



Skeeta Rigging Guide



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INTRODUCTION

This rigging guide explains in detail how to rig your Skeeta from the very beginning.

It is intended to provide you with details of how to rig the boat ready for sailing.

Information on how to launch and sail your new Skeeta, as well as safety precautions are contained in the *Skeeta Owner's Manual*.

Inspecting your new Skeeta

Check everything is in the package when delivered and first opened.

Let us know immediately if any parts did not arrive

1 x Skeeta Hull in hull bag

2 x Wings

1 x Tripod

1 x Rudder box and tiller

1 x Tiller extension

1 x Wand and Wand tube

1 x 5.5m 2-piece Carbon mast

1 x 8.0 sqm sail

1 x 8.0sqm stay set (3 individual stay wires)

1 x Boom

1 x Centreboard and horizontal lifting foil in padded bag

1 x Rudder and horizontal lifting foil in padded bag

Optional extras

1 x 6.0m 2-piece Carbon mast

1 x 9.5 sqm sail

1 x 9.5sqm stay set (3 individual stay wires)

1 x Centreboard without foils, rudder without foils (for conventional use of boat)

1. Hull

The hull is custom built from a solid foam core with a durable epoxy glass skin. The hull is very unlikely to leak or sink, and there are no inspection hatches or drain plugs. It comes in its very own boat bag.



The vang track and roller car are pre-installed. This is a strong point of the boat and can be used for lifting.

The gantry is used to support the rudder and is attached with 3 bolts. The components are accurately factory pre-set prior to shipment and should not be altered. To attach the gantry, fit it over the three bolts and insert the bolts provided.

The gantry (pic 1.4) is used to support the rudder and is attached with 3 bolts (pic 1.3). The components are accurately factory pre-set prior to shipment and should not be altered. To attach the gantry, fit it over the three bolts and insert the bolts provided.



Care:

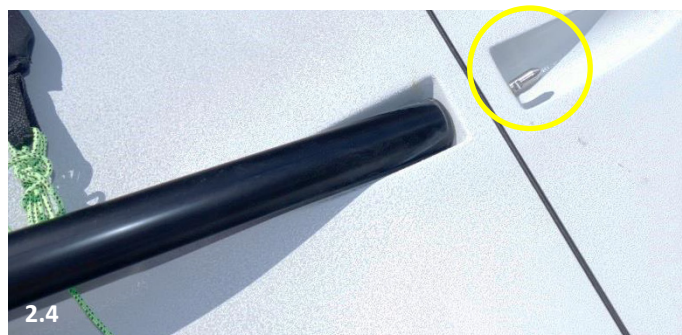
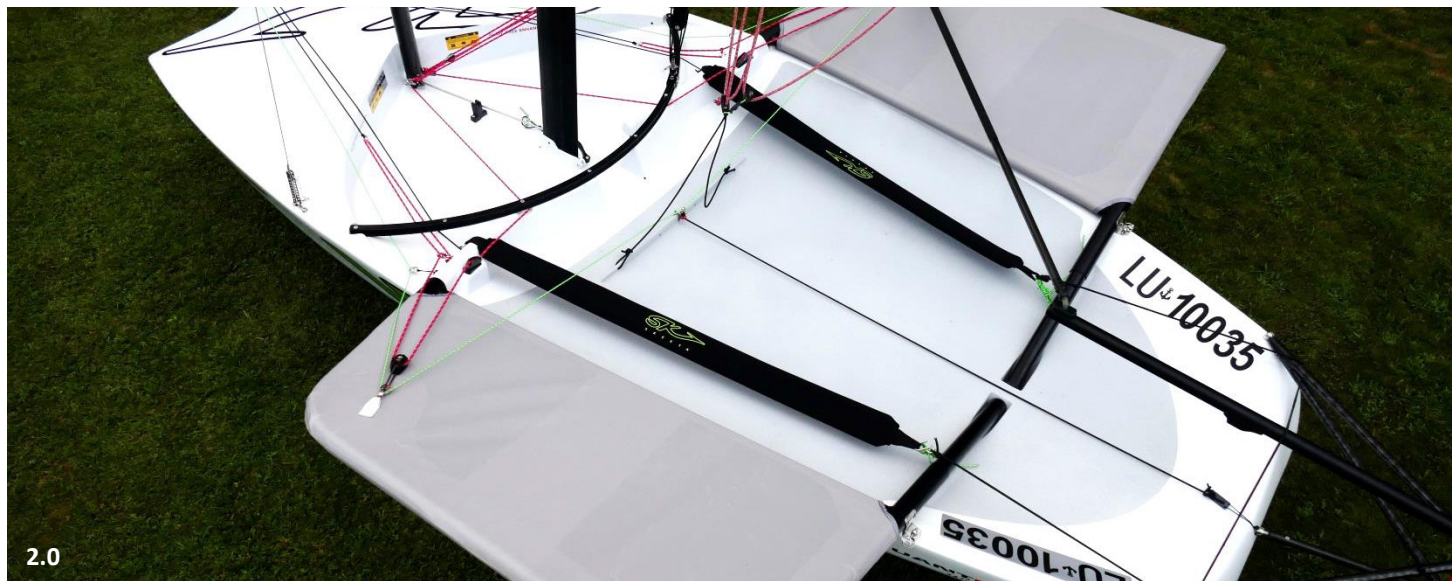
Never leave your boat in damp conditions. For example, in a damp bag. The hull is made to be reasonably lightweight for foiling. On land, do not sit on the hull, or put weight on, as this may create dents.



2. Wings

The port and starboard wings are provided with trampoline covers already laced up. Simply slide the front wing bar into the hole under the vang track (pic 2.1) (pic 2.2), lower the rear bar into position (pic 2.3), lock into the inner pin (pic 2.4) and the outer pin and push the retaining pin in place (pic 2.5).

The wings are strong, the front wing bar can be used for lifting the boat.



