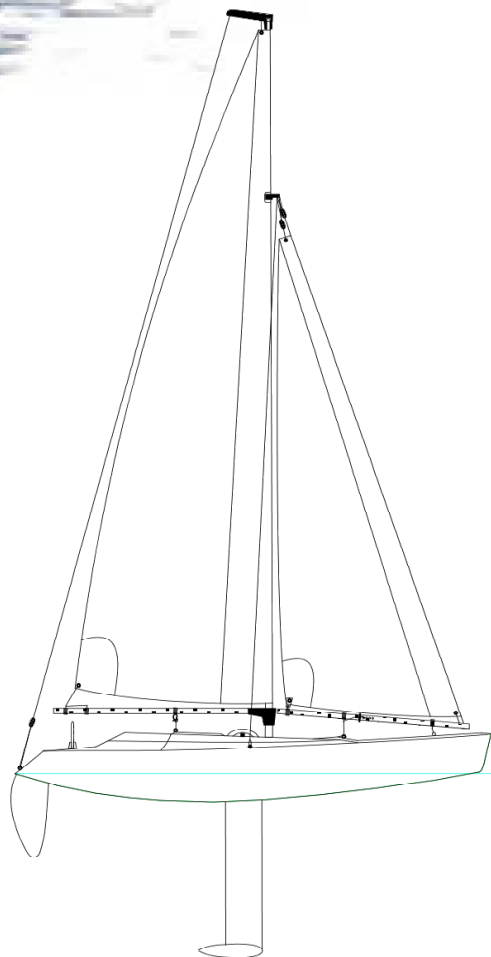
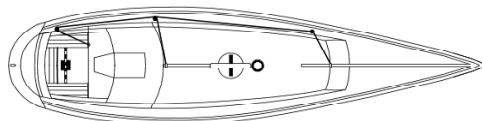


# NIRVANA MANUAL



## Specs:

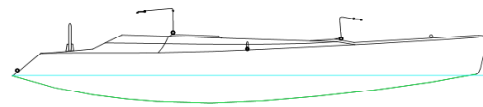
LOA	32.5"
BEAM	7.875"
LWL	30.75
Draft	12.3"
Sail area	578.□"
Weight	5.5 LBS.



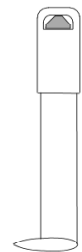
1) Unpack the boat. Carefully disconnect the sails from the foam packing, being careful not to wrinkle them. Take all the parts out of the box.

Parts list

- Hull
- Keel
- Rudder
- Sails
- Mast and boom set
- Transmitter
- Stand
- Rudder Wrench



