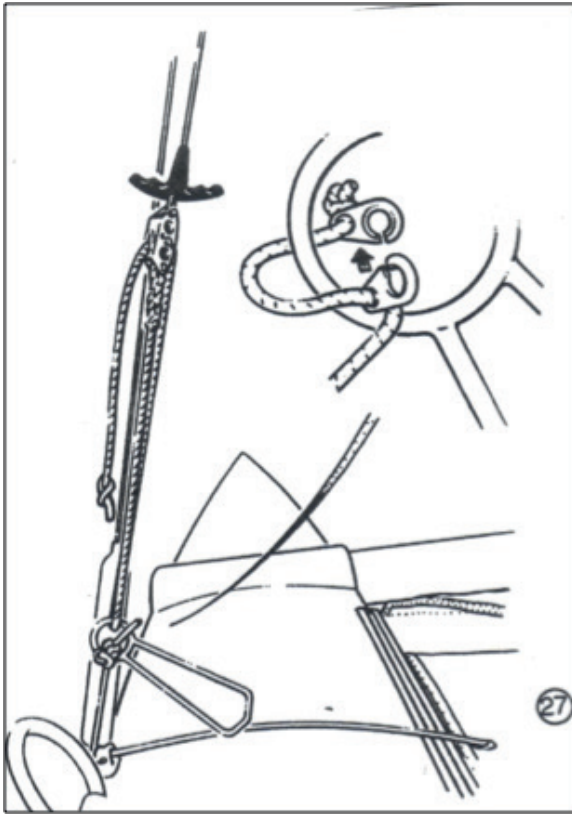


- Identify the forestay and feed the jib halyard through the halyard ring as shown (Fig 25).



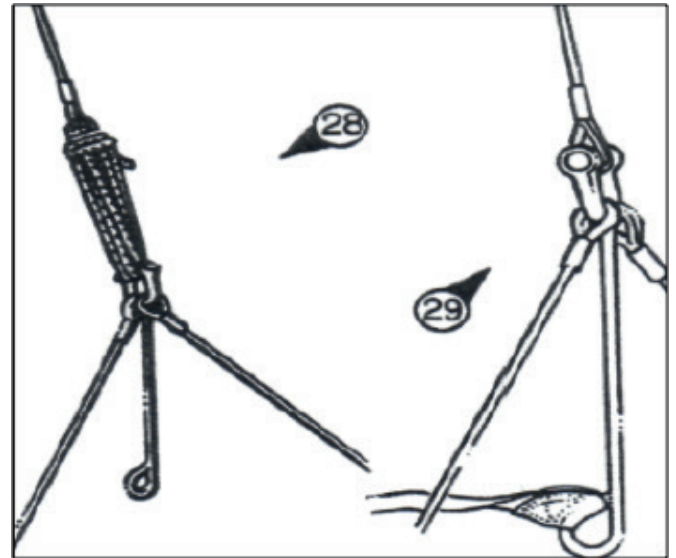
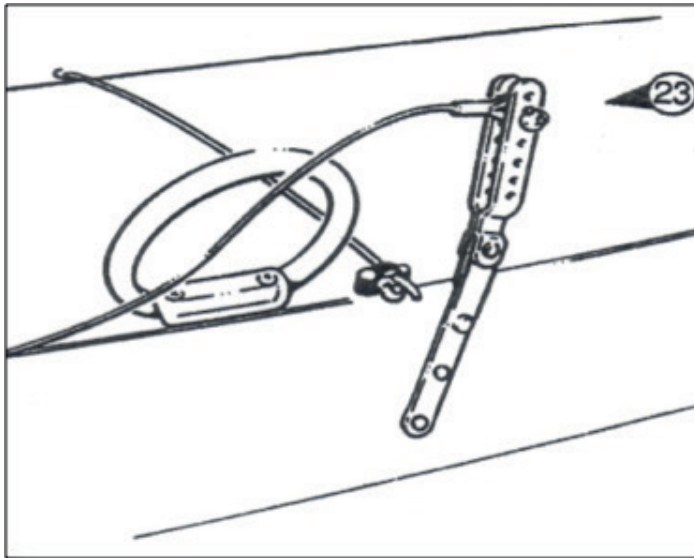
- Raise the mast by lifting it from the stern onto your shoulder and walk forward onto the trampoline (Fig 26). This is easiest done when the boat is horizontal or facing slightly downhill.
- Raising the mast can be done single handed but if two persons are present it is helpful to have someone holding the trapeze wires as extra precaution.
- Once the mast has been raised and restrained by the shroud wires, the mast pin should be removed allowing the mast to rotate.
- Identify the bridle wires and secure to the bow plate on each hull (Fig 26a). Check that the loop of the wind indicator is facing aft.



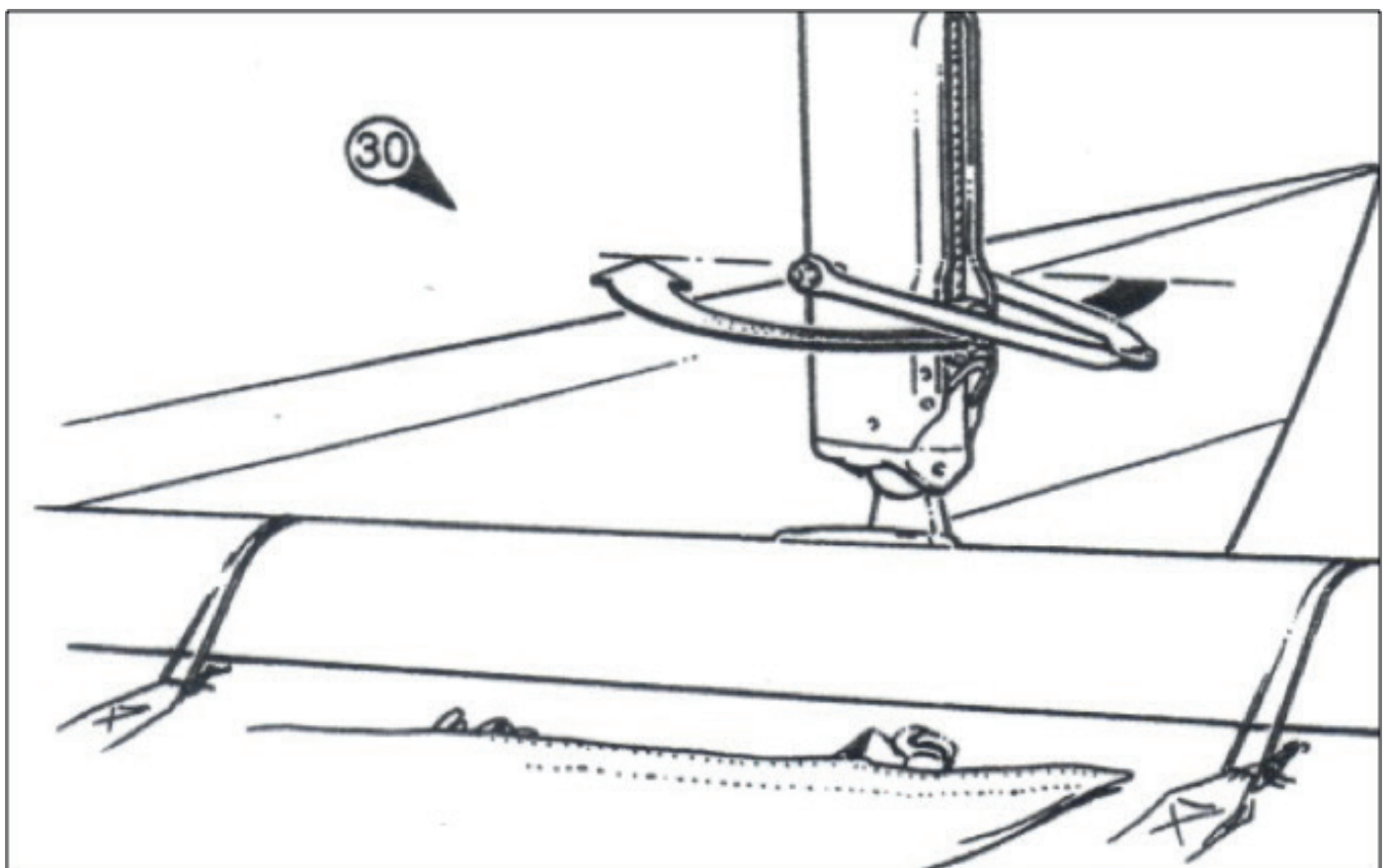


- Take each trapeze wire and secure it to the restraining shock cord as shown. Check that both wires are not tangled in any other rigging (Fig 27).

