



Owner Guide



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Introduction

This guide was written to help you to use your boat with pleasure and safety. It contains all details concerning your Pogo, its equipment and all information about the way to use and take care of it. Read it carefully before sailing.

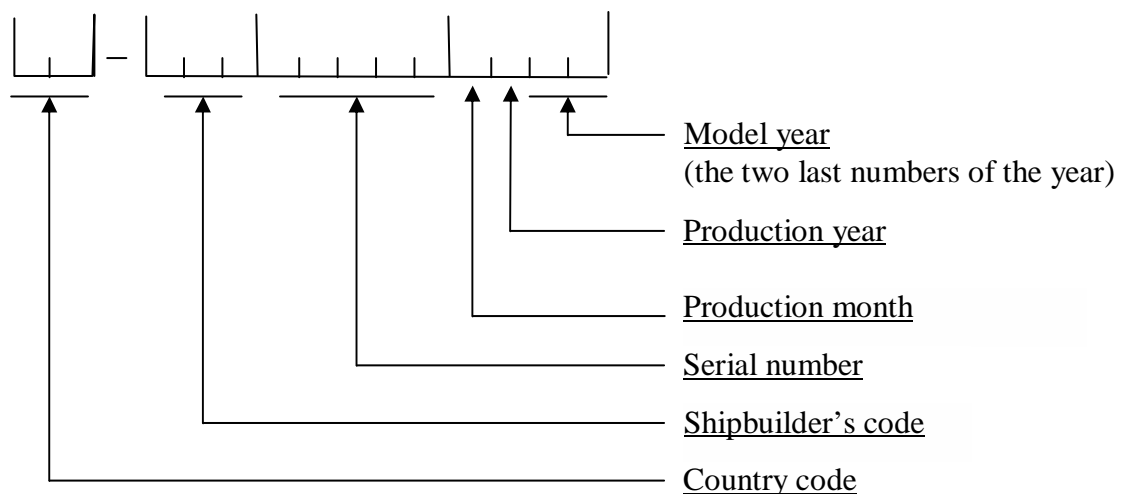
If this is your first boat, or is a boat with which you are not familiar, we recommend that you practice controlling the boat in light conditions and secluded waters. Learn how the boat behaves at different speeds. Be sure of having enough experience before holding the post of captain. Your retailer, the national federation or your local boating organisation will be pleased to find a suitable course.

Keep this guide in a safe place and do not forget to give it to the new owner if you sell your boat.

Hull identification number

This one is engraved on the transom of your boat (on the top of the starboard part).

Translation of the number:



Main characteristics :



Length: 6.50 m
Beam: 2.97 m
Draught: 1.60 m
Mast height clearance: 11.00 m
Displacement: 975 kg

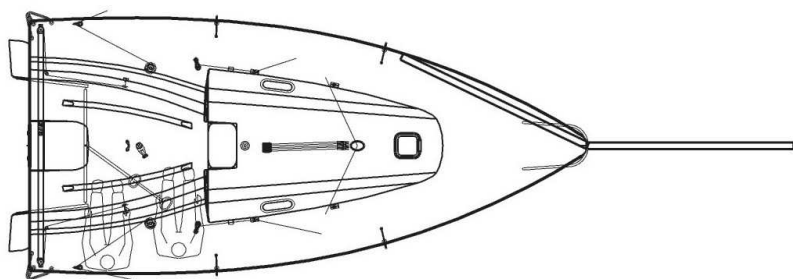
Type of engine: Out board
Maxi engine power: 5kW (6.7hp)

Electric power :
- Batteries 12 V

Maximum charge :

Category B (offshore) :
- 4 persons (370 kg)

Category C (inshore) :
- 6 persons (520 kg)



SAILS

Main sail:	24 m ²
Genoa:	18 m ²
Solent :	12 m ²
Storm Jib	4 m ²
Little spi:	48 m ²
Big spi:	72 m ²

Ratifications and certifications

Your boat has been built in France according to the European directive n°94/25/CE concerning pleasure boats.

Moreover, after a test made in the marina of St Marine, Pogo 2 has been declared unsinkable by the French authorities.

After a survey made by “BUREAU VERITAS”, your boat has been certified in order to sail in category B with 4 persons or in C with 6 persons on board.

Description of the conception categories

- B (offshore): second category

Boats made for trips offshore, where the wind can reach Beaufort Force 8 and waves 4 meters at their highest point.