Hull



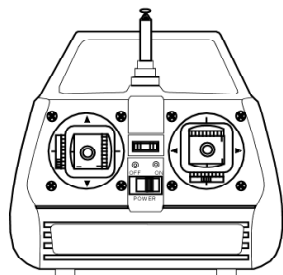
Keel



Rudder



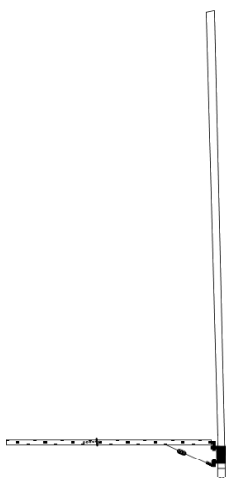
Rudder Wrench



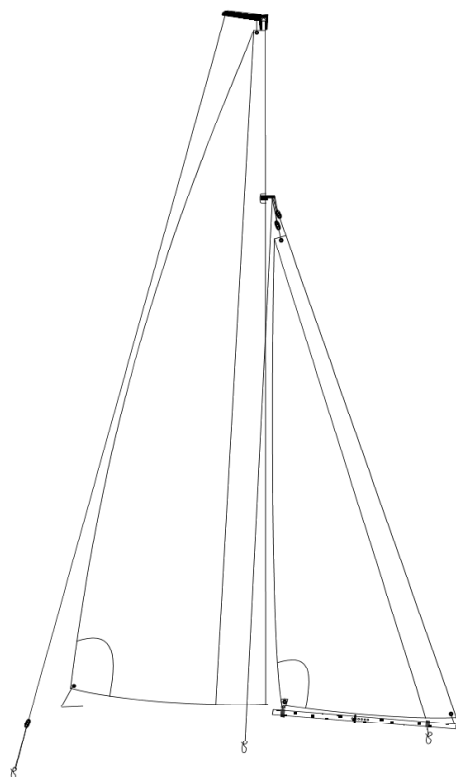
Transmitter



Stand

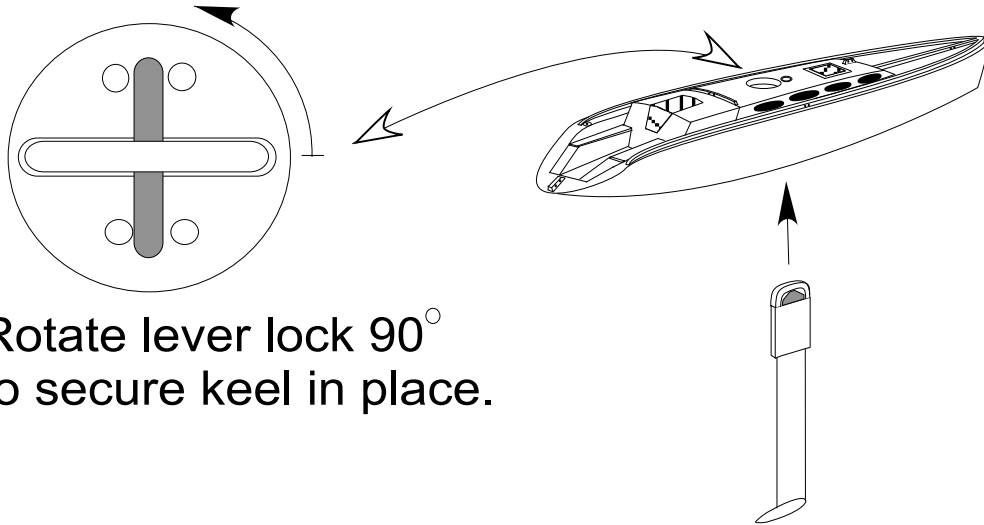


Mast and boom set



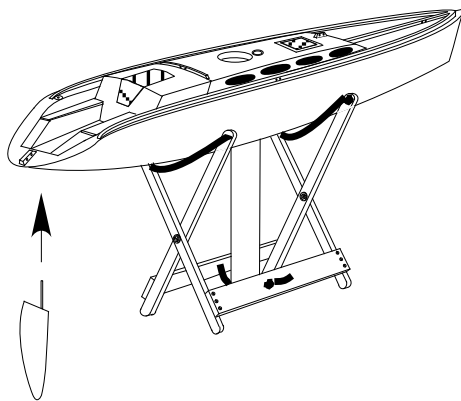
Sails

**2) Insert keel into hull and turn locking lever.**

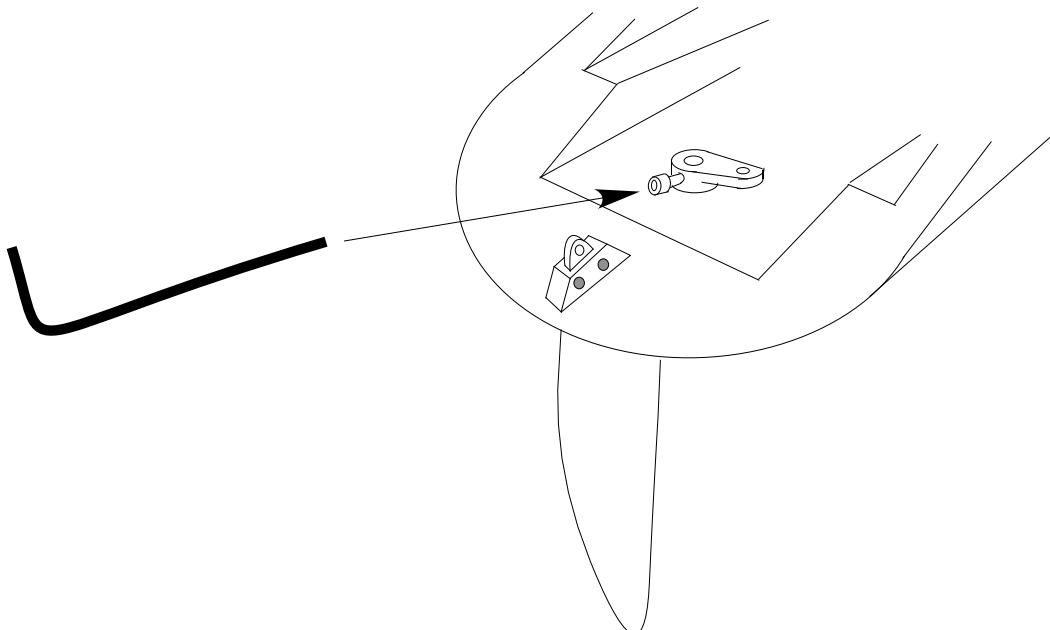


Rotate lever lock 90°  
to secure keel in place.

**3) Place boat upright in stand.**



**4) Insert rudder into rudder tube. Using Allen wrench supplied, tighten tiller arm onto rudder shaft, making sure that it's at a 90 degree angle to the rudder blade.**



**5)** Take bottom mast and boom section and insert mast into pocket of main sail.

Carefully put upper section and lower section together, making sure that the gooseneck is pointing back and the jib hoist is pointing forward. Slide boom through loop 1 and then slide O-ring 2 onto boom and place hook 3 in the hole bottom of boom. (See fig. 1 for finished view.) Fit E to E

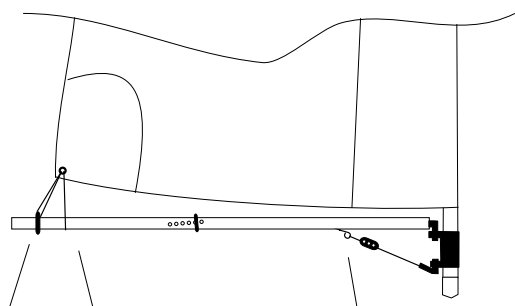
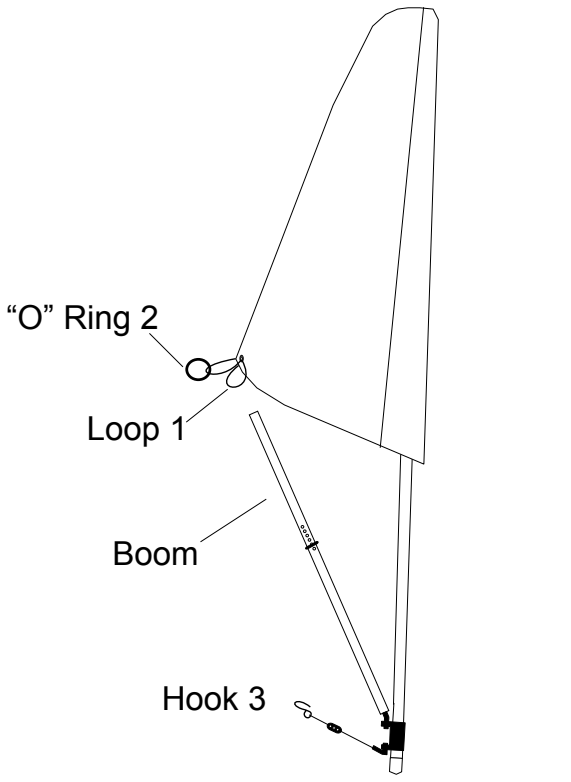
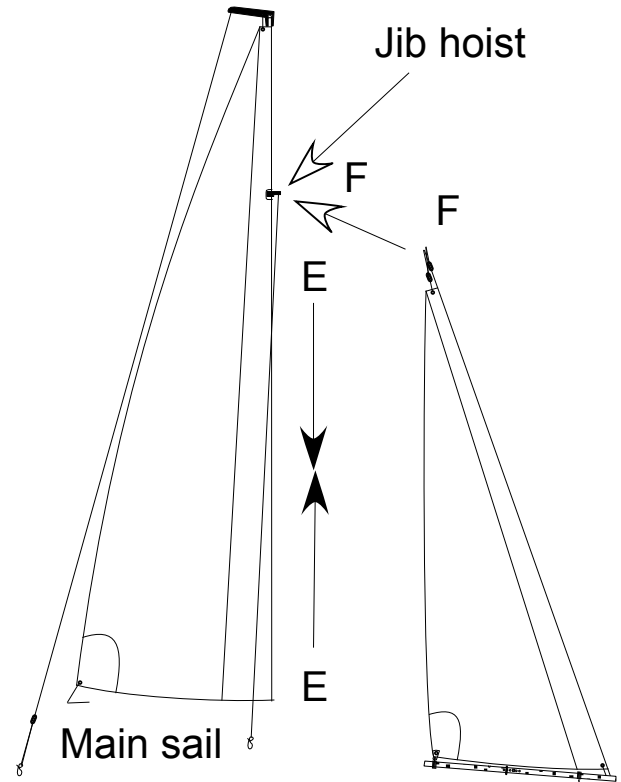
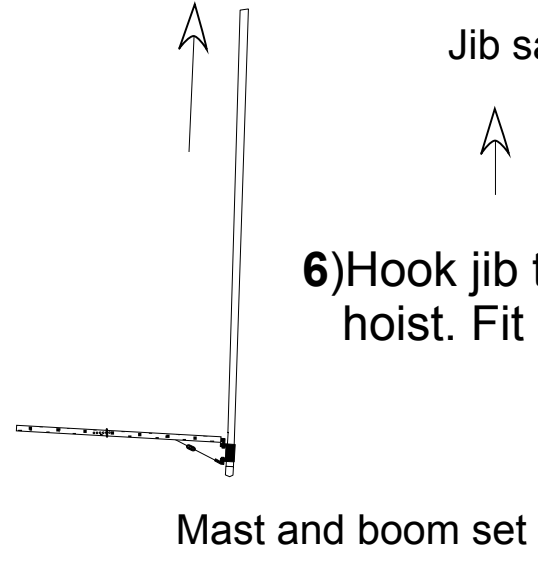