Hiking straps are attached onto the boat. (pic 2.6) (pic 2.7). They are placed over the wings, so you can get your feet under. There are 2 different hiking strap positions. Lacing is provided so you can adjust the straps to suit your personal preference.

Before you go out sailing, ensure the shock cord is wrapped around the gantry and onto the opposing hiking strap, lifting both straps for ease of use.



To remove wings:

Undo the retaining fast pin, pull the rear wing bar out and up, away from the hull. When clear of the 2 attachment pins, lift the rear wing bar upwards. Then slide the front of the wing outwards and away from the hull – the wing should come away easily.



3. Height sensor (Wand)

The fully retractable wand is detachable, and must be put on, threaded and tensioned correctly



First off, insert the wand inside the wand tube assembly, ensuring the rope is sitting in the groove at the back of the wand. (pic 3.1)

Secondly, push the wand tube assembly into the groove on the bow mechanism and lock with the fast pin into the holes, connecting both components together. (pic 3.2)

Thirdly, run the wand rope around the boat (pic 3.3, see also next page)

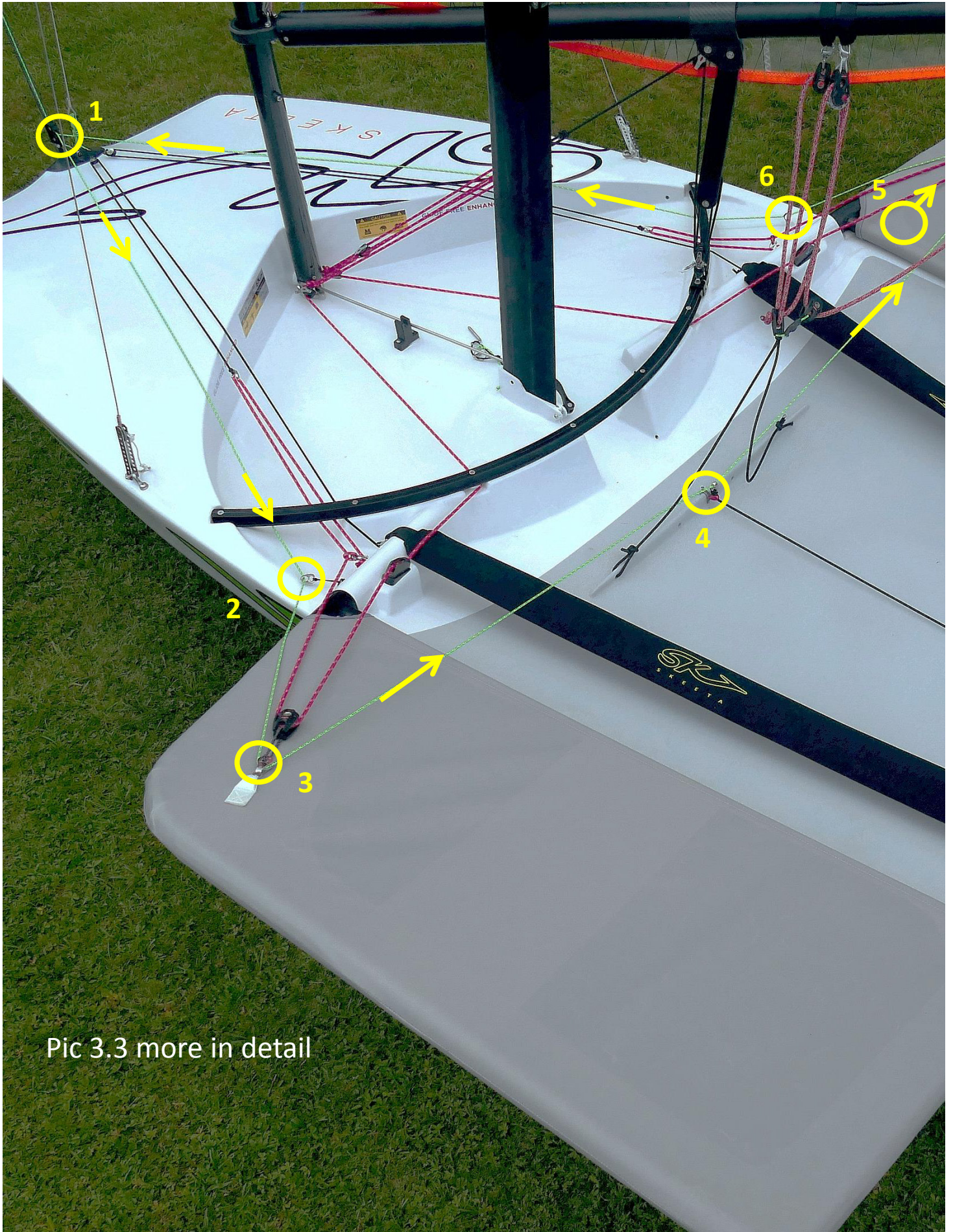


When finishing the closed loop, it is best to push the wand down the tube, so the top of the wand is just below the entry and exit slot for the rope. Then insert the tail of the wand rope in and push the wand up. Insert the tail of the wand rope in the top wand hole and tie a knot. There is extra tail for adjustment if need be.

When tensioning up the rope, make sure the wand slowly comes up by itself. When the wand is up, the wand rope and the shock cord should have little tension on it. If there is too much tension on it, this can make it difficult to adjust the wand whilst sailing and can cause the wand to dig into the water.

The wand is now ready for use, Pull the cord to raise or lower the wand. This changes the ride height while sailing. Always start with the wand raised until you are ready to fly. If you need to stop foiling or slow down quickly and safely, raise the wand to lower the boat to the water surface.





