UNPACKING AND ASSEMBLING YOUR FLYING TIGER 10 SPORTBOAT

CONTAINER

A travelift is the ideal means of removing the boat from the container. A forklift can also be used but this needs two more ingredients, one, is a cradle-track and two, the ability of the container to drive away leaving the forklift supporting the cradle.

KEEL

The first item that needs to be removed is the keel that is resting on the cradle track with the bulb close to the container opening. A forklift or a travelift can be used for this. If using a forklift place the fork above the bulb and lash them to the ends of the bulb with enough rope or strapping to support the 860 kilos of the keel weight. Another support from the end of the fork should support the actual keel foil so that it can be removed horizontally. If using a travelift a strop from the top of the keel to a higher point will hold the keel horizontal for extraction. Loosen the kelp-cutter rubber plug, remove the (4) 14 mm. long bolts used for tensioning the pressure plate and remove the (10) 18 mm. bolts that are used to attach the flange plate. The keel will stand on the bulb by itself as the bottom has a flat spot and can be pushed up to that position by a couple of people (foil weight is 80 kilos) . Small wedges could be used to align vertically. (4) 20 mm. bolts at the corners of the flange plate attach the keel to the boat at the keel box top. The (4) 14 mm. long pressure plate bolts should be inserted taking care to insure that they slip into their respective sockets. Once the keel bolts are all secure these pressure plate bolts need to be tightened just enough to exert some pressure sideways at the keel box bottom. Care should be taken not to over tighten as this will result in a bent rod. These need to be loosened before lifting the keel.

MAST, ETC

If included, the cradle-track should next be removed followed by the mast and other loose pieces such as rudder, a-frame, chain hoist and standing rigging. The bottom section of the mast will need to be epoxied together as well as the fiberglass mast step insert. The halyards are run in the mast and care needs to be taken so they do not become glued to the interior of the mast during this operation. Wrapping the lines in thin plastic sheet at the area of the joint is a good safeguard, also having them under tension while the glue is setting up should keep them from touching the inside wall of the mast. Looking through the T-terminal holes will determine the attitude of the halyards. The mast should be lined up straight on some saw horses and dry fitted to make sure the alignment is perfect and will remain for the duration of the epoxy cure period. A string tensioned and running just above the boltrope track is a good way to check alignment. The epoxy will have to be thickened with silica or similar filler material so as not to run out of the joint. The surfaces should be sanded and clean. The interior wall of the mast should be very lightly coated with un-thickened epoxy resin. The sleeve should have excessive thickened glue to insure that all gaps are filled as it slides together. There should be extra glue all around the insertion point, and if there is not, stop and ad more glue. Once the sleeve is fully home wipe off excess and double check alignment, insert a spacer at the point where the two boltrope extrusions meet to insure that alignment, let cure overnight. Windex and backstay flicker will need to be installed as well as spreaders and rigging T-terminals.

BOAT

The boat cradle is on wheels and is firmly strapped to the boat; it can be rolled out to the door with manpower, use of the mainsheet or the chain-hoist. If the container is on the ground some timber could be used to bring the outside ground level up to that of the container and simply roll the boat and cradle out. The cradle is self supporting in both tilted and upright attitude, though there are no wheels in the upright cradle. If using a travelift, it should straddle the container with the first strap supporting the cradle at the point where the first set of wheels is at the door opening. Driving the travelift should pull the boat out until the second set of wheels is at the door. At this point the second travelift strap should be attached and should simply be able to drive the boat out of the container and set on the ground in the tilted attitude. If using a forklift, the cradle-track needs to be used, this track has a wheel stop at each end to prevent the boat cradle from rolling off while the forklift is supporting the track and boat. These stops need to be removed from one end of the cradle-track. The cradle-track needs to be positioned at the door opening in line and at the same level as the cradle wheels. The boat and cradle are then rolled out onto the cradle-track, at this point the container needs to carefully drive away leaving the forklift free to move and lower the cradle track to the ground. There may be some right angle pieces that maintain the cradle at an angle. These need to be removed by taking out the four retaining bolts before the cradle can be rotated to the upright position. If using a forklift, lash the end of the fork to the horizontal beam and push down until boat is upright. If using a travelift, locate travelift straps on the boat at an angle and turn boat upright, at this point the cradle straps can be removed to allow the boat to be lifted above the height of the keel (2.6 mts) for the keel installation. Installing the boat on the keel is easier done with a travelift as it can rotate the boat to the same angle with the keel as the tolerances are very close. It is recommended to stand the keel in the cradle or trailer so the boat can be lowered all the way down on the cradle or trailer pads with the keel top protruding through the deck. The A-frame and chainhoist can at this point be installed to hold keel up when launching. The two A-frame legs have a slit that the chainplates slide into and rubber pads on the feet protect the gelcoat. Two other adjustable arms run to the aft eyes on the side of the mast collar, you will have to remove the port and stb. aft turning blocks which also use these eyes. These adjustable arms allow you to center the chainhoist so the keel is lifted into the center of the deck keel aperture. With the bulb pressed against the hull bottom there is no side to side movement of the bulb and a little movement at the deck area on account of the upward force of the chain hoist. When launched it is a good idea to have a person down bellow guiding the keel down so it does not bang on the inside of the keel box. Wooden wedges can be used but taking care not to get them jammed in as the keel foil is tapered as it goes down.