Fig 1



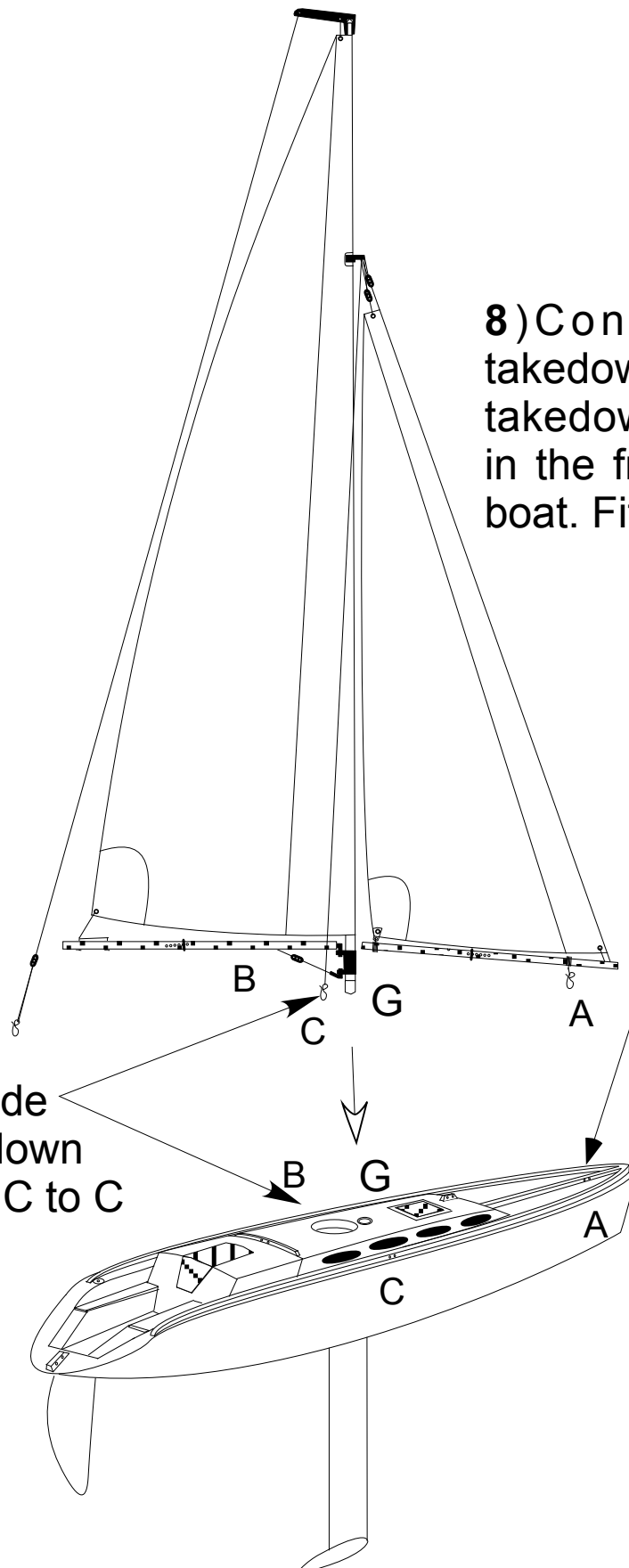
**6)** Hook jib to jib hoist. Fit F to F