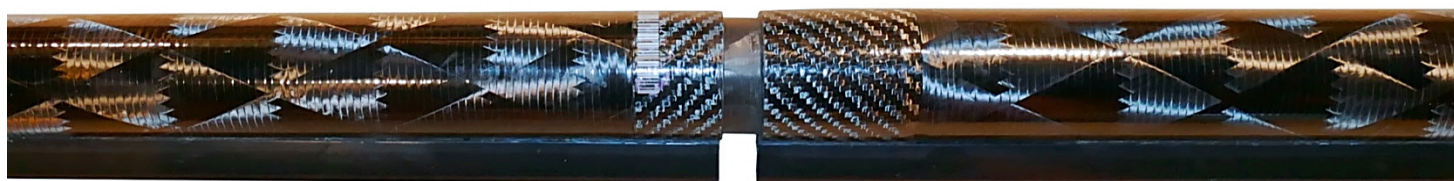
Pic 3.3 more in detail

4. Mast

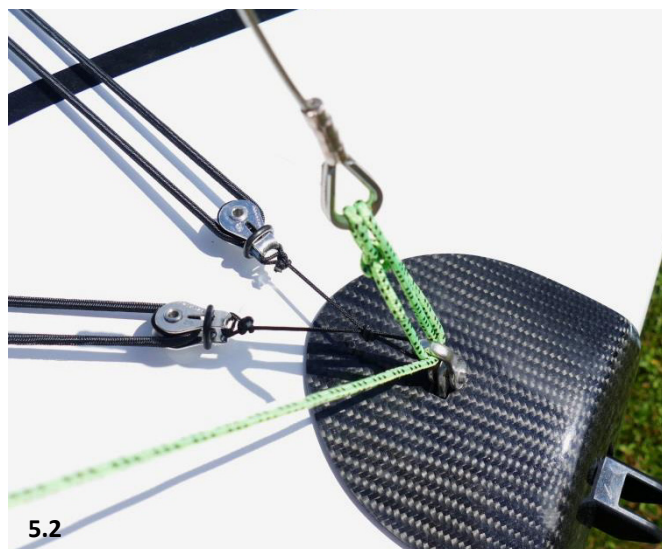
The two-piece carbon mast is supplied with a halyard, cleats and a gooseneck yoke. Slide the two mast halves together, making sure the sail track aligns! Fix position with a piece of tape.



Close gap totally and fix position with a piece of tape

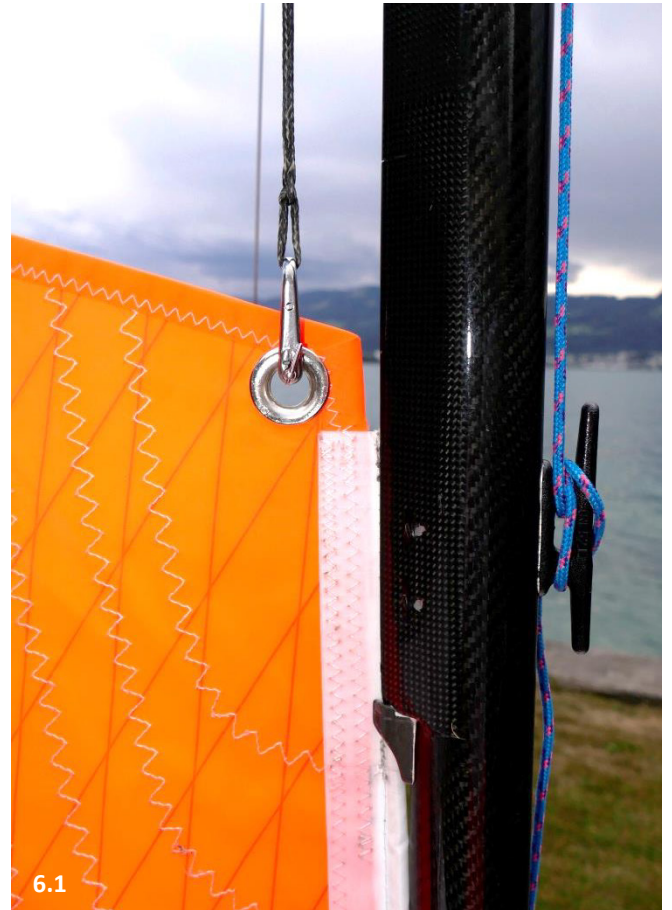


Attach the side stays (pic 5.1), raise the mast and lace up the forestay (pic 5.2). The rigging should be firm, but it should not have to be excessively tight. Adjust the rake by changing the pin position in the side stay adjusters to have about 10 degrees aft mast rake.



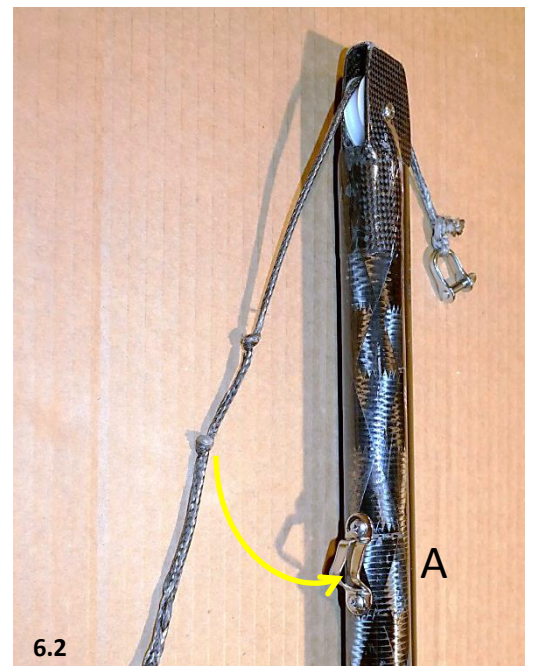
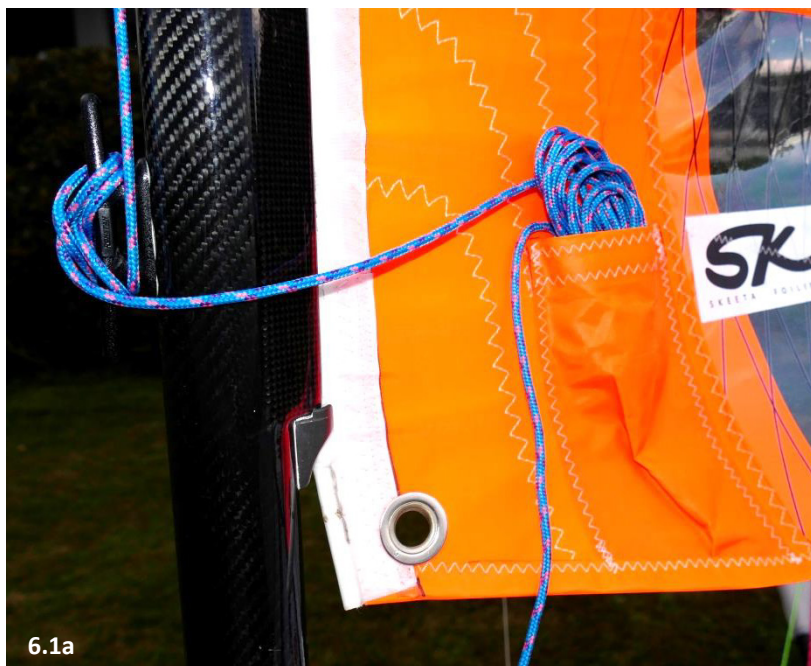
5. Sail

