

Snark Sailboat Sailing Manual

Millions have learned to Sail in a Snark Sailboat. You can Virtually Learn to Sail in One day. Just add water and go.

CastleCraft

www.castlecraft.com

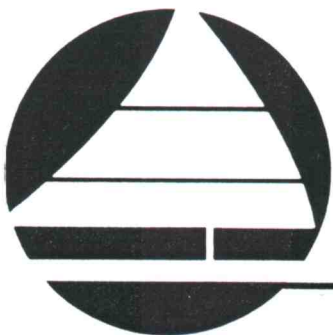
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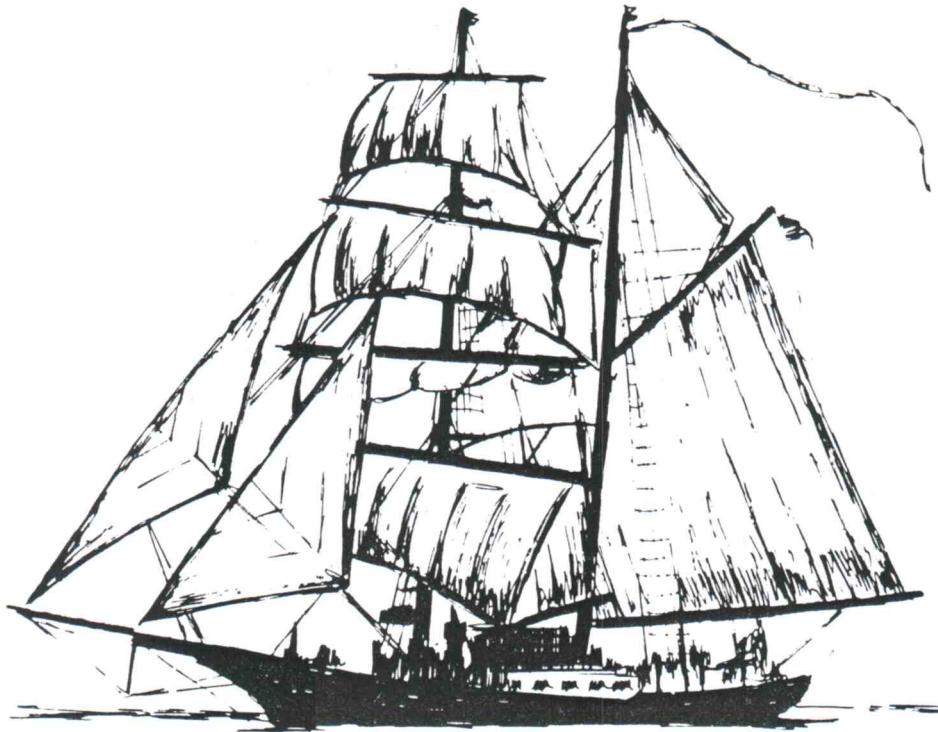


SNARK BOATS

This book is written especially for the person that has had no previous experience with the art of sailing. It is written as an introduction only to the art of sailing. The following instructions will get you safely out and back in, with only a few basic maneuvers in between.

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When you have completed this booklet, when you have been out on the water several times, you will be ready for larger and more detailed books. You will have joined the ranks.



No, you're not ready for this craft yet. You will be starting with the very smallest of boats. The boat shown above is quite interesting though, in that it wears just about every size and shape of sail ever conceived . . . the picturesque brigantine.

Powerboats must travel through two obstructing elements—water and air. While water provides the bouyancy, it is still an obstruction that needs to be “cut through” with a minimum of friction and disturbance. Air is also an obstruction. A strong wind blowing against the side of the boat will set it off course, and slow it down when headed directly into the wind.

A sailboat, on the other hand, has only one obstructing element, water. Air is not a hinderance, but rather a source of power. It's only source of power.

So now it is up to us to harness this power. We must acquire the skills necessary to use the wind to our best advantage.

You will gradually become acquainted with the many different types of sails and riggings, and what advantage one has over the other. But for now we will stick to the lateen rig, (one triangle sail), and sloop rig, (main-sail and jib). Both of these are represented in the **SNARK** lineup.

In fact, as you graduate from one boat to another, all of them slightly larger and faster, you may still be sailing the **SNARK** sloop or lateen rig you are now starting with. They are by far the most commonly seen sails on any lake.

