

Specification

for SAILSetc International One Metre

PIKANTO

prices will be found on the boat order form and are valid for boats planned to be built by end of 2012 and paid by end of 2012

HULL MOULDING ONLY

hull moulding with the following features

- laminated in epoxy/glass with 20 mm flange around deck edge
- complete foredeck and extensive aft deck integral with hull
- moulded in two halves using two layers of 165 gram/m2 twill woven glass and joined along centreline
- reinforcing beam down centreline of foredeck which incorporates recess for No 2/3 headsail swivel attachment and tube for No 1 headsail swivel line
- aft deck extends to 300 mm from transom
- foredeck extends to 500 mm from bow and has cut outs made
- coloured gel coat

these colours are black through to the palest grey that we offer

black
charcoal grey
dark blue grey
blue grey
smoke grey
silver grey

these colours are in order of tone going from darkest to lightest

violet
anchusa (bright) blue
turquoise
mazarine (sky) blue
zircon blue (pale green!)

supplied with

- A3 format general arrangement - shows position/size of major component parts
- Jig Plan 1 – for PIKANTO
- Jig Plan 2
- TI23 – Ballast Notes
- PIKANTO Hull Kit Instructions

Please ask for colour samples if required

HULL KIT C - with deck option 0

This is really an advanced kit requiring only addition of fin, ballast and rudder to complete the hull prior to adding rc and rigs. It comprises the following:

hull moulding as above with the following items

fitted

- fin box and mast tube moulding
- bracing for shroud points
- centre deck moulding, item 311b, coloured gel coat
- rc support moulding, 311s, with cut outs for the winch and servo of your choice (universal moulding will accept any common drum winch, RMG, Futaba or Graupner, with bolts in place for quick release system)
- moulded fairlead for underdeck sheeting
- hull fittings

supplied

- carbon/epoxy fin moulding, revised section/construction from September 2011 onwards, 6.0% section, item 370d, upper profile marked, finished to section
- carbon/epoxy moulded rudder, 6.0% section, 4 mm stainless steel stock, item 360c, requires fitting to hull
- ballast casting in natural cast state with fin slot, item 200-024
- fillets for fin and rudder
- fittings for foils

options

deck option 1

A moulding with clear gel coat, item 311r, is bonded under the deck just aft of the mainsheet post which permits access to the screw top pot from the deck and avoids the need for a switch. The rc support moulding, 311p, remains the same and only the position of the pot is affected. The switch is not needed if this option is chosen.

rc support

An alternative rc support moulding has to be used if the boat will be fitted with a large Hitec servo for sail control

to complete the hull you will need adhesives and tools.

see also options for PART COMPLETED HULL

PART COMPLETED HULL - deck option 0

part completed hull with the following tasks completed

- foils fitted to hull the fin is cut to profile, the edges are sealed and the whole is adjusted to fit the hull in the correct alignment, the rudder profile is trimmed to fit the hull correctly
- foils finished the fin and carbon rudder are finished to section and fillets are added at the leading edge of both at the hull
- ballast fitted and finished
see note 1 the ballast is fitted to the fin and a recessed nut is used to retain it in place – the ballast is faired, adjusted to weight and prepared with 100 grade abrasive ready for final finishing and spraying with grey primer

options

deck option 1

An alternative deck moulding with coloured gel coat, item 311g, permits access to the screw top pot from the deck and avoids the need for a switch. The rc support moulding, 311p, remains the same and only the position of the pot is affected. The switch is not needed if this option is chosen.

rc support

An alternative rc support moulding has to be used if the boat will be fitted with a large Hitec servo for sail control

rc support

the rc support will be cut out to accept whichever winch and servo you prefer

fit rc

fit rc – if you supply the rc equipment we can fit it and will charge for the parts and time taken - see next section

final fair and spray ballast

see note 1

only if the boat is to be collected by the customer will we offer this option

carbon coated ballast

we can fit a carbon coated ballast if you prefer to have something virtually maintenance free or wish to avoid having to spray the ballast before use