The sail comes with battens inserted, but not tightened. Do up the clips on the batten ends before hoisting the sail (pic 6.0). The sail should have no wrinkles.



Attach the halyard hoist shackle to the top of the sail and feed the luff up the sail track on the back of the mast (pic 6.1)

Hoist the sail and work the rope either the side of the two halyard keepers A (pic 6.2) and cleat the halyard rope onto the horn cleat (pic 6.1a) at the base of the sail track on the mast using the pulleys as purchase. The remaining halyard cord can be stored in the sail pocket.



6. Boom and mainsheet system

The boom is a simple straight aluminium section to which a yoke slot and vang dropper post have been added. (pic 4.0)



Slide the aft end of the boom into the clew loop on the sail (4.0a), then slide the forward end of the boom onto the gooseneck pin at the tack of the sail (pic 4.0b).

Attach the mainsheet to the boom. The mainsheet is threaded through the pulleys provided as shown. The quick release clips make it possible to leave the mainsheet attached to the boat and remove the boom quickly and easily (pic 4.1) .

Now use the mainsheet to apply pressure to the sail, which enables the vang to be easily attached using the hook provided (pic 4.2 and 4.2a)



Setup

The clew loop from the sail goes around the boom and supports the load. Simply slide the boom through this loop (pic 4.0a)

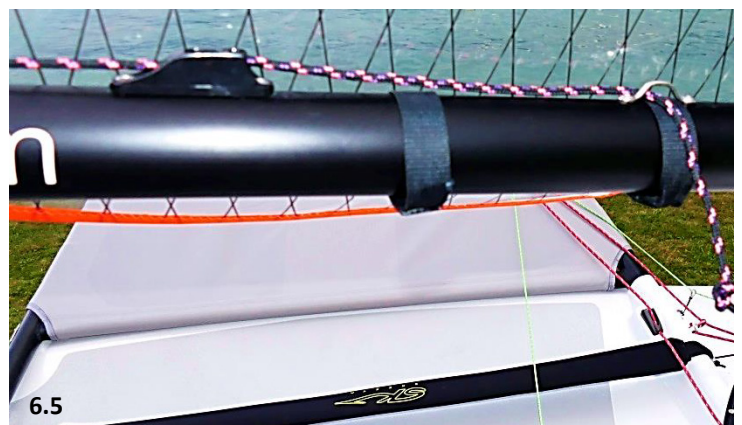
Outhaul

To attach the outhaul control, thread the cord through the eye on the boom (pic 6.3) then the eyelet on the sail and back to the slot or hole (pic 6.4) in the end of the boom.

The outhaul system is simple and very effective with no need for a track, inhaul or pulleys.

The clew loop is not designed to slide along the boom, but instead the webbing pivots on the sail. There is very little load on the outhaul control line and it automatically moves inwards when the control line is released.

Lead the outhaul line forward to the cleat on the boom (Pic 6.5).



