



MONSOON INSTRUCTIONS
ALMOST READY TO SAIL
MODEL YACHT

MODEL YACHT – ASSEMBLY INSTRUCTIONS & SAILING

HINTS

Thank you for purchasing one of our range of model sailing yachts, we hope it will bring you many hours of pleasure and relaxation.

The instructions are aimed at making the assembly of the yacht a pleasurable and rewarding experience; please follow the assembly steps in sequence as we have found it the best way of preparing the yacht for sailing. We have tried to write these instructions in plain language and not use yachting or nautical terms, for those of you who are experienced in such things please bare with us.

ASSEMBLE THE STAND



The 2 ends of the stand have been pre-assembled with a screw in the middle so that they can pivot open. Place the stands on edge and screw the cross members in place using the 3x10mm screws making sure that the cross members are offset, now turn the assembly over and screw the cross members to the other side. The stand should now be able to open and close. Now fix the straps to the top of the stand to support the yacht again using 3 x 10 mm screws. Check the stand against the photos and it is ready to hold the yacht during the rest of the assembly.

ASSEMBLE THE HULL, KEEL AND MASTER



Remove the nut and washer from the shaft at the bottom (narrow end) of the keel, coat this shaft in petroleum jelly for corrosion protection and insert it into the hole in the ballast (lead weight). Replace the washer and nut and tighten with plastic spanner provided. Remove the nut and washer from the shaft on the top of the keel and coat this shaft with petroleum jelly and **carefully** insert this shaft into the hole in the bottom of the hull (curved taper to the back).



Now add the nut washer and rubber 'O' sealing ring to the top of the shaft in the recess in the deck and tighten with plastic spanner.



Cover this nut assembly with petroleum jelly and put the small black cover in place.

ASSEMBLE THE RUDDER



Remove the nut from the top of the rudder shaft and cover this shaft with petroleum jelly. Insert this shaft in the rudder hole in the bottom rear of the hull making sure it engages with the black plastic arm in the rebate in the deck. Replace the nut and washer and tighten. Again cover this assembly in petroleum jelly for corrosion protection.

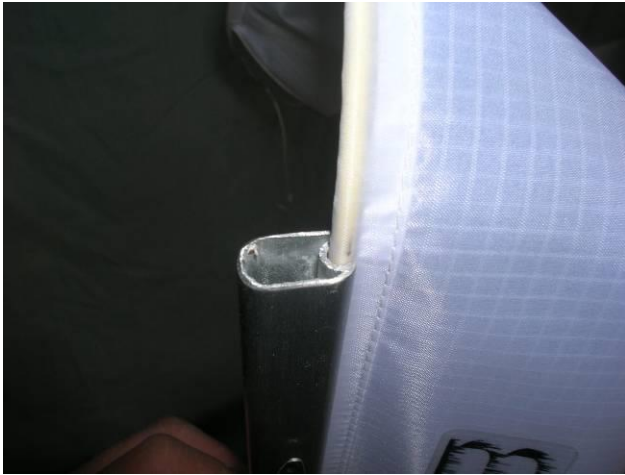


The rudder should now be aligned with the centre line of the hull, once this is ok, put the sticker provided in place to cover and waterproof this rebate and rudder assembly.

ASSEMBLE THE MAST AND SAILS



First join the 2 sections of the mast and fix with the 2mm black screws provided.



Now unroll the main sail and thread the bead in the front of the sail down through the groove in the mast, from the top to the black fitting near the bottom of the mast, this must be done quite carefully to avoid tearing the sail.



Now fit the mast cap or top hat ensuring the long arm is on the same side of the mast as the groove.

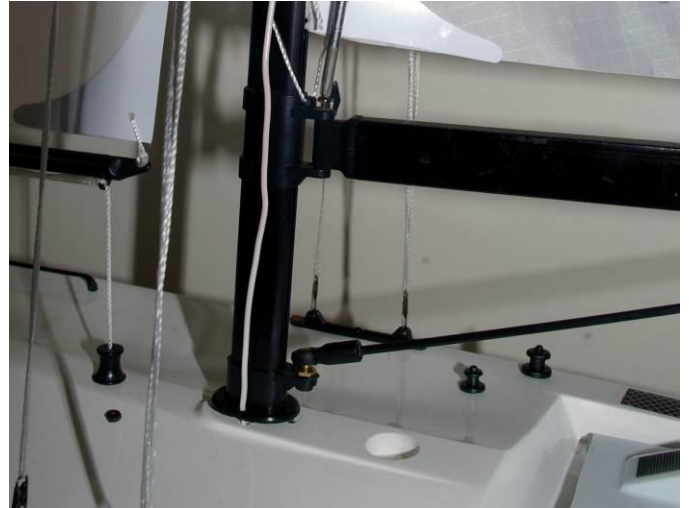


Now it is time to stand the mast! Sit the base of the mast in the hole provided in the deck checking that the black mast base is in place.