You've made a wise purchase that will provide you and your family years of outdoor fun. We thank you for your confidence in us and encourage you to call us at 1-800-24**SNARK** if you have questions or need help on any facet of your new **SNARK** boat.

to **KNOTS** **KNOW**

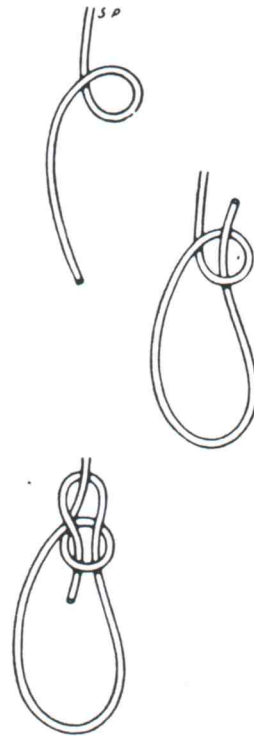
Before we go any further, let's take time to learn some of the basic knots. Among the hundreds of knots that can be tied only a few are really necessary at this point. Let me emphasize "necessary". Learn to tie them automatically, and learn to tie them fast. There will be many occasions where speed in tying and untying a knot could make the difference in staying dry or getting an unexpected dip.

First, the part of the rope that is attached to something (bow-eye, cleat, etc.) is called the standing part. The other end is called the free end or short end. A bight is the part between the ends.

The Bowline, Square Knot and Clove Hitch are your three most important knots and will suffice in most of your knot situations.

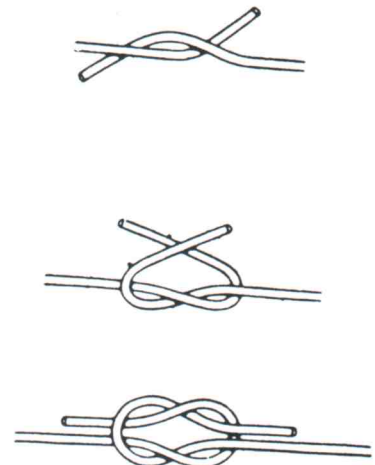
THE BOWLINE (bo-lin)

The great advantage of the bowline is that it can be easily untied no matter how much strain has been put on it. It can be used for tying up to a dock, for tying to the ring of a mouring bouy. First, throw a loop in the rope, free end over standing end, pass free end under the standing end and over and down through the loop. These instructions seem impossible even to me, but the drawings will clear it up. This knot is recommended for tying halyards to sails and main sheet to the tiller.



THE REEF/ OR SQUARE KNOT

This all purpose knot is probably known by almost everyone. But it is surprising how many people tie it wrong, and wind up with a "granny knot" which is almost worthless. Simply follow the drawing, noticing that the important part is that each line follows itself back through the loop, side by side, parallel to each other.

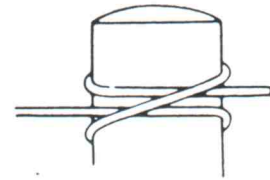
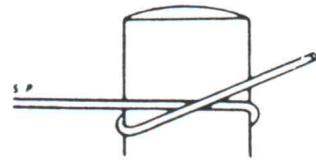


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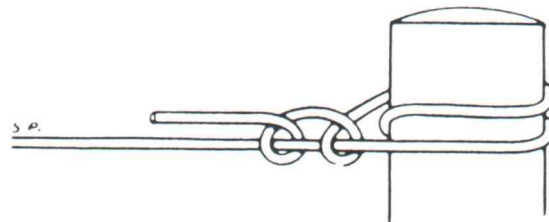
THE CLOVE HITCH

This is a very useful knot when tying up to a dock, temporarily. It is a very quick knot to form but needs a constant strain to be completely safe. Throw a loop over the post with the free end underneath. Repeat the same operation, again keeping the free end under the second loop. That's it. A third and fourth loop can be added for extra security. (Ensure the loops are stacked on top of each other, and not spread out vertically.)



ROUND TURN AND HALF HITCH

This is the knot to use when tying to a dock. Just two upward loops around the post, throw the free end over standing end and back under crossover. Repeat this as many times as you think necessary.



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