7) Place mast butt in hole in deck. Fit G to G

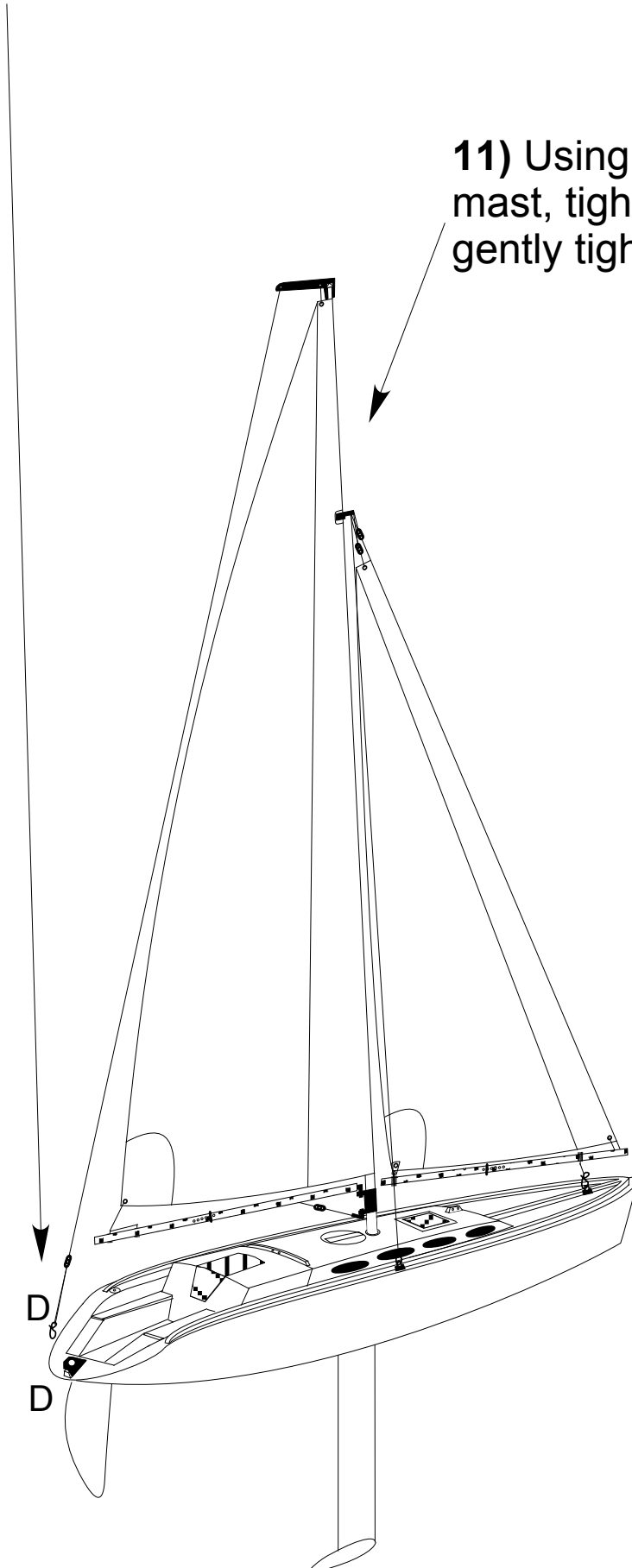
8) Connect jib takedown hook to takedown bracket in the front of the boat. Fit A to A

9) Hook side shrouds to side shroud takedown brackets. Fit C to C And B to B

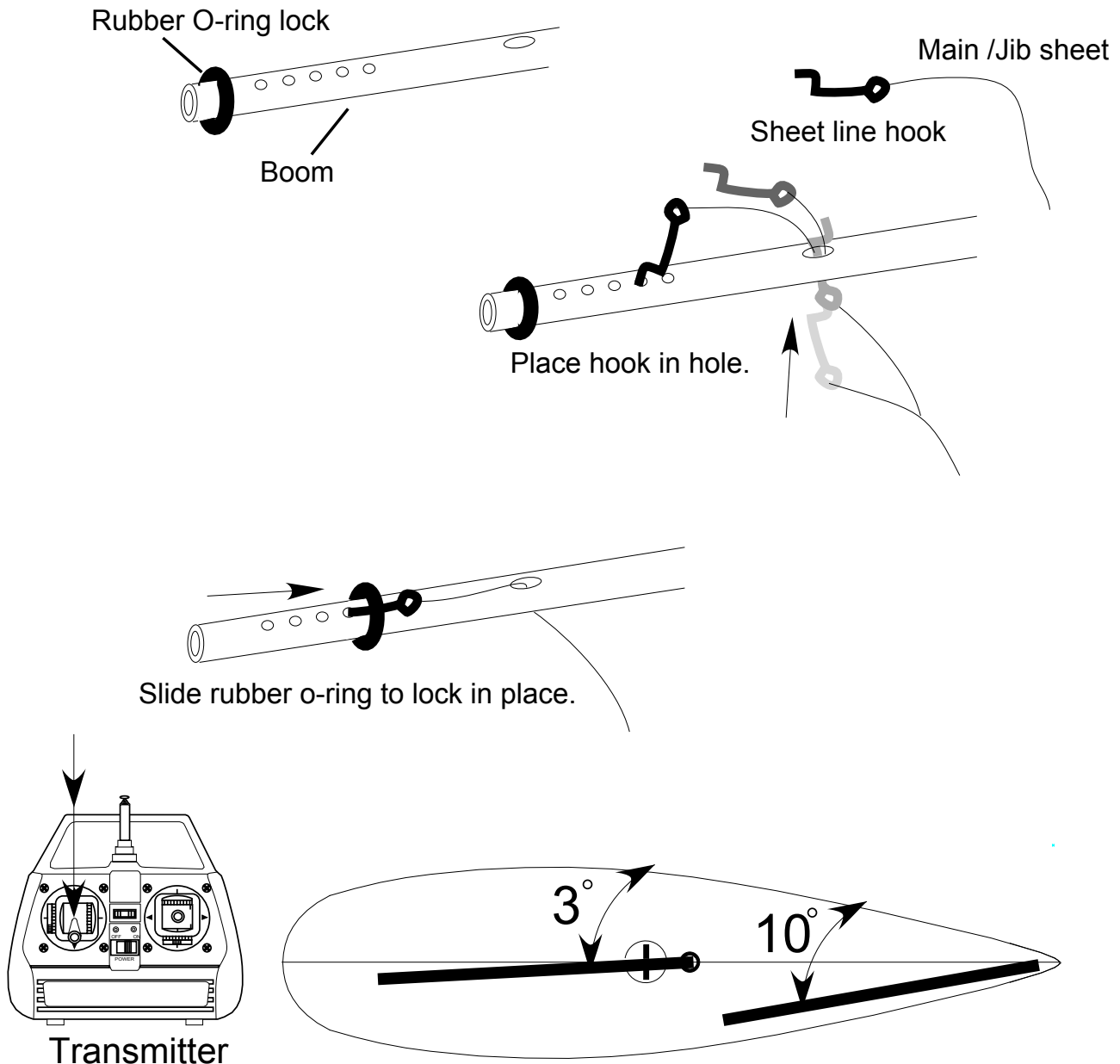


**10)** Hook backstay onto backstay bracket. Fit D to D

**11)** Using bowsie on top of the mast, tighten side shrouds and gently tighten backstay.



12) Take main sheet and put through hole in main boom. Then insert sheet hook into hole in boom and slide back rubber O-ring to lock. Repeat with jib sheet and jib boom.