Take the lines from just under the cross piece on the mast and hook them on to each end of the fitting on the side of the yacht and tighten using the black sliding blocks. Now take the lines from the top of the mast that pass through the cross piece and hook these to the rear of the fitting on the sides of the yacht and tighten. The mast should now stand on its own.

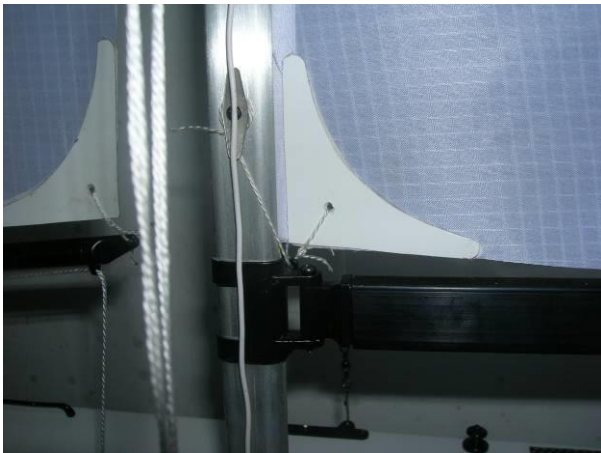
Take the line from the back of the top hat to the fitting at the rear of the yacht and only lightly tighten at this stage.



The mainsail boom should now be installed, this can be done by sliding the black plastic fitting on the end of the boom into the fitting on the mast and lining up the holes, then insert the small bolt and screw the nut onto the end being careful not to over tighten and jam the boom.



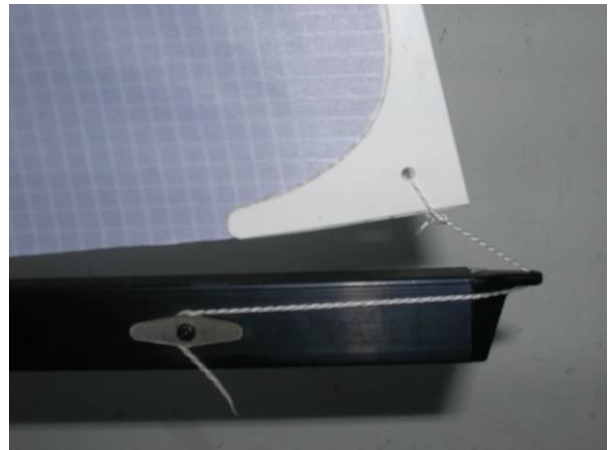
Now clip on the rod (boom vang) that goes between the brass ball links at the base of the mast and on the mainsail boom.



It is now time to tie off the mainsail, firstly at the bottom of the sail near the mast pass the line through the gap in the boom to mast coupling and run it around the turnbuckle on the mast just above. Take the receiver aerial at the base of the mast and run it vertically up the mast and tape in place.



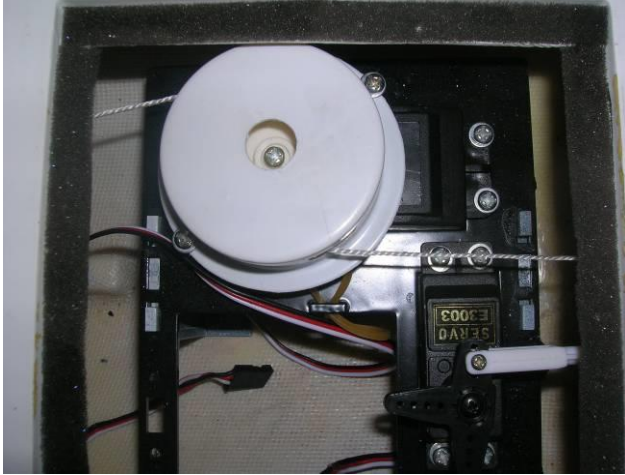
Then take the line at the top of the mainsail and thread it through the hole in the top hat, pull it quite tight and wind it around the turnbuckle just below.



Now take the line at the far end of the sail and thread it through the fitting at the end of the boom, pull it quite tight and wind it around the turnbuckle near the end of the boom.

ASSEMBLE THE WINCH LINES

This yacht has a radio controlled proportional electric sail winch. Proportional means that as you push the left stick on the transmitter up and down the sails will go in and out in the same ratio. This will allow you (with some practice) to sail in all direction to the wind with the exception of directly into it.