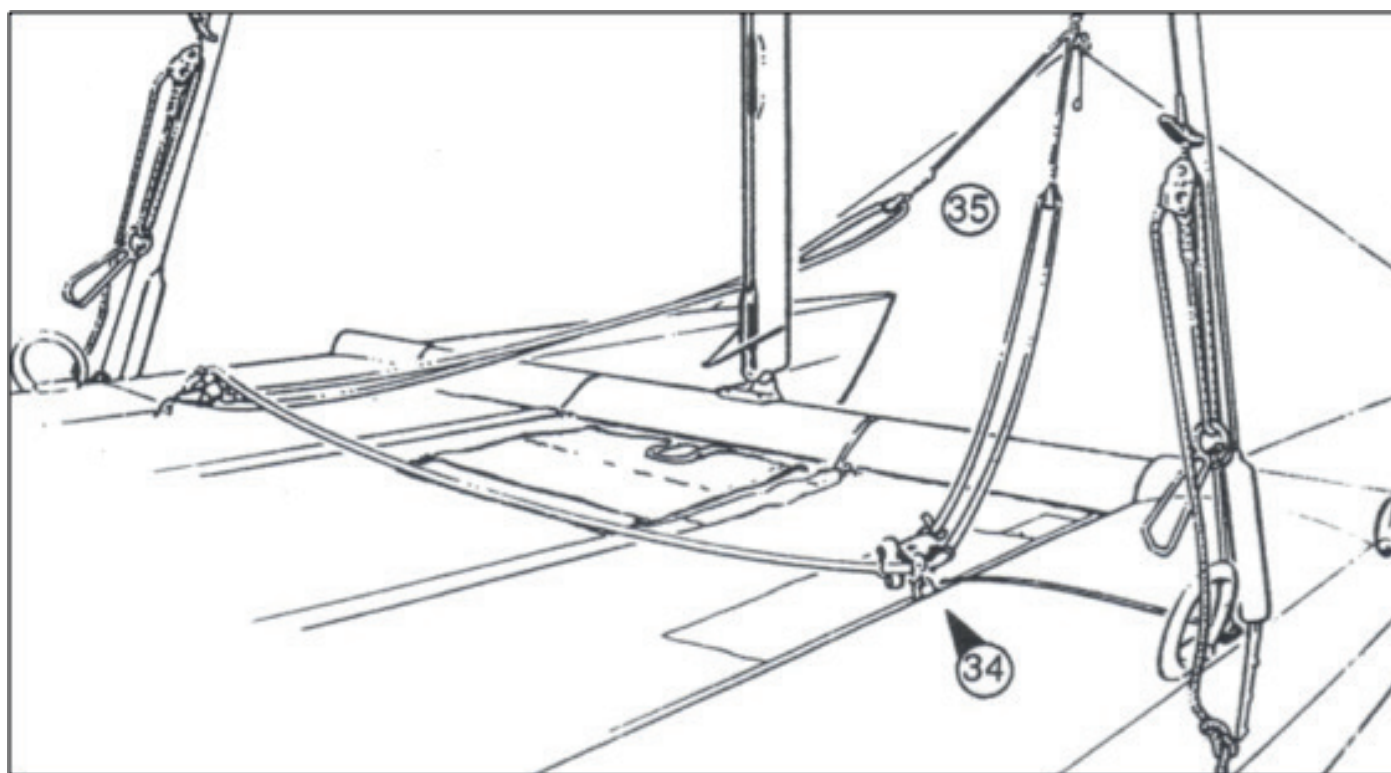
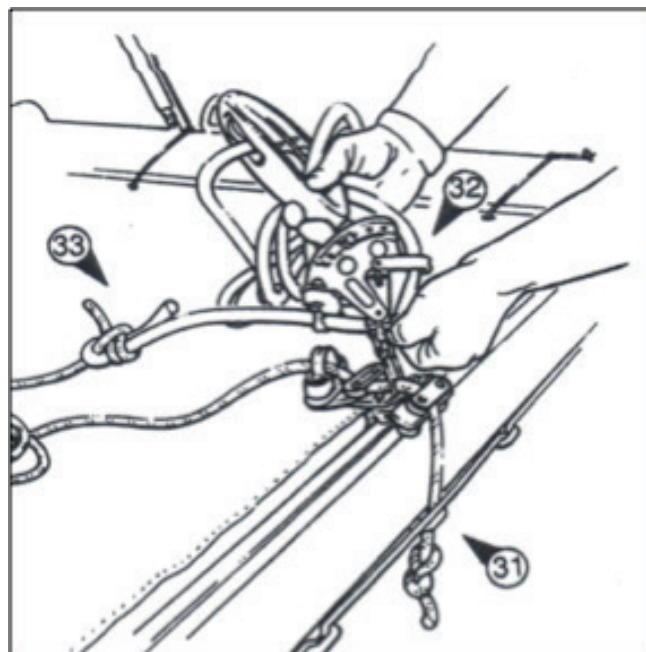
RIG TENSION



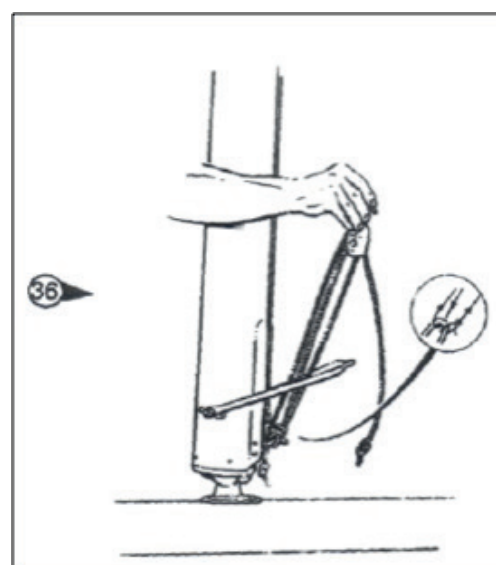
- The rig tension and mast rake on the Dart 18 give a wide range of tuning options.
- A rope lacing line is supplied to allow mast rake adjustments (Fig 28) and the vernier shroud adjusters give rig tension. (Fig 23)
- Initially it is a good idea to sail with the mast in a vertical position, as shown. (Fig 29)
- At all times the rig tension should be such that the mast is free to rotate 180° across the boat. (Fig 30)
This is not possible if the rig tension is too tight.



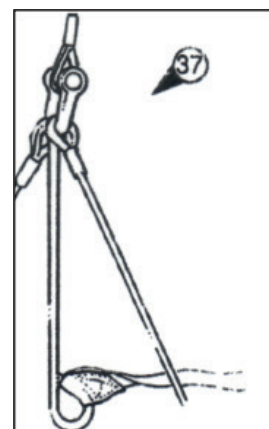
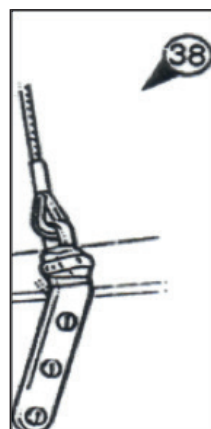
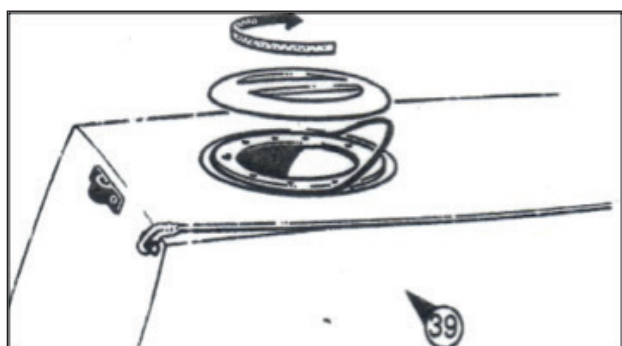
- Select the traveller line, Part AD, and feed it through the traveller assembly and down through the centre slide on the rear beam as shown. (Fig 31)
- Identify the main sheet assembly, Part U, and attach it to the traveller loop as shown. (Fig 32)
- Tie the tail of the main sheet and end of the traveller line together with a suitable knot. (Fig 33).



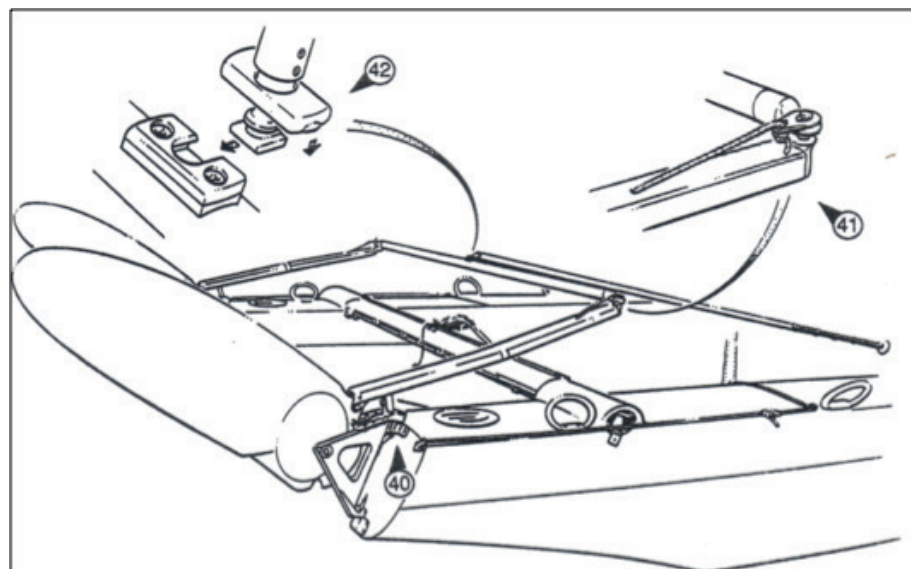
- Identify the jib blocks, Part X, and secure them to the jib fair leads as shown. (Fig 34)
- Identify the jib sheets, Part W, and thread them through the jib sheet system and jib strop as shown. (Fig 35)
- Identify the main sail down haul, Part AA, and connect to the base of the mast as shown. (Fig 36)



- Identify the downwind indicator, Part AJ, and secure it to the windwand as shown. (Fig 37)
- Tape all split rings and pins for security using the supplied tape. (Fig 38)
- Select the two “O”rings, Part C, and place them around the hatch rings. Place the hatch covers, Part D, in position and secure firmly with a screw action. (Fig 39). Make sure the hatch covers are not cross- threaded.