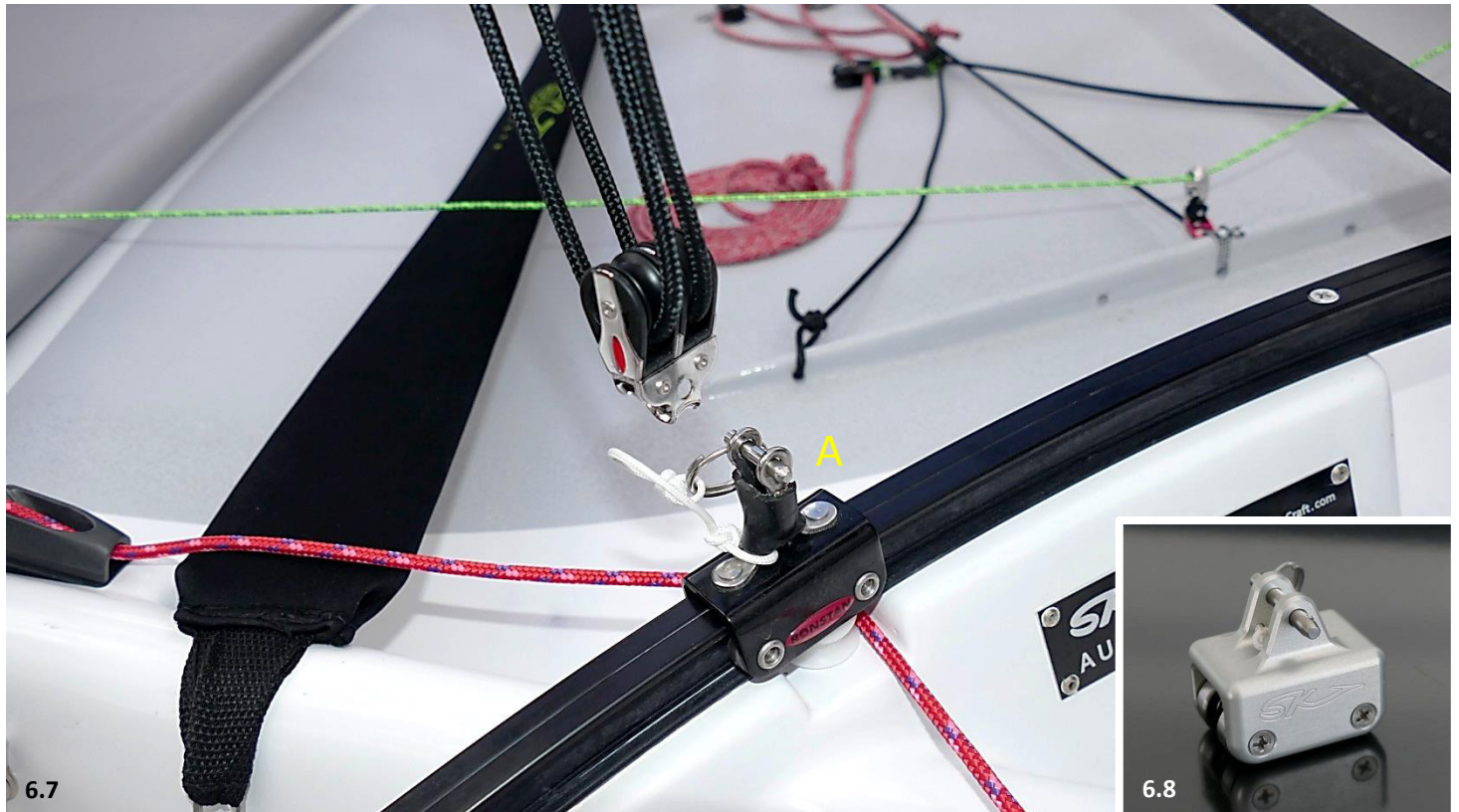
Vang system

The boom vang used on the Skeeta is unique. It runs on a curved vang track (pic 1.5), which enables high leach tension to be applied which is ideal for upwind foiling, while removing all boom loads from the mast, allowing it to freely over rotate.

The degree of mast rotation is automatically controlled by the foot tension. As the luff is free to move down the mast, the vang applies both luff and leach tension at the same time. This greatly simplifies the controls and gives more time to concentrate on sailing the boat.

To attach the vang dropper post to the traveller car A, simply pull out the fast pin on the traveller car and push it through the hole in the double pulley at the base of the dropper post (pic 6.7 and new high-load car pic 6.8).

Hook the vang control ropes onto the tail of the rope near the dropper post (page 12, pic 4.2 /4.2a).

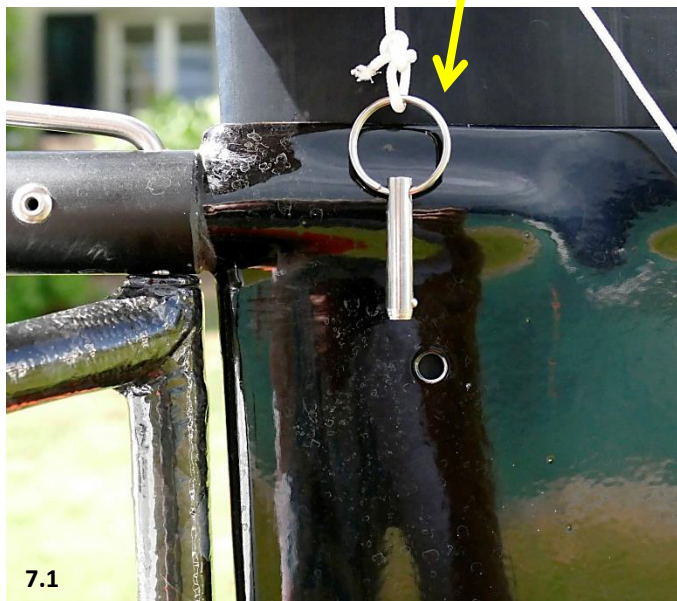
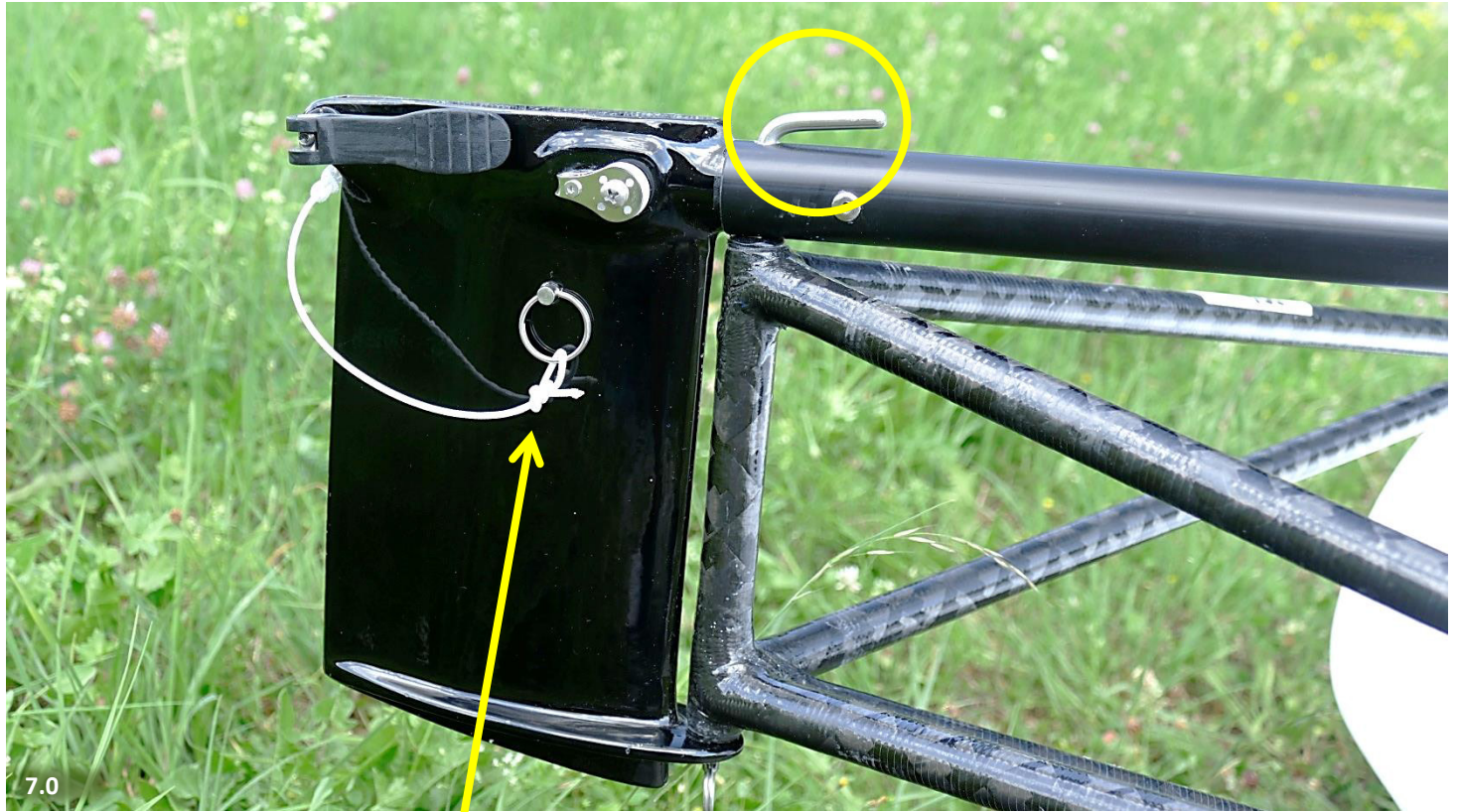