- C (inshore): fourth category

Boat made for cruising along the coast and in large bays, estuaries, lakes and rivers where the wind can reach Beaufort force 6 and waves have the significant size of 2 meters.

Safety

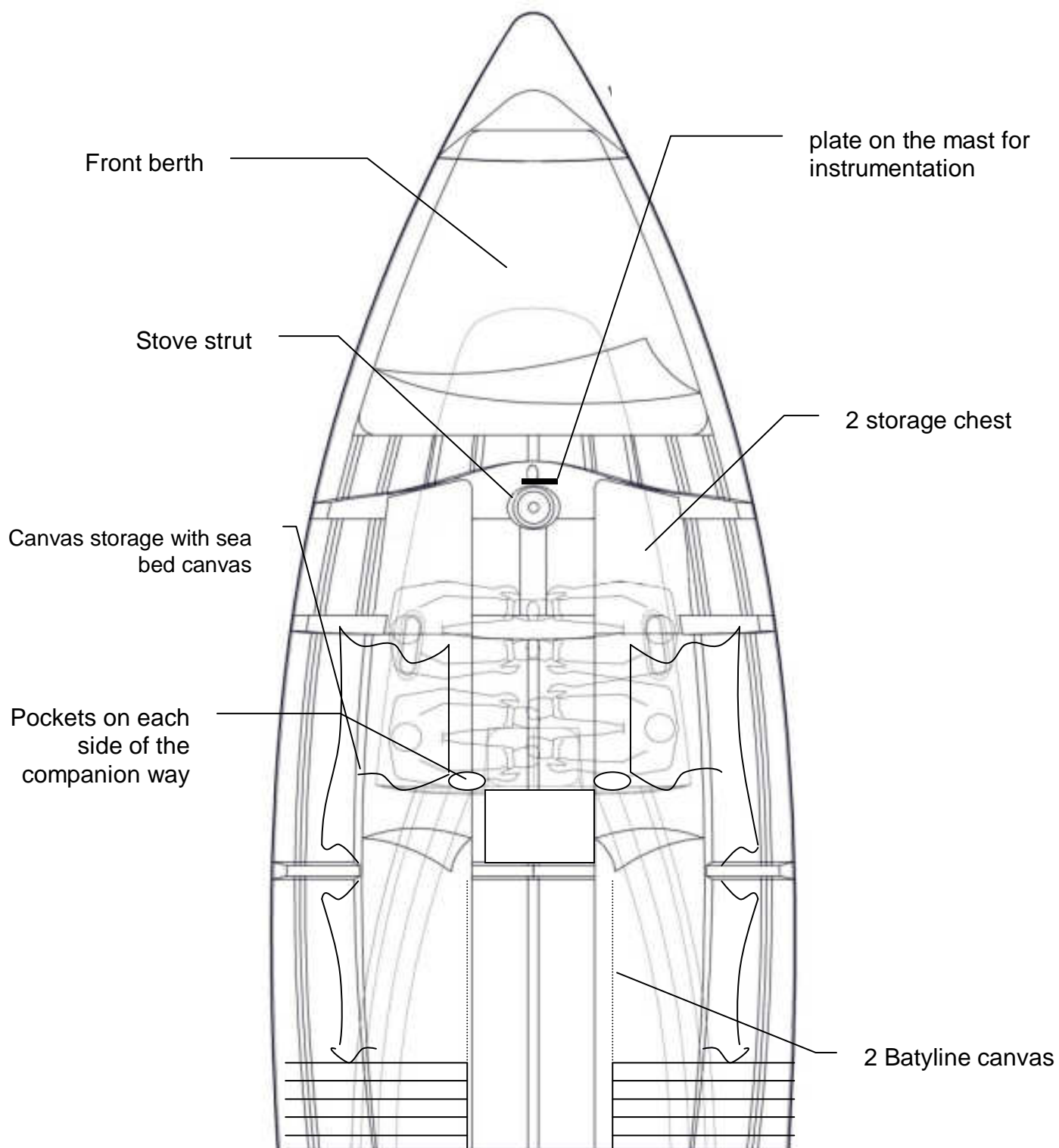
For the safety of all crew members, harnesses should always be worn. A folding chain-plate is available at the back of the cockpit for this purpose. We remind you that life-line (straps with 1100daN resistance) have to be installed from the fourth category.

Do not forget that wearing a life jacket can save your life.