CONNECTING THE RUDDER ASSEMBLY

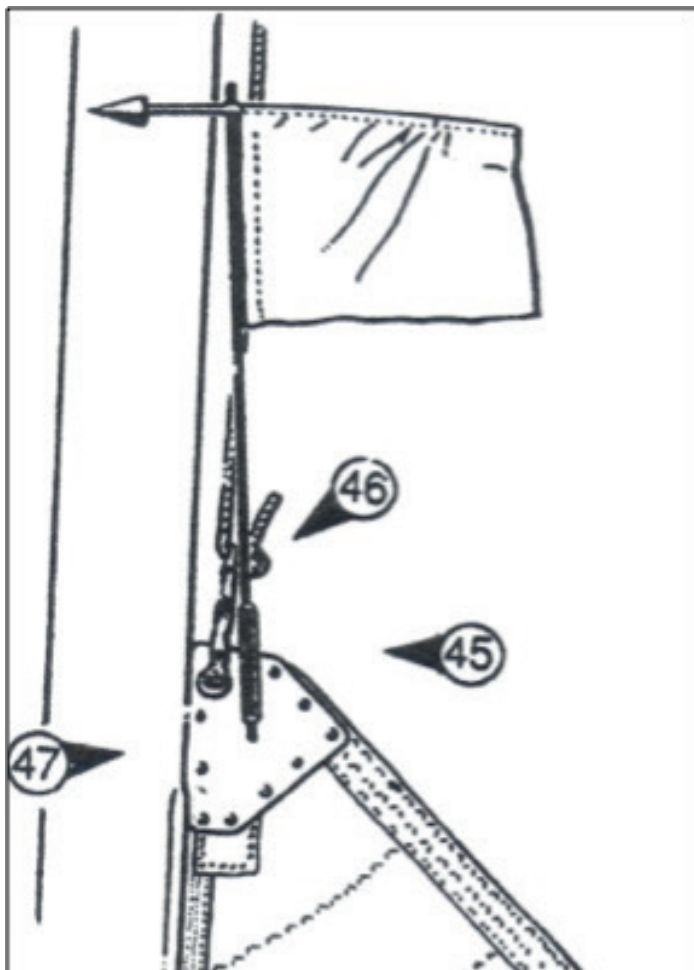
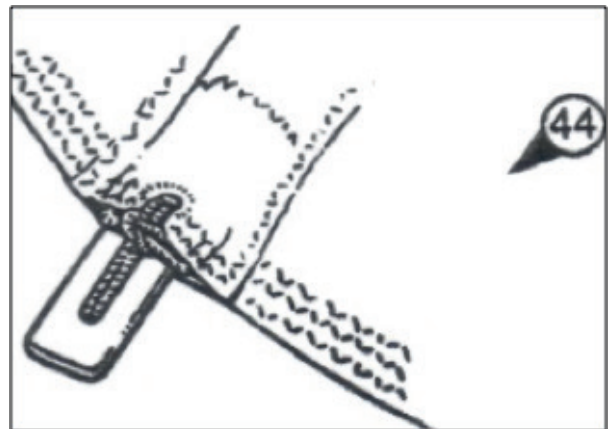
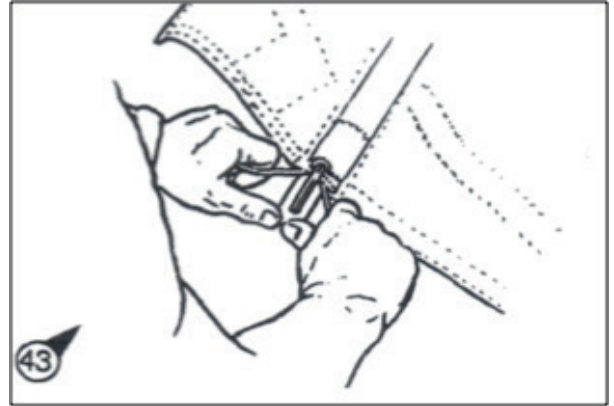


- Identify the port and starboard rudders (left/right) and position on the hulls as shown. (Fig 40) Make sure that the retaining clips lock correctly.
- Select the connecting bar, Part J, and place on the tiller pins securing with the clip as shown. (Fig 41) The black clip on the connecting bar should face upwards.

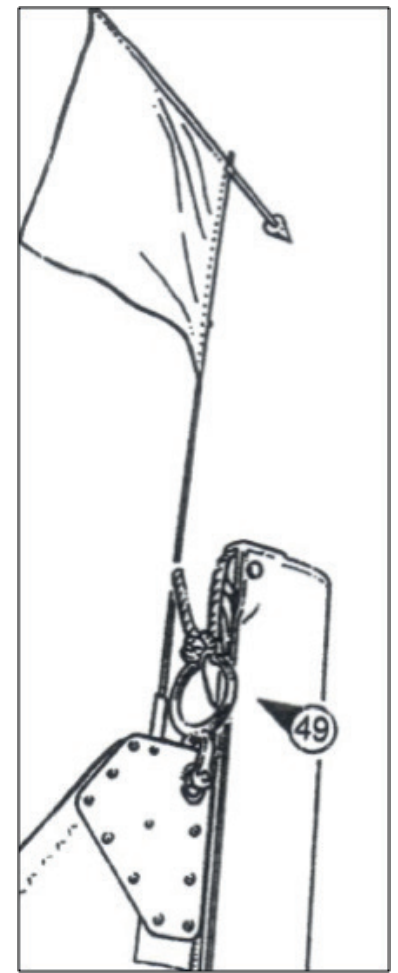
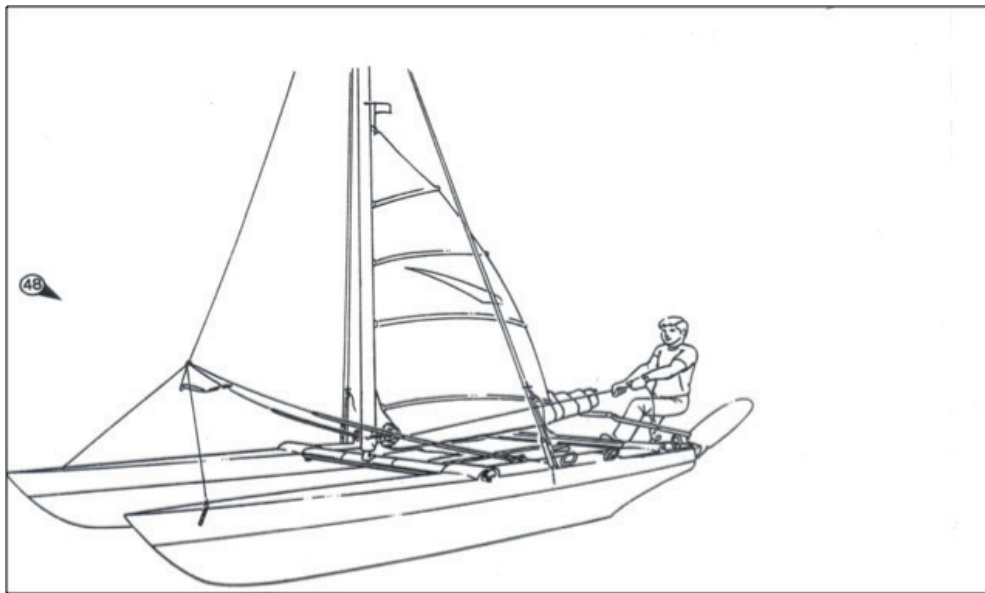
- Take the tiller extension, Part K, and clip it onto the connecting bar as shown. (Fig 42).
- Align the rudder units. (See Additional Part 18 Assembly Notes).

REMOVING CATARMARAN FROM TRAILER

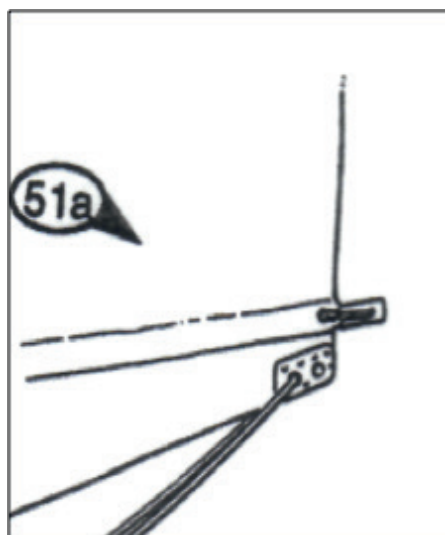
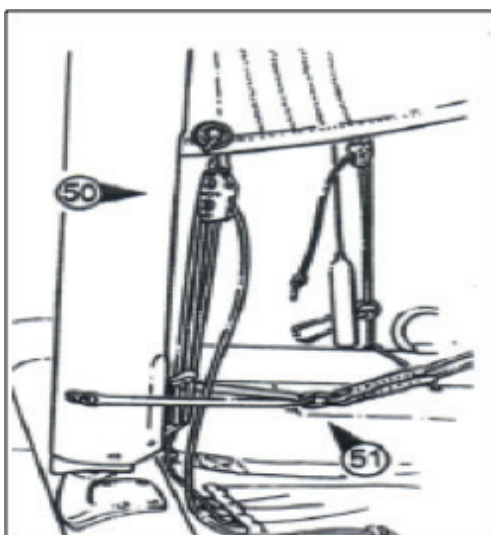
- Lay out the main sails on a clean surface and insert the battens. No 1 at the bottom – No 9 at the top.
- Lace the batten ties through the batten and sail as shown. (Fig 43)
- Tension the battens using the thumb and fore-finger to create a small amount of curve in the batten pocket.
- Secure the tie with a reef knot and feed the tail ends down the side of the batten as shown. (Fig 44)
- Apply correct numbers as per instructions enclosed with sail numbers.