Determining the correct position for the main sheet line hook:

When the left stick on the transmitter is down (in the 'back' position) the booms should look like the drawing above. You may have to experiment with putting the hook in different holes to get the correct position.

**13)** The hatch cover on the hull seals in the batteries and servo. Take hatch cover off, pull out battery holder and insert batteries.

On the transmitter, take radio cover off and insert batteries.

**IMPORTANT:** Make sure you have inserted all batteries in the right direction.

**WARNING:**

**ALWAYS BE SURE TO TURN  
ON THE TRANSMITTER  
FIRST.**

Then turn boat on second, failure to do so can result in damage to boat servos! Turn on transmitter then switch on boat.

Replace radio cover and hatch cover.

Go sailing!



## SPARE PARTS

690101	RUDDER & TILLER
690102	KEEL W/ LEAD WEIGHT
690103	MAST W/ GOOSENECK INSTALLED
690104	BOOM SET
690105	SAIL SET W/ BALLENS
690106	BOAT STAND
690107	COMPLETE RIGGING SET
690108	PULLEY & DECK FITTINGS
690109	HULL & RADIO BOX
690110	COVER SET (INNER & OUTER)
690111	SAIL SERVO ARM
690112	SERVO
690113	RECEIVER
690114	RUDDER PUSHROD & CLEVIS
690115	DECAL SET
690116	BATTERY BOX

## WARRANTY

Megatech warrants this product to be free from original manufacturing defects for 90 days from purchase by the consumer. Megatech makes no express or implied claims regarding this product **once it has been assembled and used**. This warranty does not cover damage from intentional misuse, abuse, fire, flood, or other damage unrelated to the use of this product for the purpose of which such products are normally intended. This warranty does not cover damage from products used with this item that are not approved for use with this product. The purchaser of this product acknowledges and understands that they alone assume all risk and liability for personal or property damage and/or injury resulting from the buyer's use of this product. Under no circumstances shall Megatech's limits of liability from use of this product exceed the original purchaser's cost of the item. The express warranties contained above are in lieu of all other warranties, expressed or implied, including but not limited to the warranty of merchantability and/or fitness for a particular purpose, nor shall Megatech, its divisions or assigns be liable for any incidental or consequential damages, costs or expenses incurred by the purchaser of this product.

This warranty gives you specific legal rights, but other rights that vary from state to state may be available to you.

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**(201)662-2800**  
**www.megatech.com**

# INTRODUCTION TO SAILING

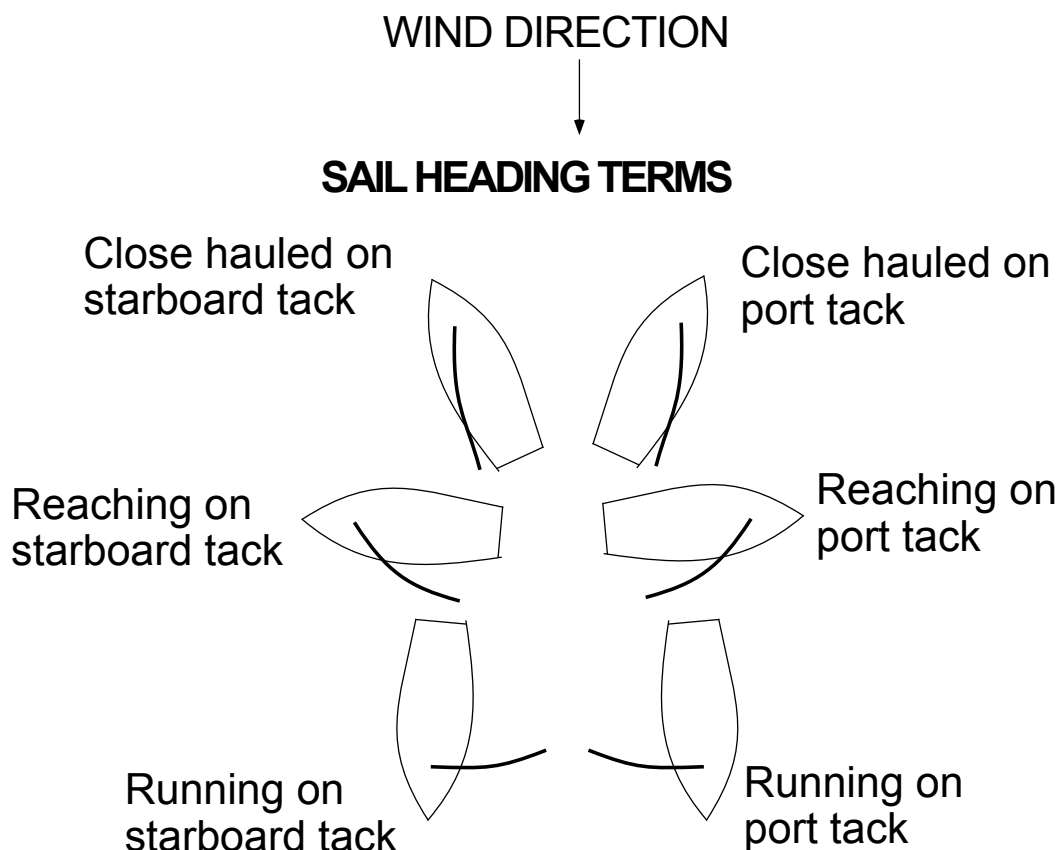
\*Sailboats cannot sail directly into the wind. If a boat is pointed into the wind, the sail will luff, (flap like a flag in the breeze). Sailboats can only sail when they are at an angle to the wind (the closest approximate being 30 degrees).