7. Rudder box

The rudder box and tiller (pic 7.0) are a single unit the toggle clamp brake. Attach the rudder box to the gantry with the pin and secure it with the washer and clip (pic 7.2) provided .

The pin (pic 7.0 und 7.1) fixes the rudder blade in the lowest position when sailing. Insert this pin as soon as you have reached deeper water.

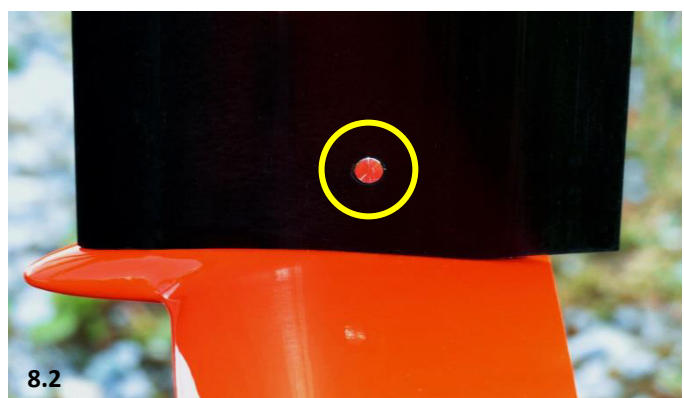
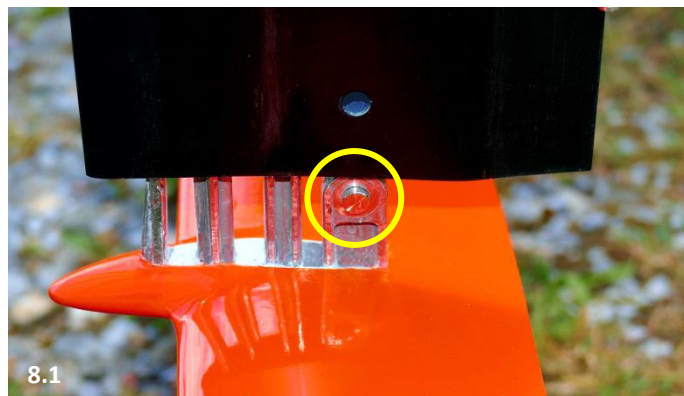
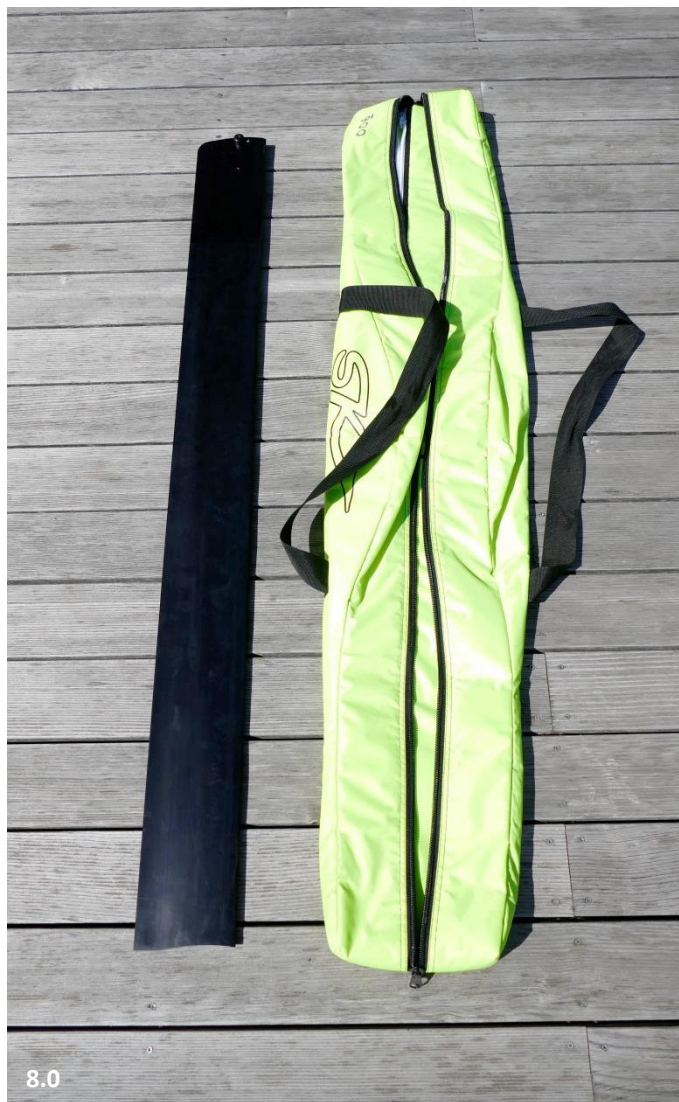
The Ronstan Battlestick tiller extension clips into place. There is no adjustment of rake, or tiller twist grip control. It is simply not required with this advanced foil system.