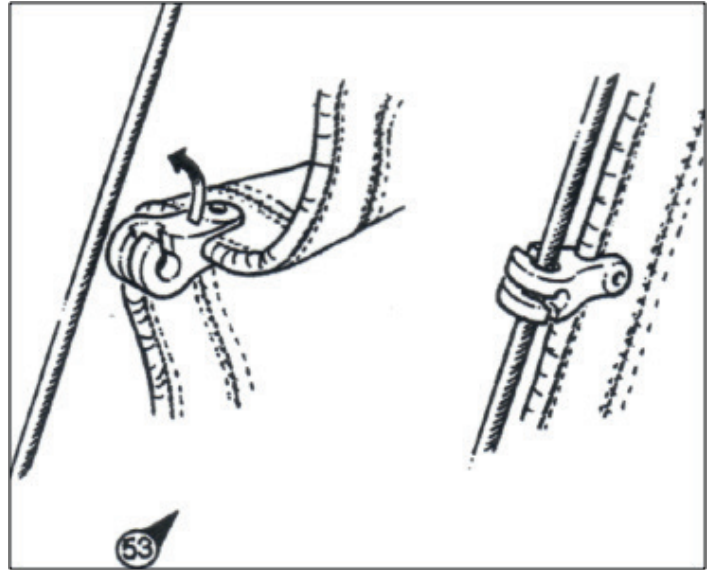
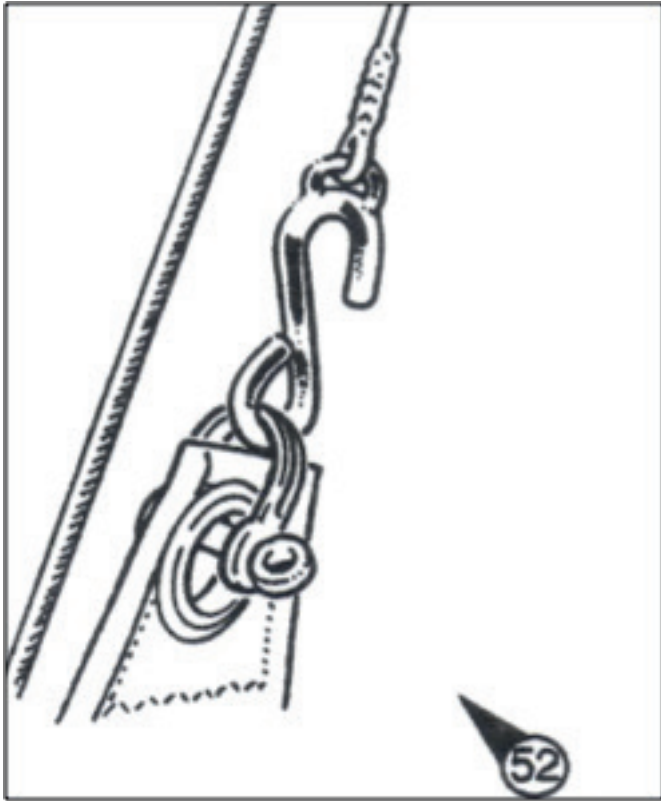
- Roll the sail from the foot and place on the trampoline with the luff facing forward.
- Position your boat with the bow facing into the wind.
- Clip the burgee (flag) onto the head board as shown. (Fig 45)
- Attach the halyard to the head of the sail with the halyard knot facing aft as shown. (Fig 46)
- Insert the luff of the sail into the mast groove opening approx. one metre from the mast base. (Fig 47)



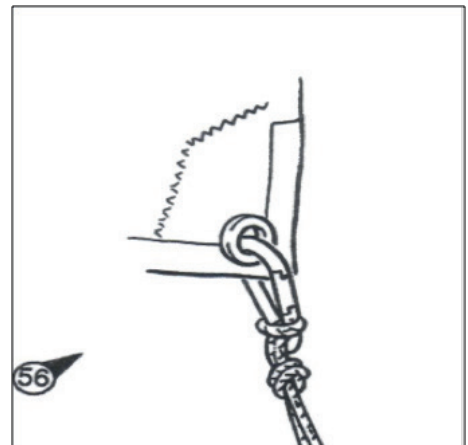
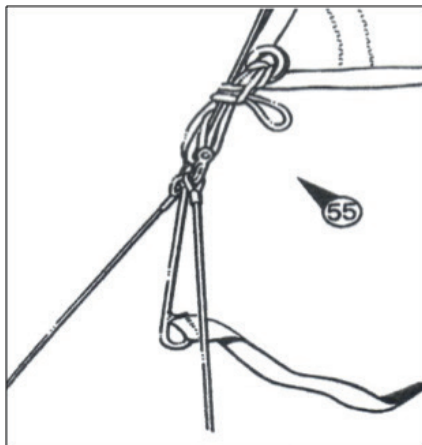
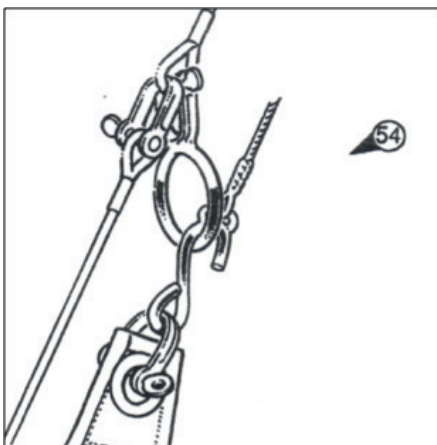
- Check that the halyard is running up the line of the mast groove, NOT AROUND THE MAST HOOK, and raise the sail by pulling the halyard where it exits from the base of the mast. (Fig 48)
- The mainsail is secured at the top of the mast by the halyard lock and the last 15cm of mainsail hoist should be achieved with a firm pull to ensure the locking ring is positioned over the hook as shown (Fig 49)
- Feed the tack of the sail down into the lower part of the luff groove and connect the mainsail down haul to the eye as shown. (Fig 50). At this point no tension should be applied to the sail luff. The main sheet assembly should only be connected to the clew eye when the boat is in the water and you are about to go sailing.
- Identify the spanner line, Part AF, feed it through the clew eye and clip to the mast spanner as shown. (Figs 51 & 51A)
- Store spare halyard in lower pocket of the trampoline bag.



RAISING THE JIB



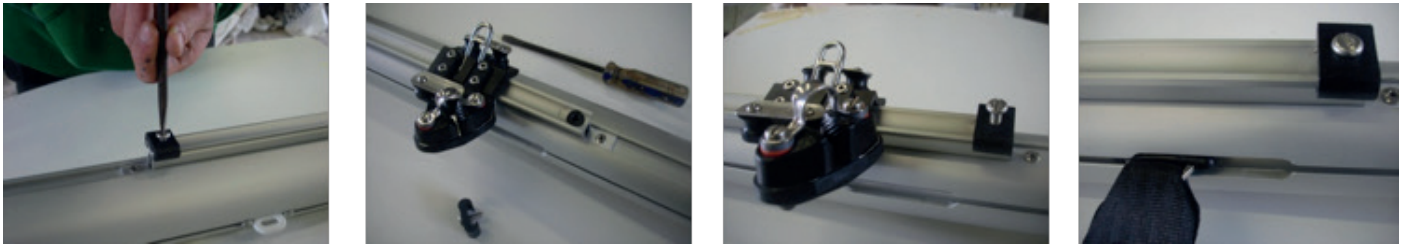
- Unfurl the sail and connect the head to the halyard as shown.(Fig 52) It is important that the 'S' hook is positioned with its open edge facing aft.
- Hoist the sail from where the halyard exists at the base of the mast clipping each sail hank to the fore-stay using a push and turn action. (Fig 53)
- Hoist the sail through the lock ring and lower gently by tensioning the jib clew causing the hook to lock. (Fig 54)
- Coil the excess halyard and secure it in the under pocket of the trampoline bag.
- Tension the luff of the jib using the down haul line as shown. (Fig 55). Care should be taken to ensure that the tension of the sail luff is not more than the tension of the forestay.
- Connect the jib sheet clip to the sail clew as shown. (Fig 56)
- Identify the paddle, Part AL and store it in the trampoline bag ready for use.