\*For every angle to the wind that a sailboat can sail, there is an angle at which the sail should be set. On a close-hauled course, the sail is in tight; on a reach the sail is halfway out; on a run the sail is out all the way.

\*To pull the sail in and sail a close-hauled course, move the sail stick down. To ease the sail out to reach or run, move the sail stick up. When you move the rudder stick on the transmitter to the right, the boat will turn to the right; when you move the rudder stick to the left, the boat will turn to the left.

\*As a guide to trim the sail properly, no matter what course you are sailing, ease the sail out until it begins to luff. Next, pull it in until the luffing stops.

This is all you need to know to start sailing your Nirvana sailboat. Good luck and good sailing!



# RACING YOUR NIRVANA

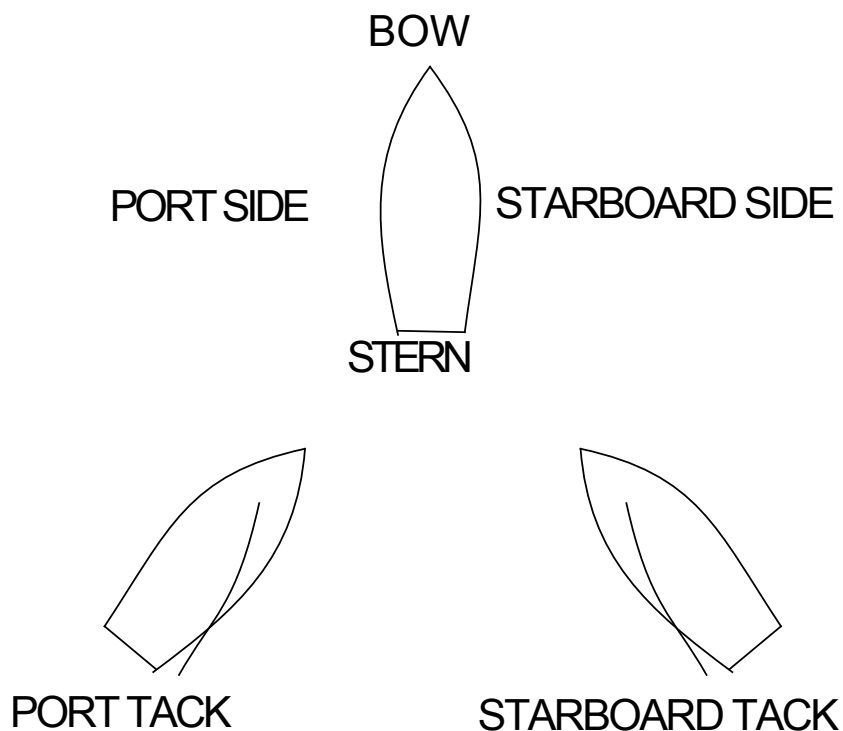
Sailboat racing is a lot of fun. If you are already familiar with yacht racing rules, those rules can be used when racing your Nirvana. The following are five basic rules and race course will allow you to compete on the water with experienced sailors.

## Five Basic Rules of Racing

### 1. Port tack/starboard tack Rule

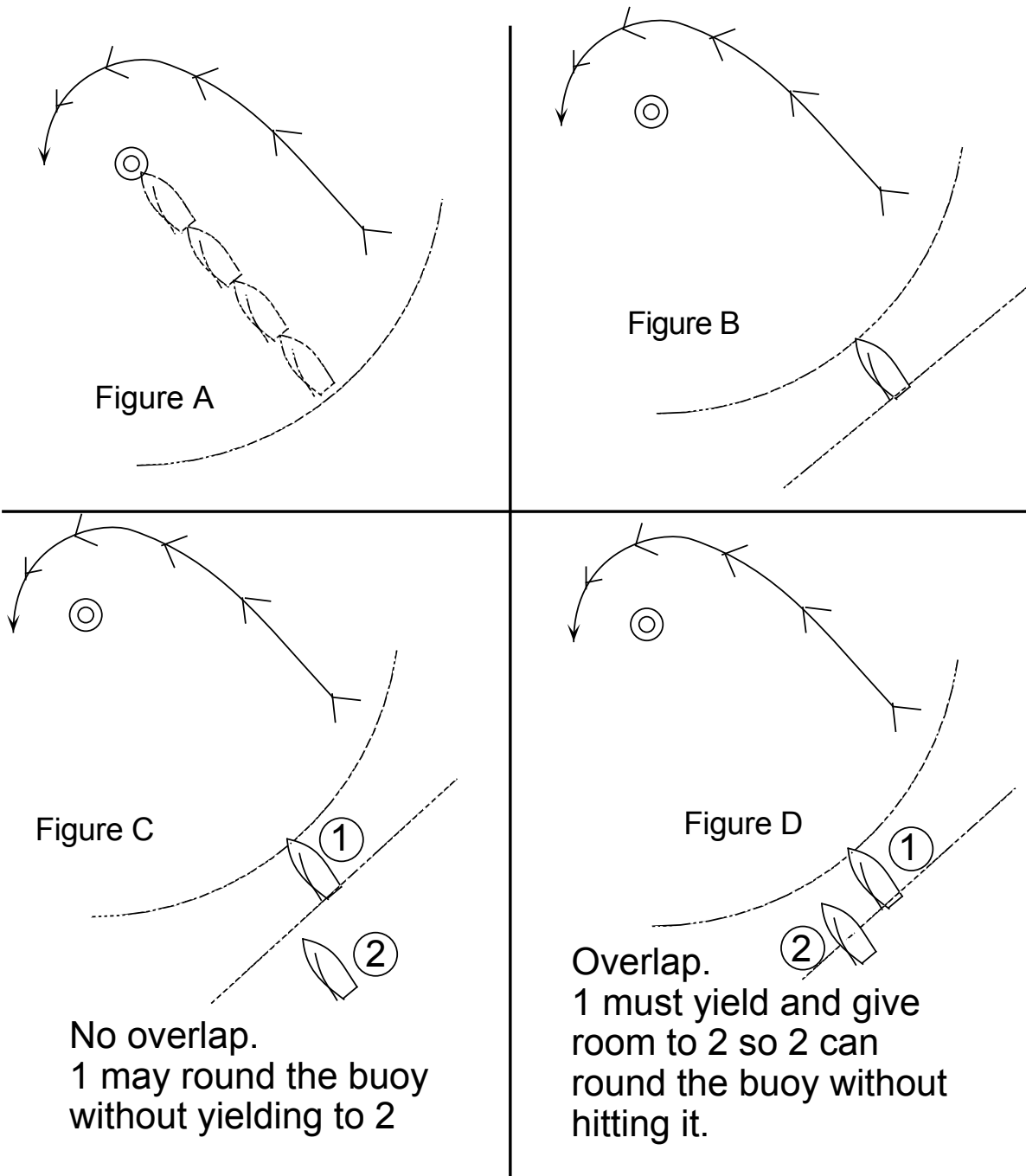
Port refers to the left side of the boat when facing the bow. Starboard refers to the right side of the boat when facing the bow. A boat in motion is on either port tack or starboard tack. When the boom is left of the center of the boat, the boat is sailing on starboard tack. When the boom is right of the center of the boat, the boat is sailing on port tack.