To install the winch lines we need to power up the radio control equipment in order to put the sails in the right position.



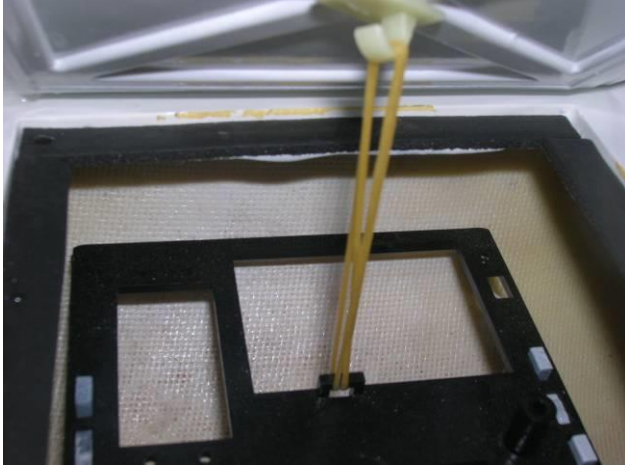
Install the 8 AA batteries in the transmitter and the 4 AA cells in the battery case inside the yacht. Switch the transmitter ON (**from now on Transmitter On first, off last to save any damage to your yacht**). Move the left transmitter stick down to the lowest position; this will be the sails in position. Switch the yacht ON.



Take the winch line on the rear deck of the yacht and tie it, with the line quite tight, to the fitting on the main sail boom.



Now take the winch line on the front deck of the yacht and thread it through the fitting at the end of the front sail boom, thread it then through a sliding block, through the fitting near the front of the boom and go back and tie it off to the sliding block with the line quite tight. The reason this front sail line is adjustable is to allow the yacht to be "balanced" on the wind while sailing. This is done by adjusting the position of the front sail in relation to the mainsail, with some trial and error you will see what a difference it makes to sailing the yacht in a straight line without adding rudder control. Try the left stick on the transmitter and get the sails to go in and out and try the right stick left and right for the rudder operation. Switch every thing off (transmitter last!)



Last is now to hook a rubber band around the equipment stand inside the yacht and pull it to hook it to the hook in the underside of the hatch (this should be as tight as possible to hold the hatch down securely. We suggest if you wish to sail the yacht in salt water that you tape down this hatch to make it as waterproof as possible as salt water is very corrosive and will severely damage the radio equipment on board.

Your yacht is ready for the water and you are ready to experience the immense pleasure of radio controlled yachting.

READING THE WIND

When you get to your favorite pond, take a few moments to observe wind direction, speed, and frequency of gusts and adjust your sailboat's rigging as necessary. What follows are guidelines for tuning your ship's sails and rigging, but with experience you will gain the ability to fine-tune your sails and rigging for optimal performance, regardless of conditions.

For light wind conditions (1-5 MPH): Use the black adjustment blocks (bowsies) located between the tops of the sails and the masthead to tighten the sails SO they will respond to the slightest push from the wind.



For medium wind (6-10MPH): Loosen the sails slightly in order to find the most efficient combination of sail shape and tension. As a rough guideline, you will want it somewhere in between the light and high wind set-up

For high wind conditions (11- 15MPH): Loosen the front sail and main sail further. They will be better able to handle the high winds and your hull will be less likely to lie over on its side.

GETTING WHERE YOU NEED TO GO

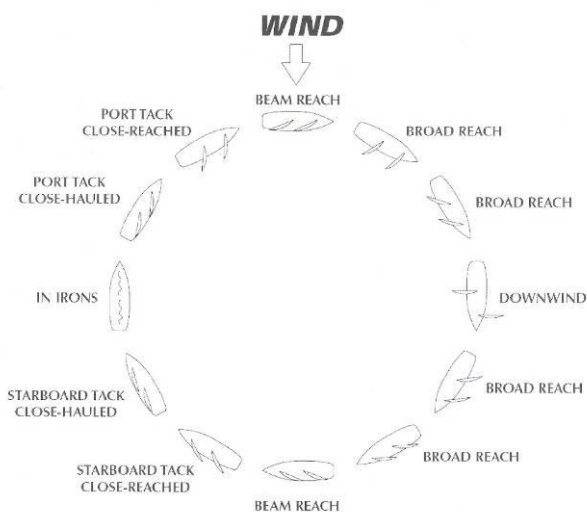
Sailboats can easily sail downwind but sailing against the wind can be quite challenging. In fact, sailboats cannot sail directly into the wind and attempting to do so will leave you in irons. Sailboats can sail at up to a 45° angle against the wind, movements against the wind are known as tacking. Take a moment to study the diagram below as you read through these definitions.