ADDITIONAL DART 18 ASSEMBLY

REAR BEAM

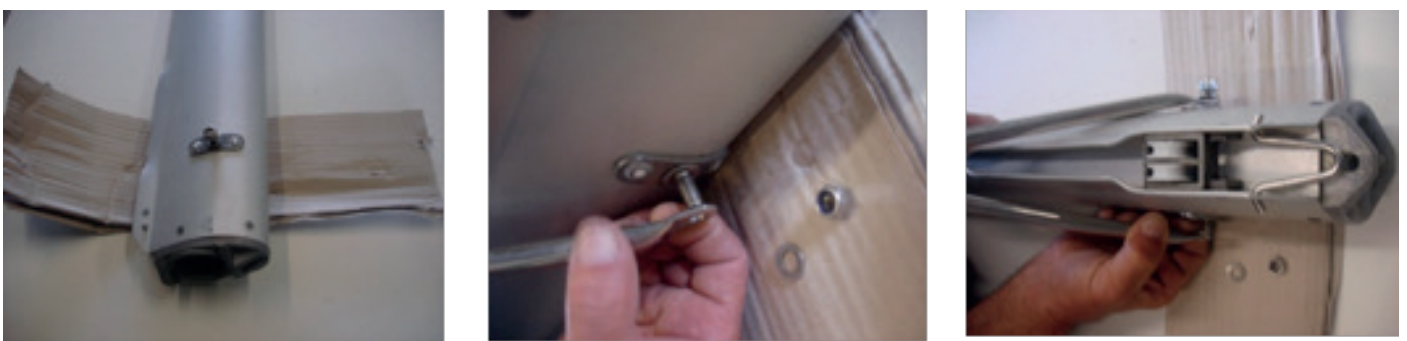
Before assembling the rear beam into the hull beam housings select the traveller car unit and attach it to the traveller track as follows:



- Remove the traveller stop plate at the end of the track by removing the screw.
- Position the traveller wheels on the underside of the unit with the shoulder edge facing up. Slide the traveller into position with the cleat facing forward (important) checking that the wheels run freely.
- Replace the traveller track stop and secure screw.
- Identify the toe straps x 2 and slide them into the cut out in the front of the rear beam with the raw edge facing down.

MAST ASSEMBLY

Before rigging the mast attach the mast spanner bar as follows:



- Identify the mast spanner bar.
- Remove protective padding around spanner plates at the bottom of the mast.
- Remove the 13mm nylock nut and washer and fit one side of the spanner bar.
- Spring the side of the spanner bar into position and replace the washers and nuts tensioning to remove any play.



REAR BEAM CLIP ADJUSTMENT

The correct setting for the rear beam clips is against the outside of the hull. To adjust the beam clip setting use a 10mm ring spanner to loosen the nut positioned inside the beam, behind the lockdown spring (Fig 8). After adjustment tighten the nut to a firm setting.



RUDDER ALIGNMENT ADJUSTMENT

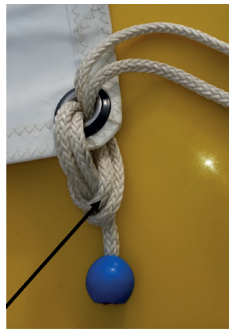
The Dart catamaran rudders should be set in line with the keel line when locked in the down position. The alignment adjustment is at one end of the connecting bar, (Fig 9)



With the stern of the boat supported and the rudders in the down position adjust the screw until the rudder blades are in line with the keel. (Fig 10)

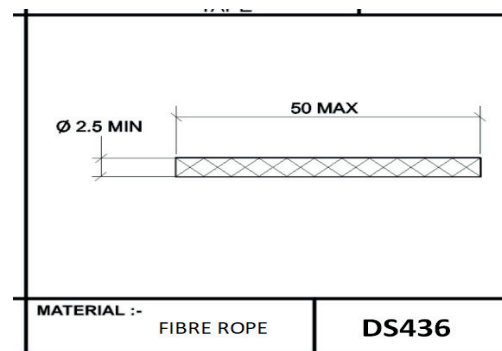


- Pass the ball through.
- Pull the loops back.
- Tighten the strop.



METHOD OF ATTACHING THE JIB STROP TO THE JIB.

The snap hook DS404 can now be replaced with a ball and short length of line. The length of jib strop is unchanged from its original overall length.



APPLYING SAIL NUMBERS & LETTERS

Before you start find a clean working surface, a large table or clean, smooth floor is ideal.

If your sail has been used, it should be sponged clean with “mild” soap and warm water to be sure there is no grime or dust on the surface.

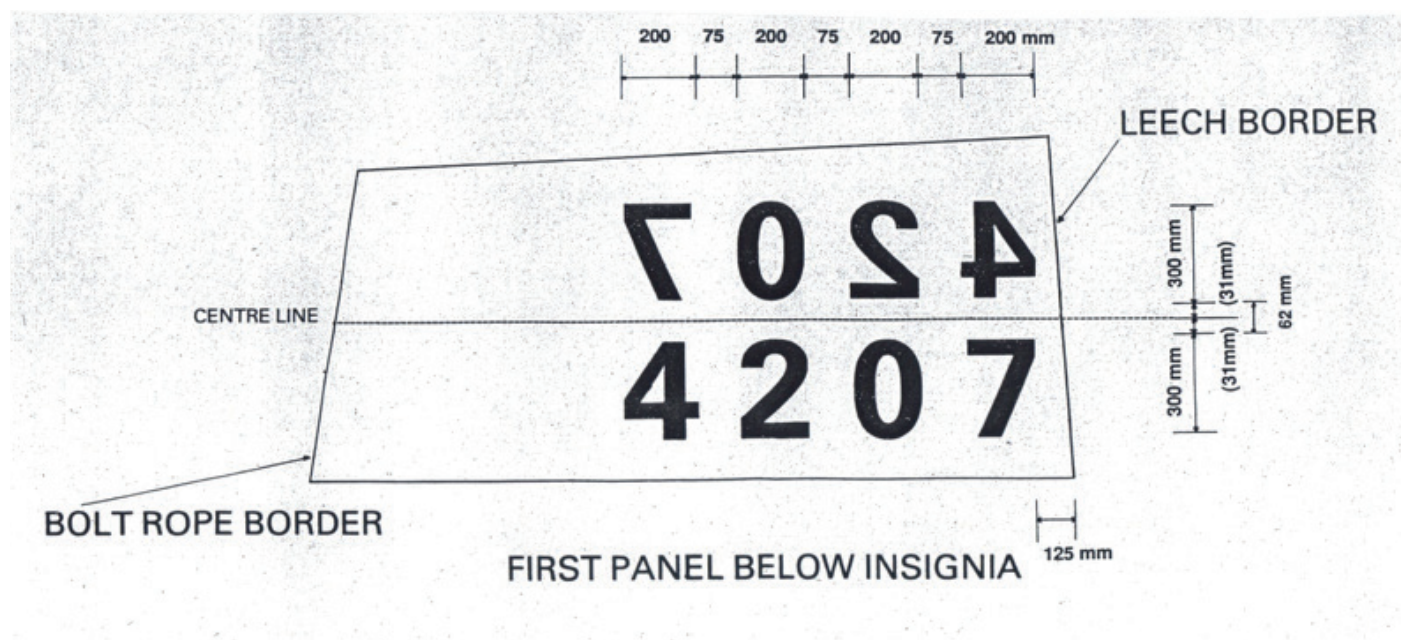
The rules of the I.S.A.F specify that the numbers shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.

To find the Port side, lay the sail out with “bolt rope” on your left.

Size and position are detailed below.

Sail numbers and letters should be in contrast to sail colour.

Country letters should be positioned on second panel below insignia, using the same dimensions and positioning below.



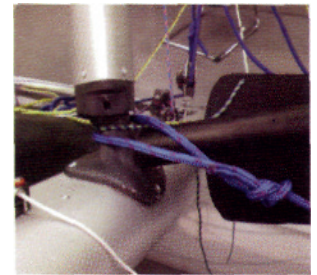
Applying numbers and letters using the fixing sheet

1. Remove backing paper from clear fixing sheet.
2. Place fixing sheet on flat surface with adhesive side uppermost.
3. Place a sail number, fabric side downwards on to fixing sheet
4. Peel the backing sheet off the sail number
5. Place number in position and smooth down well.
6. Remove the fixing sheet carefully leaving the number in place
7. Repeat for the remaining numbers and letters using the same fixing sheet.

TOWING POINTS

DART 18 AND SPRINT 15

The mast ball should be used as the anchor point.



IMPORTANT INFORMATION

COVERS

Windsport International recommend you use a cover for your catamaran to protect and preserve, however you should make sure the cover is made of breathable or semi-breathable fabric to allow moisture to evaporate from the hull, this is essential to prevent any gelcoat damage.

Covers available from Windsport CatParts

www.catparts.windsport.co.uk

TRAILERS & TROLLEYS

It is important to use purpose built trolleys and trailers for your catamaran to avoid damaging your boat. Hulls damaged through using incorrectly designed trolleys and trailers may find that they are not covered under warranty.

For advice of any of these matters – please call Windsport International

STAINLESS STEEL

Windsport International use first quality steel, for use in salt water. Machining and surface defects will cause slight staining. Clean with detergent and a non-metallic brush, followed by a light oiling with 'WD40' or similar is recommended.

Windsport International utilise la meilleure qualite d'acier inoxydable pour usage maritime. La legere oxydation qui peut apparaitre est la cause du contact avec la machine de fabrication, nettoyer avec une brosse nylon et poudre detergente (genre NAB, VIM) et proteger avec du librifiant genre WD40.

Windsport International verwendet erstklassiges rostfreies Stahl, das zum Gebrauch in Salzwasser geeignet ist. Beschädigung der Oberfläche verursacht leichte Verfärbung. Zur Entfernung wird eine Reinigung mit einem entsprechendem Stahlreinigungsmittel empfohlen. Dabei eine nicht-Metallbürste verwenden. Danach leicht mit "WD40" oder einem ähnlichen Öl einreiben.

YOUR FIRST SAIL

Your boat is now ready to sail, but before you launch it is a good idea to familiarise yourself with the boat's equipment, personal safety and the technique of lifting and lowering the rudders, see below.

PERSONAL SAFETY

The DART 18 is an excellent compromise between FUN, SPEED AND SAFETY.