**RULE** When sailing on a collision course, boats sailing on starboard tack have the 'right of way' over boats sailing on port tack. Boats on port tack **MUST** yield to boats on starboard tack.



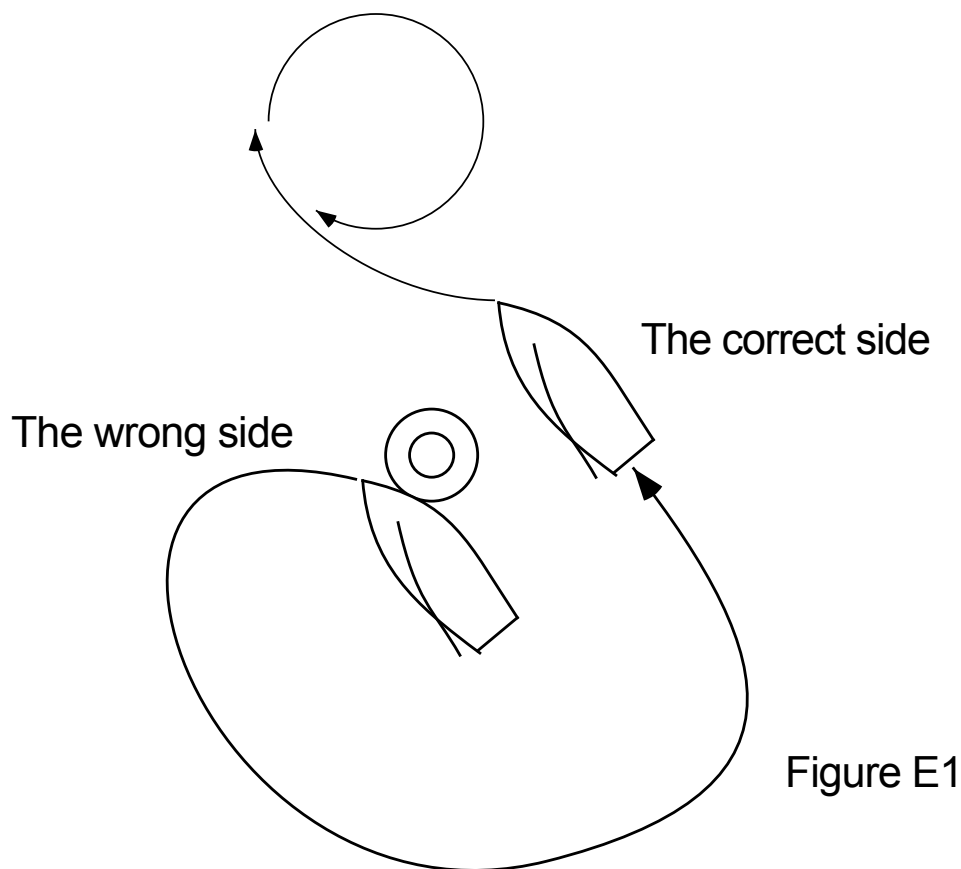
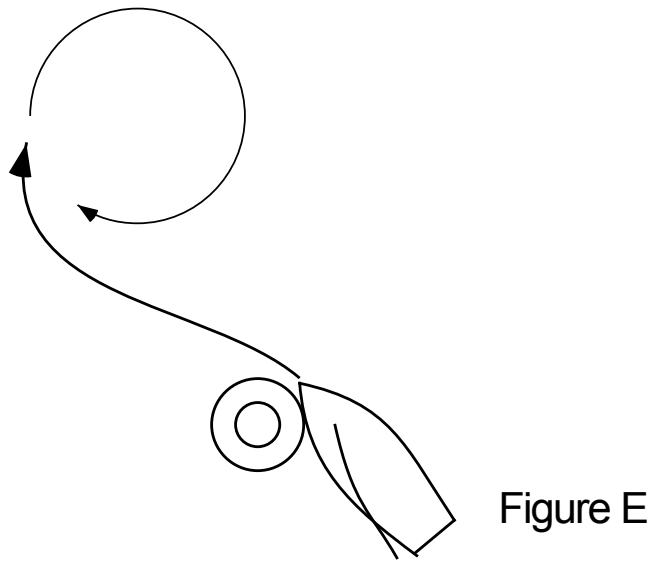
## 2. Buoy room rule

The buoy room rule applies when boats are rounding or passing a buoy or an obstruction on a race course. You must imagine a circle around the buoy or obstruction -- the radius of the circle is four boat lengths (figure A). When your boat's bow touches the imagined circle (figure B), imagine a line parallel to the back of your boat. If the nearest boat to your boat has not yet crossed (overlapped) the parallel line (figure C), you may round the buoy without yielding to that boat. If there is a boat that has crossed the line -- if there is an overlap (figure D) -- your boat must yield to that boat.