8. Rudder

Insert the rudder blade (pic 8.0) from above and apply the toggle clamp brake (pic 7.0) to hold it in place. Then attach the horizontal foil by aligning the pins and pushing it up into place (pic 8.1 and 8.2).

WARNING: Make sure the push button is fully engaged before going sailing. The button will sit flush with the outside surface of the rudder.



Attach the pull-down cord. The rudder is pulled down into place after leaving the shore using this cord.

Insert the fast pin through the rudder box and rudder foil. This will secure it fully down for foiling. (pic 8.3)

:Note: Always make sure the shock cord across the rudder is loose - This helps the boat to round up if you do go overboard.

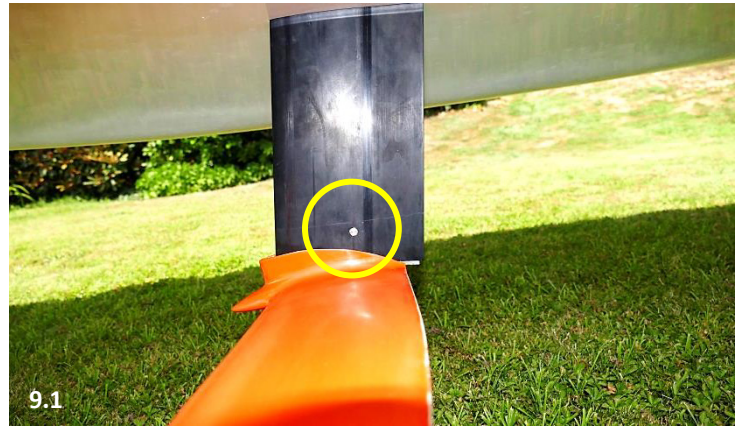
WARNING: If you hang onto the tiller extension when you capsize, you may damage the tripod, tiller or tiller extension.



9. Centreboard

Insert the centreboard into the centre case from above, so that it sticks out around 100mm under the boat. Hold it in place with the toggle clamp brake. Attach the horizontal main foil under the boat whilst on the trolley by aligning the pins and pushing it up into place.

WARNING: Make sure the push button is fully engaged before going sailing. The button will sit flush with the outside surface of the centreboard (pic 9.1).

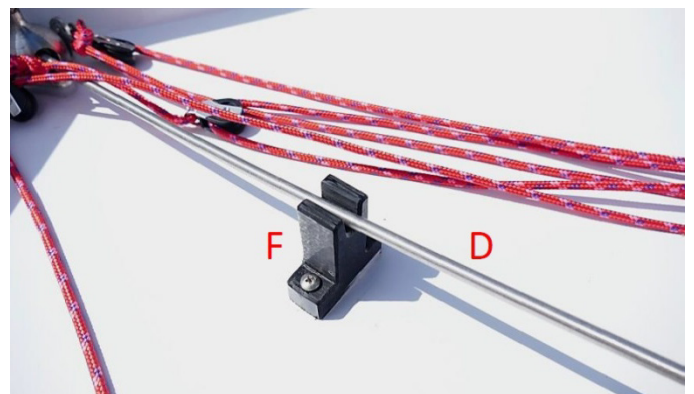
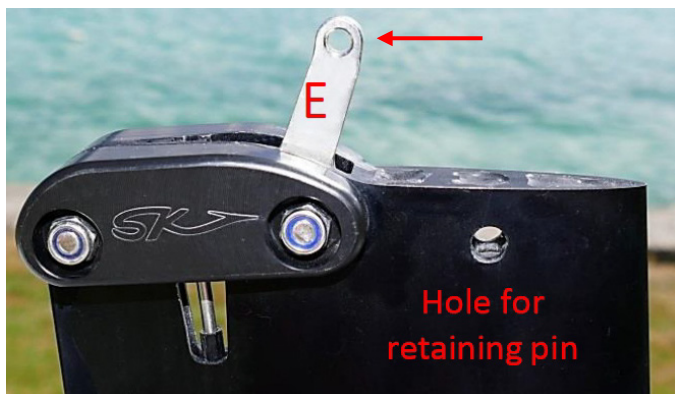
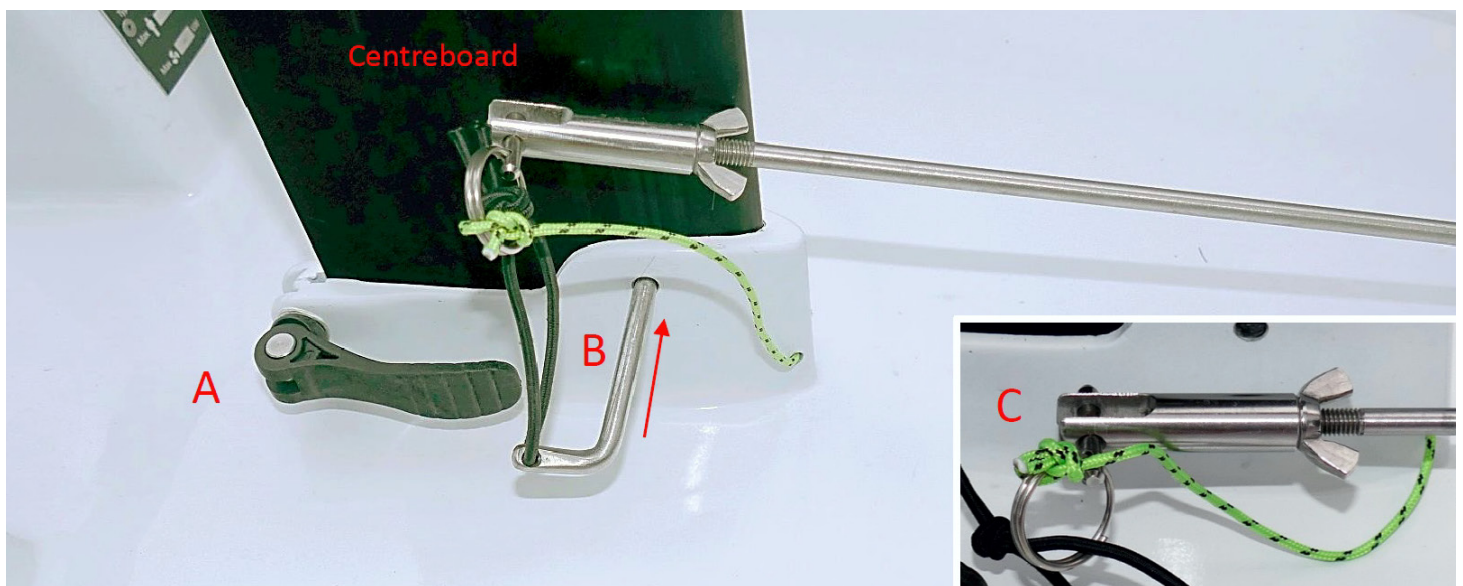