Windsport recommend you always wear suitable clothing and adequate buoyancy aid/life jacket when venturing afloat.

RIGHTING IN THE EVENT OF CAPSIZE

The DART 18 can be righted from a total inversion or a 90' knock down. Good use should be made of the main halyard or jib sheets as convenient righting lines. Catamarans can only be righted when the mast is pointing towards to wind.

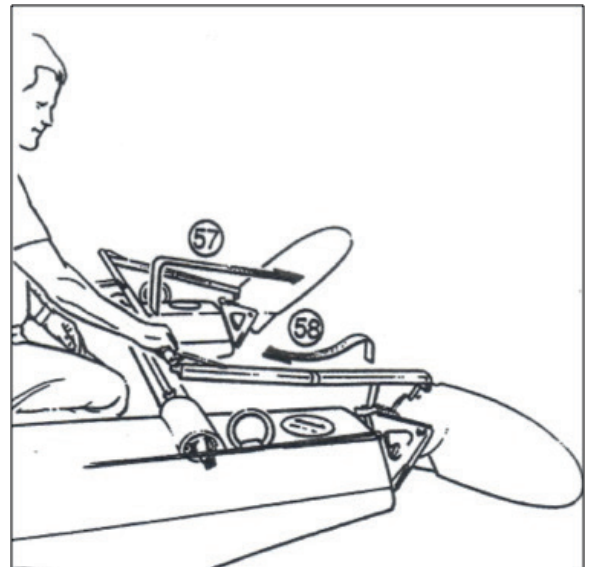
Further details of the correct righting procedure of catamarans is available in 'The Catamaran Book' by Tom & Brian Phipps.

LIFTING AND LOWERING RUDDERS

The rudders may be lowered independently.

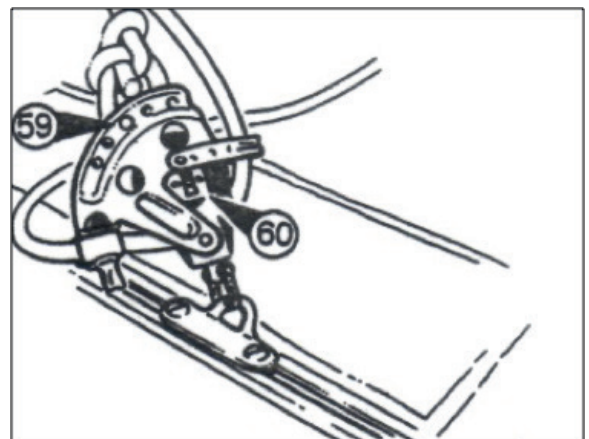
To lower a rudder lift the tiller are via the connecting bar and gently push backwards (Fig 57) until the lock roller drops into the lower slot of the rudder blade.

To lift the rudders, hold the connecting bar close to the tiller end, lift and pull in a scoop action (Fig 58) allowing the roller to follow the rudder cam into the upper slot. NB It is a good idea to lift and lower rudders independently to ensure some steerage control whilst sailing on and off the beach.



JIB AND MAIN SHEET BLOCKS

All ratchet blocks can be adjusted to allow quick release of sheets from the jamming cleats. (Fig 59) There is also an ON/OFF ratchet facility for siling in strong winds. (Fig 60)



LOWERING THE MAIN SAIL

To lower the main sail it is necessary to detach the halyard ring from the mast head lock. This sequence is simple but needs to be accurately followed.

1. Place the boat head to wind
2. Disconnect the spanner control line.
3. Disconnect the main sail down haul and remove the lower sail luff from the mast groove.
4. Pull the halyard firmly to lift the halyard ring off the hook, retaining the tension.
5. Turn the mast to port (left).
6. Release the halyard and pull the tack of the main sail downwards, make sure the mast is still rotated to port.
7. Once the sail has been pulled down past the hook, the mast can be released and the sail lowered in a normal way.
8. It is a good idea to roll the sail as it is lowered to prevent it from being blown away.

LOWERING THE JIB

1. Release the jib down haul line.
2. Raise the jib via its halyard.
3. Lower the jib by pulling down on the sail tack.

- This action should be a quick, smooth action, it up/down so that the jib hook falls through the lock ring.

ACCESSORIES

LAUNCHING TROLLEY

The launching trolley can be transported, assembled or broken down (two simple bolts secure the cup to the main shaft). To position the trolley under the hulls, place the trolley across the bows and lift the bows to allow the trolley room to slide under the keels. Its final position should be at the boat's balance point which is approximately between the main beam and the shroud plates.

NB. It is inadvisable to leave the boat in this position for any length of time as it can easily be blown off the trolley given sufficient wind.

ROAD TRAILER

The standard road trailer available for the DART 18 allows you to tow your catamaran fully made up. Once the mast has been lowered, the hulls can be slid onto the trailer (bow first) with the lighting board/ mast support clipped onto the rudder fittings. The hulls and mast should then be secured with suitable ties.

- Before towing the trailer, check that the weight on the tow hitch is acceptable and that the position of the hulls is such that they cannot catch the side of the towing vehicle when turning. The trailer has facilities for adjustment if required

BOAT AND HULL COVERS

These are available for all Dart catamarans. Their use will help protect your craft and prolong its quality finish.

GENERAL MAINTENANCE & STORAGE

WEEKLY:

- Your boat should always be tied down securely to ground fixings when not in use. The sails should be stored dry when possible.
- Any water which has accumulated in the hull during sailing should be removed using the supplied sponge.

MONTHLY:

- Ropes and rigging should be checked periodically for wear and damage.
- All moving parts such as jamming cleats and blocks should be lubricated lightly with WD40 or something similar. (This includes the lifting mechanism of the rudder system but not the rollers themselves.)
- It is important that you regularly check that shackle fixings are secured at the hound fitting and that all clevis pins/rings are securely taped.

END OF SEASON:

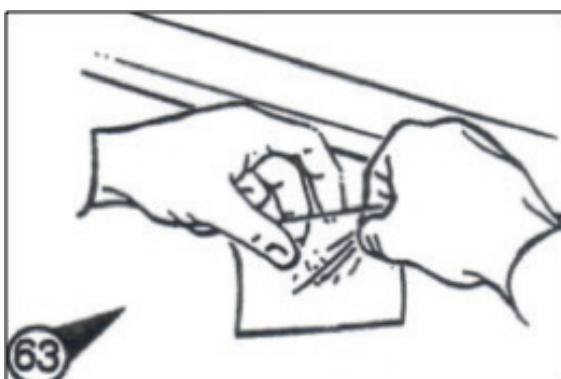
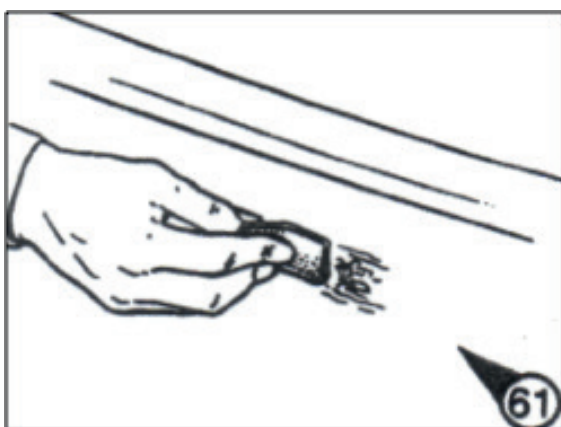
- At the end of each season it is a good idea to check your boat thoroughly for signs of damage or wear.
- Damage or worn parts can be replaced using the DART parts' identification system. Contact your regional Dart Partner or visit www.dartcatamaran.co.uk.
- The hull should be washed down with fresh water and a protective cover placed over it.
- Spares and rigging should be washed thoroughly, dried and placed in a protective area.
- Sails should be thoroughly washed, dried, checked and stored in a dry place.
- Road trailer and launching trolley should be washed, checked and greased where necessary.

GELCOAT REPAIR

Should you damage the gel coat surface of your boat, you should repair it as soon as possible. The correct gel coat colour can be ordered through your regional Dart Partner or at www.dartcatamaran.co.uk.

1. Sand back the damaged or flaking gel coat until a solid area is produced. Make sure the area is clean and there are no sharp edges, (Fig 61).
2. Mix the gel coat with approximately 2% of hardener and apply using a fine artist's brush or similar, (Fig 62).
3. Cover the area with cellophane and allow to dry, (Fig 63)
4. Brushes and equipment should be washed out in acetone if required further.
5. When dry, carefully remove cellophane and sand surface with "wet and dry" sand paper until it blends in with the original area,(Fig 64).
6. Finally polish the area using a fibre glass rubbing compound or similar.

- If substantial damage is sustained to your craft, you should take it to your nearest authorised DART repair centre, contact your regional Dart Partner or visit www.dartcatamaran.co.uk.



BASIC SAFETY AFLOAT

BEFORE YOU GO SAILING:

- Check you are wearing suitable clothing and safety equipment for the conditions and time of year.
- Always wear a buoyancy aid or life jacket.
- Make sure a third party knows where you are sailing and how many there are in your group.
- Check the weather forecast: radio, television, coast guard or internet.
- Check the time of high and low tides, if applicable.
- Seek advice on local conditions when sailing in a new area.
- Check the condition of your craft.
- Beware of overhead cables.

ON THE WATER:

- Conform to the sailing rules of the road.
- Look out for changing weather conditions.
- Never sail beyond your ability or that of your crew.
- Understand and be competent in the sailing and righting techniques of your craft.