### 3. Contact with buoys rule

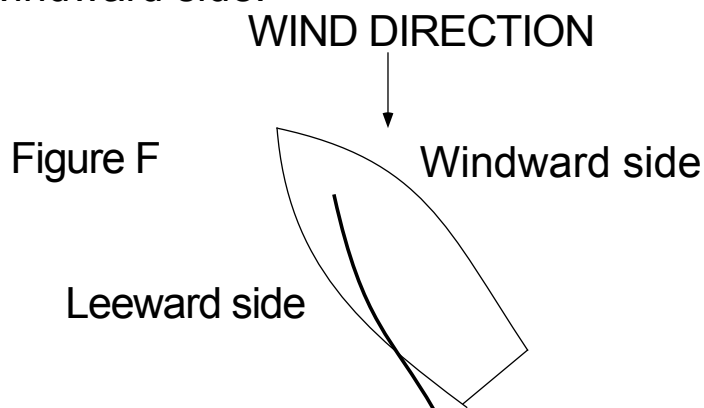
A boat that makes contact with a buoy must sail away from the fleet, out of the way of other boats, and do a 360-degree penalty turn (figure E). After the penalty turn, the boat may resume racing. If the boat hits the buoy on the wrong side of the buoy, it must re-round the buoy on the correct side before doing the 360-degree penalty turn (figure E1).



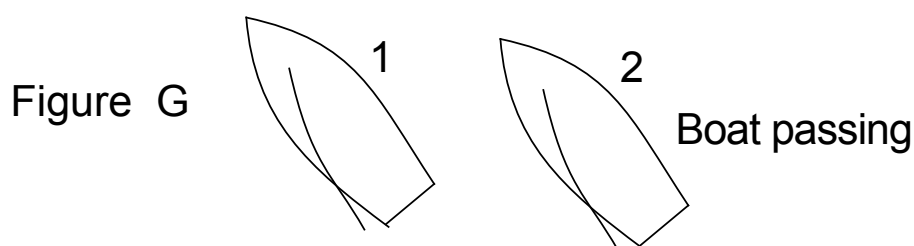
The course sailed after hitting the wrong side.

## 4. Luffing rights rule

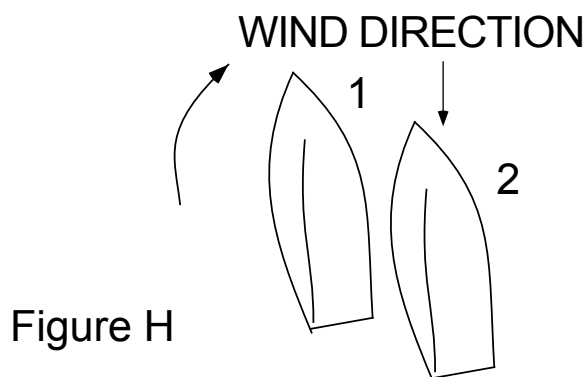
This rule applies when you are passing another boat at close proximity. Figure F indicates the windward and leeward sides of a boat. On the starboard tack the starboard side of the boat is the windward side. on port tack, the port side of the boat is the windward side.



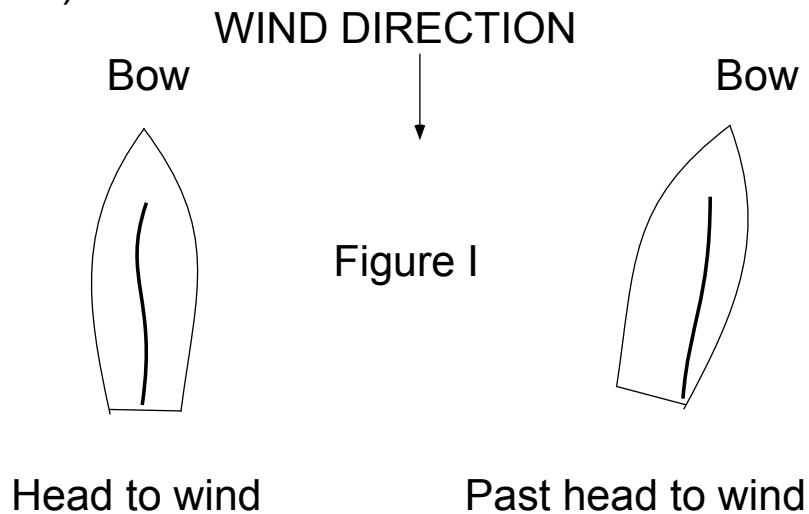
**RULE** When two boats are sailing on the same tack (starboard tack in these examples) at close proximity (figure G), the leeward boat 1 has the right of way over the windward boat 2. If you are a windward boat on the offensive, you must pass with enough room to avoid the leeward boat. If you cannot avoid the leeward boat, you must steer away to avoid a collision.



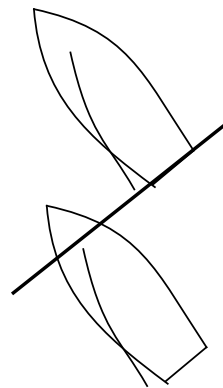
If the windward boat 2 tries to pass the leeward boat 1, the leeward boat 1 can "luff up" the windward boat 2 by steering into the wind, causing 2's sail to luff (figure H). When a boat's sail luffs, it loses power and speed. Luffing up is mostly used as a defensive maneuver.



A leeward boat that is luffing up cannot sail past head to wind (figure 1).



Your boat is sailing "head to wind" when the bow of the boat is pointed directly into the wind. If you steer your boat into the wind, past the point when it is head to wind, you have sailed "past head to wind." If you are luffing up, you are not permitted to sail past head to wind. If you do, you lose the right of way, regardless of which tack you are sailing on. If there is a collision after the leeward boat is past head to wind, the leeward boat must do a penalty turn (see Rule 5).



## 5. Collision rule

Whenever you collide with another boat, or fail to avoid a collision, you must sail clear of all other boats and complete penalty turns before continuing the race. Before the start of every race, the race committee or racers determine whether a penalty will consist of one or two 360 degree penalty turns. Generally, only one turn is required in light wind conditions.

# THE RACE COURSE

There are an infinite number of possible race courses you can sail -- the only limit is your imagination. The most common course is the Modified Olympic course.