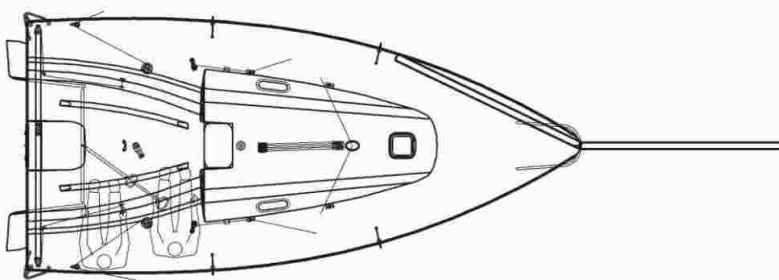
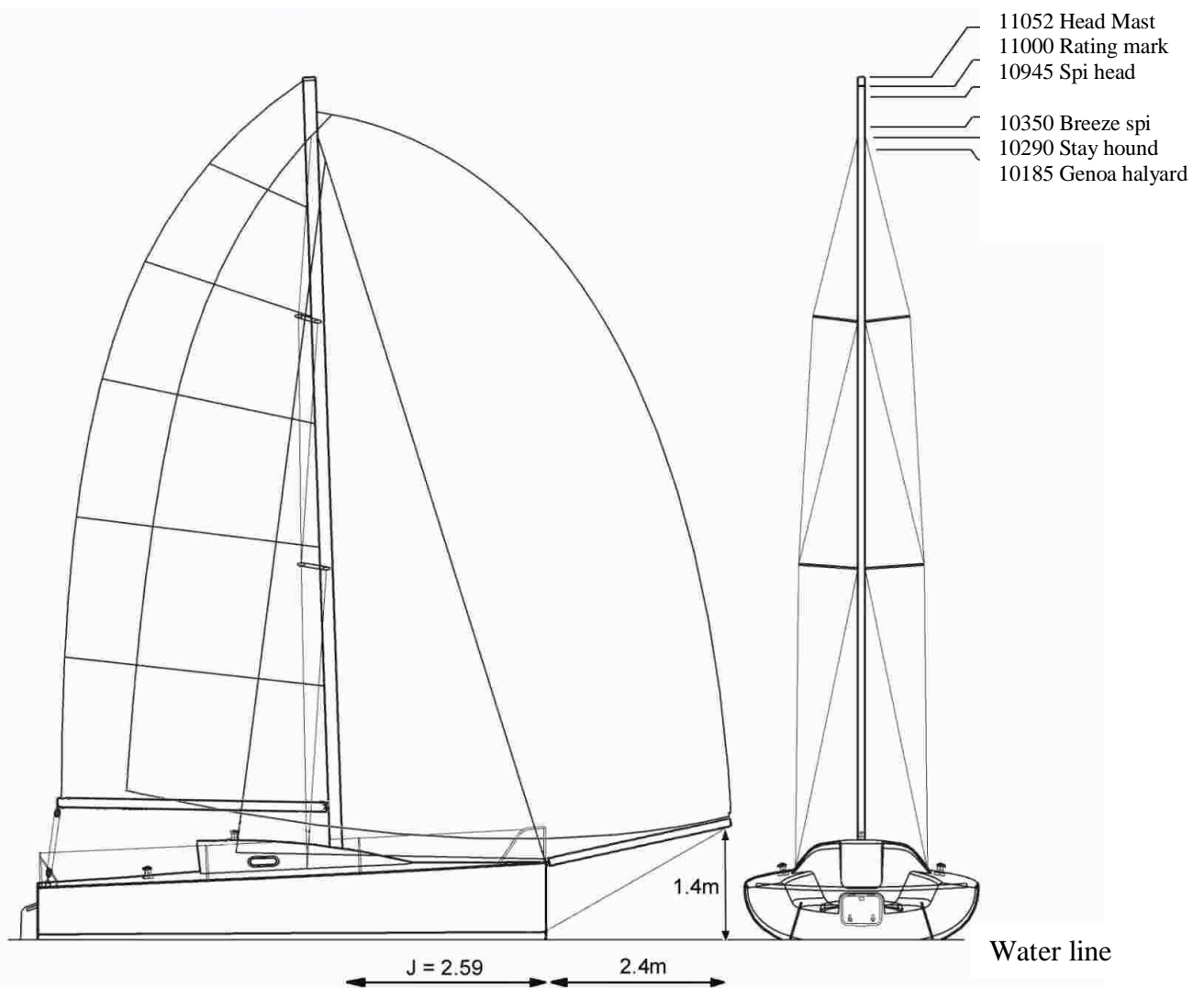
Check regularly the state of your lifeline and all components of the guardrail: gasket, transfilled, ferrule, S/S cable, axis and pins.