THE END OF THE DAY:

- Check the condition of your craft.
- Secure your craft to its parking berth.
- Advise any third party of your safe return.
- Look forward to your next successful sailing trip.

OWNERS INFORMATION GUIDE FOR DART 18

- Owner's Information Manual for Dart 18 / S15
- Manuel des Proprietaires de Dart 18 / S15
- Handbuch für Dart 18 / S15
- Manuale d'Istruzioni per Dart 18 / S15
- Manual del Propietario para Dart 18 / S15

ENGLISH	FRANCAIS	DEUTSCH	ITALIANO	ESPAÑOL
Contents	Sommaire	Inhalt	Contenuto	Indice
Introduction	Introduction	Einführung	Introduzione	Introducción
Capsize & Recovery	Redressement du bateau	Wiederaufrichten nach Kentern	Ricupero da Capovolgimento	Recuperación de una Zozobra
Principle Dimension	Dimensions Principales	Hauptabmessung	Principio Dimensioni	Dimensiones Principales
Declaration	Declaration	Erklärung	Dichiarazione	Declaración
Certificate	Certificat	Certificate	Certificato	Certificado



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info@windsport.co.uk

ENGLISH

INTRODUCTION

This manual has been compiled to help you to operate your craft with safety and pleasure: It is assumed that you have obtained sufficient expertise to rig and sail your new boat. If this is your first boat and you have not received approved instruction then we would strongly recommend that you contact a certified sailing school and obtain appropriate training and instruction.

Please keep this manual in a secure place and hand it to the new owner when you sell the boat.

Please take note of the following dangers:

- The mast is metal and is an electrical conductor, contact with overhead electrical wires could be fatal, please exercise extreme caution when raising the mast, launching and sailing.
- Always wear a suitable C.E. approved personal buoyancy jacket.
- Always ensure that the rudder retaining clip is operating correctly, so that the rudder cannot fall off in the event of a capsize.
- All wire rigging, ropes, spars and fittings should be regularly inspected for 'wear and tear' or damage.
- Always ensure that shackles are done up tight and split rings are not distorted.
- Always check that the transom bung and hatches are done up tight and all fittings are secure.
- If transporting your boat on the roof of your car ensure that you do not exceed the maximum roof rack load of your car.
- If transporting your boat by road trailer ensure that the load does not exceed the permitted axle weight of the trailer.
- Always ensure that you sail with the minimum number of people to recover the boat after a capsize.
- Always inform someone else of your intentions before going afloat.
- Do not exceed the maximum number of persons OR the maximum load as detailed in this manual.
- Do not puncture air tanks with additional fittings.
- Always rig your craft in accordance to the rigging manual provided separately with your craft.

FRANÇAIS

INTRODUCTION

Ce manuel a été compilé pour vous aider à utiliser votre embarcation en toute sécurité et avec le maximum de satisfaction. L'assomption est faite que vous avez l'expertise nécessaire pour greer votre nouveau bateau et naviguer. S'il s'agit de votre premier bateau et que vous n'avez pas reçu la formation nécessaire, nous vous conseillons de prendre contact avec une école de voile agréée et de suivre une instruction et une formation appropriée.

Veillez conserver ce manuel dans un endroit sûr, et le passer au nouveau propriétaire lorsque vous vendez votre bateau.

VEUILLEZ NOTER LES DANGERS POSSIBLES CI-DESSOUS :

- Le mat est métallique et est donc un conducteur électrique. Tout contact du mat avec des câbles électriques aériens peut être fatal. Soyez extrêmement vigilant lors du matage, de la mise à l'eau et durant la navigation.
- Toujours porter un gilet de sauvetage approprié par la C.E.
- Toujours s'assurer que l'attache de maintien du safran fonctionne correctement, de sorte que celui-ci ne puisse pas se détacher en cas de chavirage.
- L'ensemble du greement dormant métallique, des cordages et de l'accastillage doit être inspecté régulièrement pour pouvoir détecter toute trace d'usure ou de dommage.
- Toujours s'assurer que les manes soient bien serrées et que les bagues fendues ne soient pas déformées.
- Toujours vérifier que le bouchon du tableau arrière et les couvercles de caissons soient bien serrés et que tous les accessoires soient correctement attachés.
- Si le bateau est transporté sur le toit d'une voiture, s'assurer que la charge maximale autorisée de la galerie ne soit pas dépassée.
- Si le bateau est transporté sur une remorque, s'assurer que la charge maximale par essieu de la remorque ne soit pas excédée.
- Faire en sorte qu'il y ait toujours le nombre minimum de personnes à bord pour redresser le bateau après un chavirage.
- Toujours avertir quelqu'un à terre de ses intentions avant d'aller sur l'eau.
- Ne pas dépasser le nombre maximum de personnes autorisées OU la charge maximum telle qu'indiquée dans ce manuel.
- Ne pas percer les poches d'air avec de l'équipement supplémentaire.
- Toujours avertir quelqu'un à terre de ses intentions avant d'aller sur l'eau.

Toujours greer votre bateau conformément au manuel de greement fourni séparément.

DEUTSCH

EINFÜHRUNG

Dieses Handbuch wurde zusammengestellt damit Sie ihr Boot sicher und mit Vergnügen segeln können: Es wird dabei vorausgesetzt dass Sie ausreichende Kenntnis zum Aufmakeln und Segeln Ihres neuen Boots besitzen. Falls dies Ihr erstes Boot ist und Sie noch keine entsprechende Schulung erhalten haben, empfehlen wir dringendst, dass Sie mit einer anerkannten Segelschule Kontakt aufnehmen und dort an einen geeigneten Lehrgang teilnehmen. Bewahren Sie dieses Handbuch bitte an einem sicheren Ort auf und handigen Sie es beim Verkauf des Boots an den neuen Eigner aus.

ACHTEN SIE BITTE AUF DIE FOLGENDEN GEFAHREN:

- Der Mast besteht aus Metall und ist elektrisch leitend - die Berührung mit einer Oberteilung könnte tödlich verlaufen. Daher beim Aufrichten des Masts, beim Zuwasserlassen und beim Segeln äußerste Vorsicht wachen lassen.
- Stets eine geeignete Schwimmweste mit C.E. Kennzeichen tragen.
- Immer darauf achten, dass die Halteklammer des Ruders korrekt funktioniert, da sonst das Ruder beim Kentern herausfallen kann.
- Die gesamte Takelage, alle Taue, Spiere und Beschläge regelmäßig auf Abnutzung kontrollieren.
- Immer darauf achten, dass der Spiegelspund und die Kuken dicht sind und dass die Splitringe nicht verzogen sind.
- Immer kontrollieren, dass der Spiegelspund und die Luken dicht sind und dass alle Beschläge festsitzen.
- Beim Transport Ihres Boots auf dem Wagendach darauf achten, dass die max. Tragfähigkeit des Dachgepacktragers nicht überschritten wird.
- Beim Transport des Boots per Anhänger darauf achten, dass die zugelassene Achslast des Anhängers nicht überschritten wird.
- Immer mit der notwendigen Mindestbesatzung zum Aufrichten des Boots nach dem Kentern segeln.
- Immer jemanden von Ihren Absichten unterrichten, bevor Sie lossegeln.
- Die in diesem Handbuch angegebene maximale Personenzahl ODER Maximallast darf nicht überschritten werden.
- Machen Sie bitte keine Löcher in die Lufttanks, um zusätzliche Ausstattungselemente anzubringen.
- Beachten Sie beim Takein bitte immer die separat mitgelieferte Takelanleitung.

ITALIANO

INTRODUZIONE

Questo manuale è stato compilato per aiutarvi ad adoperare il vostro scafo con sicurezza e piacere. Si assume che abbiate accumulato sufficiente esperienza nell'equipaggiare e veleggiare il vostro nuovo scafo. Se questa è la vostra prima barca e non avete ricevuto approvato addestramento allora noi raccomandiamo fermamente che vi mettiate in contatto con una qualificata scuola di vela per ottenere un'adeguato addestramento ed istruzioni.

Si prega di tenere questo manuale in un posto sicuro, e di passarlo al nuovo proprietario quando venderete la barca.

SI PREGA DI TENERE PRESENTI I SEGUENTI PERICOLI

- L'albero e di metallo ed è un conduttore di elettricità, un contatto con cavi elettrici sopraelevati potrebbe essere fatale, si prega di avere estrema cura nel sollevare l'albero, mettere la barca in mare e veleggiare.
- Indossare sempre un'adatta giacca salvavita approvata dalla C.E.
- Assicurarsi sempre che il gancio che ritiene il timone funzioni correttamente, in modo che il timone non si stacchi in caso di capovolgimento.
- Tutto il sartame, le funi, l'albero e l'attrezzatura devono essere regolarmente controllate per "usura e invecchiamento" o danneggiamento.
- Assicurarsi sempre che le maniglie siano ben assicurate e che gli anelli a molla non siano stati distorti.
- Controllare sempre che il tappo della traversa e i portelli siano stati chiusi bene e tutta l'attrezzatura sia sicura.
- Se si trasporta la barca sul tetto dell'auto assicurarsi che non si ecceda la capacità massima del portabagaglio della vostra auto.
- Se si trasporta la barca su un carrello a traino assicurarsi che il carico non ecceda il peso massimo permesso per l'asse del carrello.
- Assicurarsi sempre di veleggiare con un minimo numero di persone per recuperare lo scafo dopo un capovolgimento.
- Informare sempre qualcuno prima di mettere la barca in acqua.
- Non superare il numero massimo di persone o il carico massimo specificato in questo manuale.
- Non perforare i cassoni d'aria con l'aggiunta di accessori ulteriori.
- Attrezzare sempre l'imbarcazione in conformità con il manuale per l'assemblaggio e manovre fornito separatamente.