DOWNWIND: Sailing with the wind coming from stern (a.k.a. running and sailing free).

IN IRONS: A sailboat is said to be “in irons”, when the boat stalls with its bow pointed directly into the wind with its sails struggling to fill with air (luffing), keeping the boat from moving. If you find yourself in this position, simply move the rudder stick to either side and hold it until the sails catch some air. You will need to adjust the tension on the sails with the sail control stick to get the boat moving. Release the rudder when the ship reaches the desired heading.

LUFFING: When the sails are unable to fill with wind and begin flapping wildly (like a flag).

TACKING: Sailing towards the wind in a series of maneuvers diagonal to the wind source. There are basically two tacking directions. Starboard tack occurs when the wind comes from starboard and the sail boom hangs over the port side. Port tack is just the opposite, with hanging over the starboard side. There are varying degrees of tack angle and it is important to learn when each will be useful and how to get your sailboat into position, especially when racing. For instance, when trying to reach a specific position upwind, sailing close hauled may be the most direct.



In any case, you basically want the sails to be full of air and just on the verge of luffing. Here are some other terms that describe different sailing positions in relation to the wind:

CLOSE-HAULED: You can sail up to a 45° angle against the wind. Think of it as sailing "close" to the wind with the sails "hauled" in tight.

CLOSE-REACH: Nearly the same as close-hauled, but at less of an angle toward the wind. This allows the boat to reach greater speed.

BEAM REACH: Sailing with the boat at about a 90° angle to the wind.

BROAD REACH: Sailing with the wind coming diagonally from behind (a.k.a. sailing large or quartering wind).

SAFETY PRECAUTIONS

PLEASE READ BEFORE RUNNING THE SAILBOAT

-NEVER attempt to swim after a stalled or stuck boat! Wait patiently for the wind currents to return the boat to shore or use a tennis ball attached to the end of a fishing rod to retrieve it.

-Sailing the surmount in winds over 15 MPH is not advised. If you wish to sail in conditions where wind speed is above 15MPH, you may want to install a high-torque sail servo.

-It is dangerous to operate any R/C vehicle at any time that there is not sufficient light.

-R/C models produce vibrations which will cause screws, nuts, bolts, etc, on your model to become loose overtime. It is important to make sure that all hardware is secure before operating your model.

-CAUTION: Windy conditions cause rough water that will affect the performance of your boat, and increase the chances of taking on water.

·Your sailboat may occasionally take on small amounts of water, especially when running in high winds, rough water, and when making tight turns. Keep a roll of paper towels handy and dry out the hull interior after every run. Check for leaks if you notice excessive amounts of water in the hull. Check for damage.

·After running, remove the hatch covers and allow the interior of the boat to dry out completely. If you neglect to do this, it may result in corrosion of the electronic components.

-IMPORTANT: If, for whatever reason, your boat takes on a large amount of water causing the electronics to get wet, you must do the following immediately: Remove the radio equipment from the boat. Allow the components to air dry completely before reassembling. Reinstall the components and check for proper operation before running the boat in water.

·Total run time of the sailboat is approximately 45-60 minutes (assuming you begin with new batteries in the receiver box). When you notice a decrease in power or sluggish response, it means the batteries are nearly-drained and it's time to head for shore. As soon as the boat reaches shore, turn off the power to the boat and transmitter (in that order).

LAUNCH PROCEDURE

1. Turn the power "ON" to the transmitter and boat (in that order).
2. Gently place the boat in water that is at least 12" deep and free of obstacles (weeds, rocks, sticks, ducks, muskrats, etc.). The mast of the sailboat is NOT A HANDLE.

Do not hold the boat by the mast.

3. Initially you will want to launch the boat downwind and note if the boat has a tendency to turn right or left. Adjust the steering trim lever on your transmitter until the boat runs in a straight line when the steering control stick is at neutral.

4. When finished running, be sure to turn the power "OFF" to your boat and transmitter (in that order).

THE WAITING GAME

If for whatever reason, you lose control of your sailboat, wind and water currents will slowly carry it toward shore. The bad news is that the boat could be carried to the opposite shore. Keep in mind

things like wind direction and size of the pond or lake when surveying areas to run your sailboat. We recommend that you do not attempt to operate your sailboat on any "free flowing, bodies of water such as rivers or creeks. If your boat gets stuck in weeds or runs aground, use a fishing rod with at least 12lb. line and a tennis ball tied to the end to retrieve it.

Above all, NEVER attempt to swim after a stalled or stuck boat.

If you intend to run on salt water, be sure to do the following:

·Tape the hatches shut for added protection.

·Use petroleum jelly on the rudder and keel shafts.

·Rinse thoroughly with freshwater after every run.