Equipment description

Interior fitting-out



Rigging Scheme



These measures are only an indicative value and can change according to the sailing boat.

Sail plan measures

I:9.32

Main sail 24m²- 3 reefs

Luff 9.13

Foot 3.41

Leech 9.70

Genoa 17.50m²

GG 9.40

LP 3.75

Genaker 30m²

GG 9.95

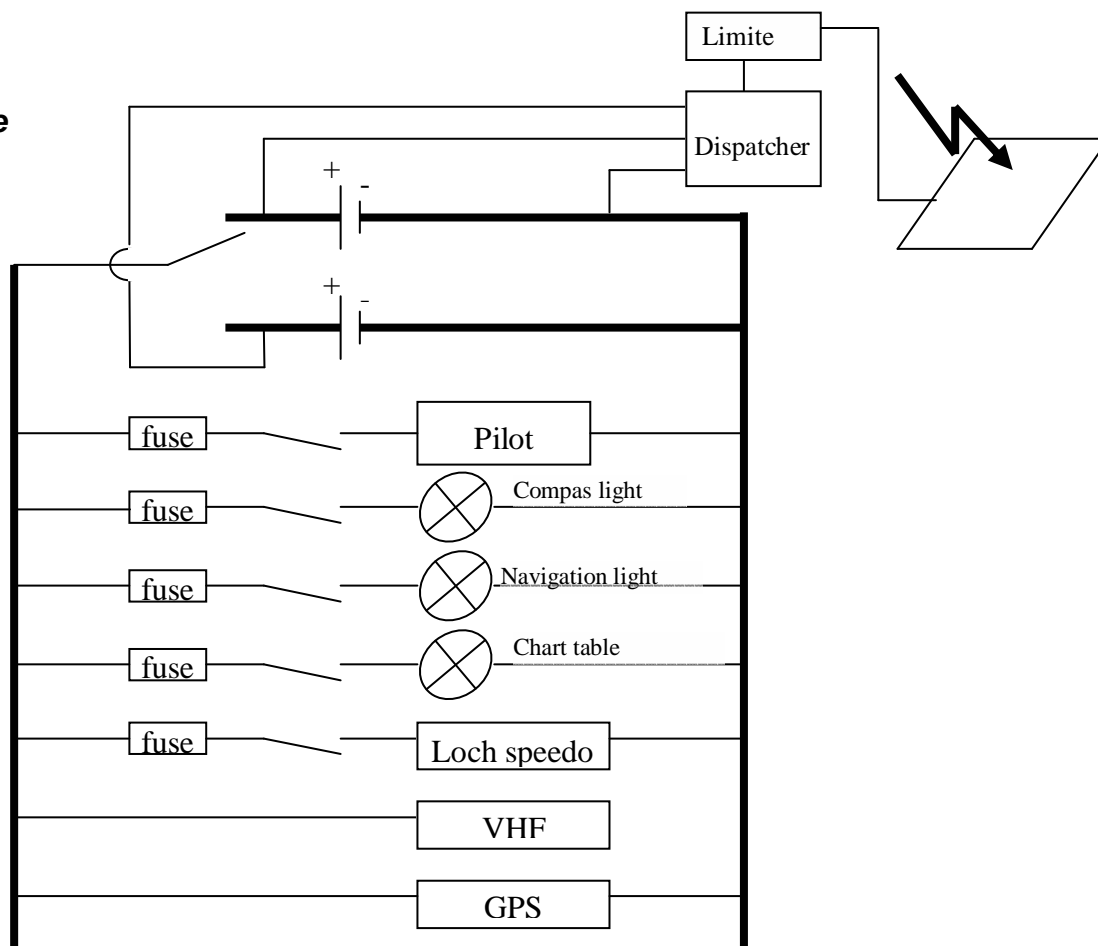
LP 6.00

Jc 4.80

Asymmetric spi 70m² max

Jc 4.98

Electric sheme



Equipment

To use the equipment installed on board (VHF, pilot..) please refer to the specific manuals supplied with your boat.

Any problems with the equipment installed on your boat should be referred to the relevant manufacturer or authorised dealer.

Information concerning the equipments

Calibration and initialization

Depending on the equipment installed with your boat, some systems (eg the autopilot, anemometer and log) will have to be initialized and calibrated before operation. Please refer to the manuals supplied for detailed instructions on initialisation and calibration in order to obtain the best performance.