- *to complete the boat to ready to race stage you will need rc control, rigs, measurement*
- *the boat has a mast gate 17 mm wide designed to take the SAILSetc gooseneck items 11c and 15 which are standard or optional items in our rig packs – other goosenecks will*

necessitate some form of support in the gate – the mast tube is 17 mm square at the base and we will fit mast heel fittings (144-110 or 144-127 as appropriate to suit the mast) if we are fitting the rigs to the boat or supplying rig kits with the boat – if you are sourcing the rigs elsewhere you should obtain a suitable mast heel fitting - they are not included in our rig packs as not everybody needs them

FIT RADIO CONTROL EQUIPMENT

fitting radio control equipment can be done if it is provided by yourself
work required to achieve the specification you want will be timed and charged for accordingly

the following equipment should be provided to us

- 2 channel transmitter & receiver
- battery pack for transmitter
- either the preferred winch - RMG 280 winch with standard 42 mm drum
- or the preferred sail control servo – Hitec HS 5745MG
- rudder servo
- battery pack for boat to match requirements of winch

the following parts are required to fit rc (as per the standard SAILSetc method) and will be charged for

- plug/socket on aerial/receiver and as required – AERX
- aerial fitting - AER
- water resistant switch if required - SWB
- mounting plate for winch – 67diag (for RMG280) or 67q (for Hitec)
- drum for Hitec sail servo (if used) – 67f
- mounting plate for block in bow (if RGM280 used) – 67rmg
- deck lines added to winch – D30, D50, D75
- tension system for main winch line – 46b, 61h, 67j
- servo arm extender – 67b
- other parts/fittings as required -

MEASUREMENT of YACHT with ONE RIG

(see other sheet for rig prices, measurement does not include adding sail marks)

- number + national letters engraved in hull
- number + national letters applied to deck
- rig weights equalised
- internal ballast added as necessary
- measurement forms ready to send to certification authority

measurement of additional rigs (each rig)

- measurement forms ready to send to certification authority

PACKAGING, PACKING and CARRIAGE

Collection of the boat and rigs will mean you avoid any packaging, packing and carriage costs. You may wish to bring or purchase one or more rig bags to ensure that these are protected during your return journey. Alternatively consider making a rig box to bring with you when you collect the rigs.

If the goods are to be sent to you, in the UK or outside the UK, then the packaging, packing and carriage costs will depend on the other options you choose, your own location, and the method of delivery that you prefer. We can give you some idea of the costs involved but cannot determine the actual figure until your final order is confirmed.

Note 1

SPRAY FINISHED BALLAST NO LONGER AN OPTION UNLESS BOAT IS COLLECTED

We much regret this step but carriers/couriers have continued to perform abysmally and frequently wreck our nicely finished ballasts in spite of our best efforts to protect them during delivery. Two things compound this failing. The package itself is rarely damaged when the goods are delivered to the customer so the customer signs for delivery (thus accepting the goods are satisfactory). Any claim against the carrier is then impossible – they argue the packaging is inadequate and the customer signed for the goods anyway. The customer is unhappy. We are fairly un-impressed too especially as we spend a lot of time and money on packaging and, amazingly, have also paid for insurance..... and time spent complaining is usually a total waste of more of our valuable time.

No one carrier is any better than any of the others so we have accepted that we cannot offer spray finished ballasts unless they are collected from our workshops by the customer. We will offer ballast up to 'ready to final fair and spray' stage leaving the customer the task of finishing this item. If the ballast arrives damaged it is usually only cosmetic damage to the aft end and this can be rectified using polyester filler before going on to the spray stage. We have always used grey cellulose primer spray as it gives the best coverage in the shortest time. It is easy to rub down to a smooth finish and easy to re-touch if the surface is marked.

One Metre and Ten Rater ballasts may be carbon coated for an additional charge. Thankfully these survive the attentions of the carriers a little better than sprayed ballasts so we will continue to offer these as options. However, unless we can make these items in Tungsten I think we will never be able to fully guarantee delivery of a ballast in perfect shape.

end