ESPAÑOL

INTRODUCCION

El presente manual se ha elaborado con el fin de ayudarle a manejar su barco con seguridad y placer: se supone que Vd. ya ha adquirido la habilidad suficiente como para aparajar y navegar su nuevo barco. Si este es su primer barco y Vd. no ha recibido instrucción aprobada, le recomendamos energicamente que se ponga en contacto con una escuela de vela certificada y obtenga formación e instrucción adecuadas.

Le rogamos que guarde el presente manual en un lugar seguro y que lo entregue al nuevo propietario cuando Vd. venda el barco.

LE ROGAMOS TENGA EN CUENTA LOS PELIGROS SIGUIENTES:

- El mastil es de metal y es un conductor eléctrico; el contacto con líneas eléctricas aéreas podría ser mortal. Le rogamos extreme las precauciones a la hora de izar el mastil, echar el barco al agua y navegar.
- Lleve siempre un chaleco salvavidas aprobado por la CE.
- Asegúrese siempre de que la grapa sujetadora del timón funcione correctamente, de manera que el timón no pueda desprenderse en caso de una zozobra.
- Toda la jarcia de alambre, así como todos los cabos, largueros y accesorios deben inspeccionarse regularmente para señales de desgaste o daños.
- Asegúrese siempre de que los grilletes estén bien apretados y que los anillos partidos no estén deformados.
- Compruebe siempre que el tapon del travesano y las escotillas estén bien apretados y que todos los accesorios estén fijos.
- Si Vd. va a transportar su barco sobre su coche, asegúrese de que no se sobrepase la carga máxima de la baka.
- Si Vd. va a transportar su barco en remolque, asegúrese de que la carga no sobrepase el peso permitido para el eje del remolque.
- Asegúrese siempre de que navegue con el número mínimo de personas necesarias para recuperar el barco después de una zozobra.
- Informe siempre a otra persona de sus intenciones antes de zarpar.
- NO exceder el número máximo de personas NI la carga máxima estipulados en este manual.
- NO perforar los tanques de flotación para fijar accesorios adicionales.
- Siempre ajustar el aparejo del barco de acuerdo con el manual de aparejo proporcionado separadamente.

INFORMATION SHEET & EXAMINATION

We hereby confirm that the

DART 18

built by

Windsport International
Mylor Harbour
Falmouth, Cornwall, UK
TR11 5UF

Boat type:	Sailing Caramaran
Design category:	C
Length of hull:	5.48 m
Beam of hull:	2.30 m
Unladen weight:	136 kg
Maximum number of persons:	3
Maximum load:	260 kg
(Including: Persons at 75kg each)	

Carry on load has been assessed to conform with the requirements of
The U.K. Statutory Instrument 2004 No. 1464

CONSUMER PROTECTION

- The Recreational Craft Regulations 2004
- Schedule 6 – Module Aa & Schedule 1 – Parts of Sections 3.2 & 3.3
- The EU Recreational Craft Directive 2003/44/EC
- Annex VI – Module Aa & Annex 1 – Parts of Sections 3.2 & 3.3

Windsport International, Mylor Harbour, Falmouth, Cornwall, UK, TR11 5UF
– email: info@windsport.co.uk

PRINCIPAL DIMENSIONS

Principal Dimensions

Dimensions principals

Wichtige Daten

Dimensioni principali

Dimensiones principales

		<u>Dart 18</u>	<u>Sprint 15</u>
Category		C	C
A1	m ²	12.92	10.19
A2	m ²	3.16	2.10
A3	m ²	15.00	n/a
Lh	m	5.48	4.54
Bh	m	2.28	2.13
D	kg	136	104
ML	kg	260	185
CR	kg	157	85
CL		3	2
MRE		n/a	n/a

	ENGLISH	FRANCAIS	DEUTSCH	ITALIANO	ESPANOL
A1 m ²	Main Sail area	Surface de grande voile	Großsegelfläche	Sup. Vela Maestra	Superficie de la vela mayor
A2 m ²	Jib Sail area	Surcae de foc	Fockfläche	Sup. Fiocco	Superficie del Foque
A3 m ²	Gennaker area	Surface de Gennaker	Gennakerflange	Sup. Gennaker	Superficie del Gennaker
Lh m	Hull length	Longueur de la Coque	Rumpflänge	Lung. Scafo	Eslora
Bh m	Beam width	Largeur de la coque	Rumpfbrite	Lang. Scafo	Manga
D kg	Unladen weight	Poids de la coque	Rumpfgewicht	Peso Scafo	Peso del casco
ML kg	Maximum load	Charge maximum	Hochstlast	Carici Massimo	Cara maxima
CR kg	Minimum crew for capzise	Equipage minimum pour redressage	Mindestbesatzung beim Kentern	Equipaggio minimo per capovolgimento	Numero minimo de tripulantes en Caso de zozobra
CL	Maximum number of persons	Nombre de personnes maximum	Maximale Besatzung	Massimo Nu. di persone	Numero maximo de personas

CATEGORY C : Inshore - Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including wind force 6 and wave height 2m may be experienced.

ML : (Maximum load): This is the total weight in kg of all crew and luggage. This weight should not be exceeded.

CL : (Maximum number of persons) : This should not be exceeded.

DEFINITION DE LA CATEGORIC C: vers la cote : conçu pour des voyages dans des eaux littorales, de grandes baies, des estuaires, des lacs et des rivières avec comme conditions maximum des vents de force 6 et des vagues pouvant atteindre une hauteur de 2 mètres.

ML : Maximum load: Charge maximum: c'est le poids total en KG de l'ensemble de l'équipage et de leur bagage. La charge maximum ne doit jamais être dépassée.

CL: Nombre de personnes maximum. Ce nombre ne doit jamais être dépassé. Remarque : le poids total de toutes les personnes à bord ne doit jamais dépasser la charge maximum en KG.

DEFINITION KATEGORIE C (KIISTENGEWASSER): ausgelegt für Fahrten in Küstengewässern, großen Buchten, Flussmündungen, Seen und Flüssen mit Wetterbedingungen bis zu Windstärke 6 und einer signifikanten Wellenlänge bis zu 2 m.

ML (Maximallast): zulässiges Gesamtgewicht der gesamten Crew einschließlich Gepäck in kg. Die Maximallast darf niemals überschritten werden.

CL (maximale Personenzahl): darf niemals überschritten werden. Wichtig: Das Gesamtgewicht aller an Bord befindlichen Personen darf nicht höher sein als die zulässige Maximallast.

DEFINIZIONE CATEGORIA C: navigazione costiera (Inshore). Progettato per navigazione in acque costiere, grandi baie, estuari, laghi e fiumi dove possono verificarsi condizioni di vento fino a ed inclusa forza 6 e onde alte fino a ed inclusi i 2 metri.

ML: carico massimo (Maximum load) - e il peso totale in kg dell'equipaggio e bagaglio. Non superare mai il carico massimo.

CL: numero massimo di persone - non deve mai essere superato. Nota: il peso totale delle persone a bordo non deve mai superare il carico massimo in kg.

CATEGORIA DE DEFINITION C: Aguas costeras: Diseñado para viajes en aguas costeras, bahías grandes, estuarios, lagos y ríos donde las condiciones alcanzan e incluyen una fuerza de viento 6 con una altura de olas de hasta e incluyendo 2 metros.

ML (Carga Maxima): Este es un peso total en kilogramos de toda la tripulación y su equipaje. Jamás se debe exceder el peso máximo.

CL (Numero maximo de personas): Jamás se debe exceder. Nota: el peso total de las personas a bordo jamás debe exceder la carga máxima en kilogramos.

DECLARATION OF CONFORMITY

Declaration of Conformity of Recreational Craft with the Design and construction of
Directive 94 / 25 / EC as amended by Directive 2003 / 44 / EC

Manufacturer: Windsport International
Mylor Harbour, Falmouth, Cornwall, TR11 5UF, UK.
ID Number:
1681. EC type examination number (see principal dimensions)

Manufacturer: Windsport International
Mylor Harbour, Falmouth, Cornwall, TR11 5UF, UK.
Module used for construction Assessment Aa, B+C
Description of Craft : DART 18

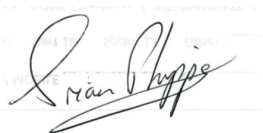
Craft Identification Number PORT HULL
STB HULL

Type of Sailcraft: Sailboat
Type of Hull: Catamaran
Construction material: Fibre Reinforced Plastic
Type of main propulsion: Sails
Type of engine: N/A
Deck: Open

See principal dimensions for Category, weights and dimensions.

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the craft manufacturer that the craft mentioned above and specified in the table of principal dimensions complies with all applicable essential requirements in the way specified and is in conformity with the type for which above mentioned EC type examination certificate has been issued.

Mr. B Phipps - Technical Manager



Date:
(To be completed at point of sale)

USEFUL LINKS

<https://www.windsport.co.uk>

<https://www.windsport.co.uk/catparts-shop/>

<http://www.dart18.com>

<https://dart18class.com/about/>

<https://dart18class.com/official-documents/>

Dart 18
Dart 18

H

rtl.co.uk

www.catparts.windsport.co.uk