Securing the centreboard

When leaving the shore, use the toggle clamp brake **A** to hold the centreboard at the appropriate height to safely leave the shore. Once in deep water, open the clamp and push the centreboard fully down and engage the retaining pin **B** as shown.

Attaching the pushrod

The horizontal lifting foil is controlled by the wand via pushrod **D** (see below right). Once the centreboard is secured in place, clip the rod in place into the plastic pushrod support **F**. Attach the pushrod **D** to the bell crank **E** on top of the centreboard using the fast pin **C** at the end of the green string (see above inserted pic)



10. Returning to Shore and Unrigging

When returning to shore, retract the wand fully, pull out the centerboard lock pin and the clevis fast pin, raise the centerboard and rudder part of the way, leaving enough foil in the water for steering. Apply the brake to hold them in place.

WARNING: Be aware of the water depth or damage to foils may result.

When in shallow water, carefully get off the boat. Stand next to the boat and undo the halyard and lower the sail. Remove the wand from the bow mechanism and store in a safe place on the cockpit – you do not need to unthread the wand rope at this stage.

The centerboard and rudder can be removed in the water.

Alternatively, you can leave them fully raised and the wand in the fully raised position, then gently place the boat on the trolley. This enables the boat ready to sail again, simply by launching and hoisting the sail.



MAINTENANCE

Maintenance is a key part of looking after your investment and keeping your Skeeta in the best possible working order.

It is most important to thoroughly wash all items with fresh water after each sail.

While the hull, rig and foils are all manufactured from corrosion resistant materials, they can be susceptible to attack from salt residues especially if left in the hot sun. It is also most important to remove any silt, sand or abrasive material, especially from the internal surfaces of the bow mechanism, centerboard case, rudder box, mast step, vang track and car, main foil and pushrods.

Unclip the lifting foils and wash thoroughly with fresh water, making sure the push button moves freely.

Dry Foils and Hull before placing them in their bags. Do not leave the foils in sand or mud, avoid leaving them in direct hot sun. This is why protective bags are supplied.

Never store Hulls or Foils in damp conditions.

The vang track may become sticky or jerky over time.

Lubrication with a dry, waterproof lubricant such as silicon spray or white lithium grease spray each time you go out can keep the vang sliding freely and prevent wear.

We wish you many happy years foiling and sailing with your Skeeta!

WARRANTY

We guarantee that our products are free of any defects or damage caused by workmanship or faulty materials, for the duration of 12 months from the date of original purchase (Need proof of purchase)

The owner must look after their boat, with regular maintenance and care. as stated before.

Warranty of this Boat DOES NOT cover any of the following Claim conditions:

- Damage or defects caused by collisions, impacts with any material or objects, abuse, misuse, careless sailing, vandalism or accidental damage.
- Breakages or defects as a result of prior damages, or repairs.

- Damage caused by transport, loading, unloading, dropping, out of water handling or similar.
- Damage caused by sailing/foiling in over 18 knots of wind, or in rough waves/conditions.
- Damage caused by hanging onto the tiller when capsizing
- Damage or defects caused by exceeding specified weight as stated on boat plaque.
- Damage or defects caused by inappropriate storage or handling, including storage of the boat in closed, damp conditions (for example, a wet boat bag).
- Damage or defects caused by exposure to temperatures over 60 degrees Celsius and under 0 degrees Celsius.
- Damage caused by nature, such as earth quakes, fires etc.
- Damage or defects caused by alterations or modifications.
- Damage or defects caused by usage of the boat after a claim is reported.
- Damage caused using equipment other than specified for that product: For example, a larger rig, a larger sail, different Rigs or Foils etc.
- Damage or defects caused by storage or transport of the boat with a blocked or closed air-valve (if applicable).
- Damage or defects caused by improper mounting or adjustments of fittings/ foot straps, foils etc.
- Damage or defects caused by neglect, weathering, or normal use and wear.

If you believe a product has defects to workmanship or faulty materials, please contact your dealer within 30 days from the date on which the defect or damage is discovered.

No repairs under warranty are to be done without written approval from Skeeta Foiling Craft.

The customer must also produce the original, dated and proof of purchase.

We reserve the right to make further changes and modifications to our products or corresponding documents at any time in order to maintain the functionality, value and quality of the product.

For further questions or information, please contact your dealer.

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