Electrical system

The electric scheme is available in appendix. When the boat is not in use, it is recommended that all electrical circuits are switched off using the master power switch located in the companionway.

Maintenance and handling

General care

For your comfort and the health of your boat it is important to dry correctly the interior of your boat. Before the winter storage please rinse the interior with fresh water to remove any salt build up. During winter storage the use of a dehumidifier or moisture traps is highly recommended

Cleaning

To clean the interior you can use household cleaning agents. For the deck it is better to use a specific agent or a coachwork cleaning agent.

Lifting

The Pogo 2 is equipped with a straps lifting system. The four lifting straps **MUST** be attached to the folding pad eyes bolted to the deck with three (3) bolts (two at the back of the front stanchions and two at the back of the rear stanchions). **UNDER NO CIRCUMSTANCES** use any other pad eye to lift the boat.

Only use lifting straps with 1 tons as minimum payload.

Cradle use

When you are using a cradle, the boat must rest upon its keel. You have to wedge it on the front and back of the bulb to avoid a rotation on its vertical axis. Only the use of a cradle made with the form of the hull totally avoids the risk of rotation.

Repairs and changes

Please ask a professional or contact the shipyard STRUCTURES, if you have repairs or changes to make.

Hull care

Once a year it is recommended that the hull is cleaned and antifouled.

If you sandpaper the hull, it is important not to damage the epoxy cover which protects the boat against osmosis. This epoxy coat is bright green coloured.

It is advisable to use a polish to protect the gel coat and prevent it becoming tarnished.

Rigging checkout

To avoid dismasting due to the breakage of some part of the standing rigging, it is necessary to inspect as often as possible the stay hounds, tie rods, pins, split pins and the end of the cables.

Special attention should be given to the mast cables anchors and particularly on the lower shrouds. Check regularly the state of the S/S inserts and do not hesitate to change them.

You also have to take care of the halyard exit points.

It is also necessary to lock the rotation of the rods to avoid them working loose. You can do it by snubbing a rope into the ring of the rods.

You have to check the usury of the copper hose sets on one of the cables at the level of the first spreaders nozzle. This one is use as a martyr to avoid the usury between the aluminium spreader fitting and the stainless steel cable.

Diabolos checkout

It is advisable to check regularly the state of the diabolos. They could split them up at the weakest part.

Stainless steel

All stainless steel fittings are 316L quality and all the screws are A4 quality. The stainless steel can become tarnished and corroded if it comes in contact with Ferro-metals (drills, keys or non-chromed screwdrivers). You can clean this surface corrosion with a remover like Wichinox by WICHARD.

Navigation guide

Mast adjustment

Mast adjustment depends on your personal requirements and the cut of your sails. This is the shipyard standard adjustment:

Measure the shroud tension with a tension gauge set at the half way mark of the shroud between the deck and the first spreader. Set an equal tension on the shrouds (you should well tighten them), so that the mast curves slightly aft. Make sure that the mast is vertical with no fall off to either side. Finally you have to taut the intermediates and lower shrouds to make the mast curve disappear.

You have to avoid the curve of the mast when it is in neutral position. In this way cutter stays and lower shrouds must be very taut to prevent the mast trend to pump in the heavy sea.

You have to check that the shrouds do not ease too much in the wind while you are sailing (light wind conditions or medium).

When you have finished the adjustment, the rig adjusters have to be locked in rotating by snubbing a rope between them. A pin has to be put into the screwed ends of the cables because of the high endings which are spherical and can turn in their dwellings.

Baby stay

It is necessary to use the baby stay once 2 reefs in the main sail have been set. This is to prevent inversion of the mast due to the leach tension. Attach the fork hoist tackle (which is used to open out the bowsprit) to the baby stay and tension appropriately.

Back stay

You have to give a special care to the backstay. On the wind it is used to tighten the forestay and to curve the mast and before the wind it is an essential element to maintain the mast. That is why you always have to slacks it in the wind and to harden it leeward.

Swivelling bowsprit use

To unfold the bowsprit,

Slacken the brace which is holding the bowsprit stowed against the lifelines, (remembering to open the jammer).

Extend the bowsprit to the axis of the boat using the fork hoist tackle. The control line for the fork hoist terminates on the starboard side of the keyboard on the cabin top.

Once the bowsprit is extended along the boats axis, tension the windward brace.

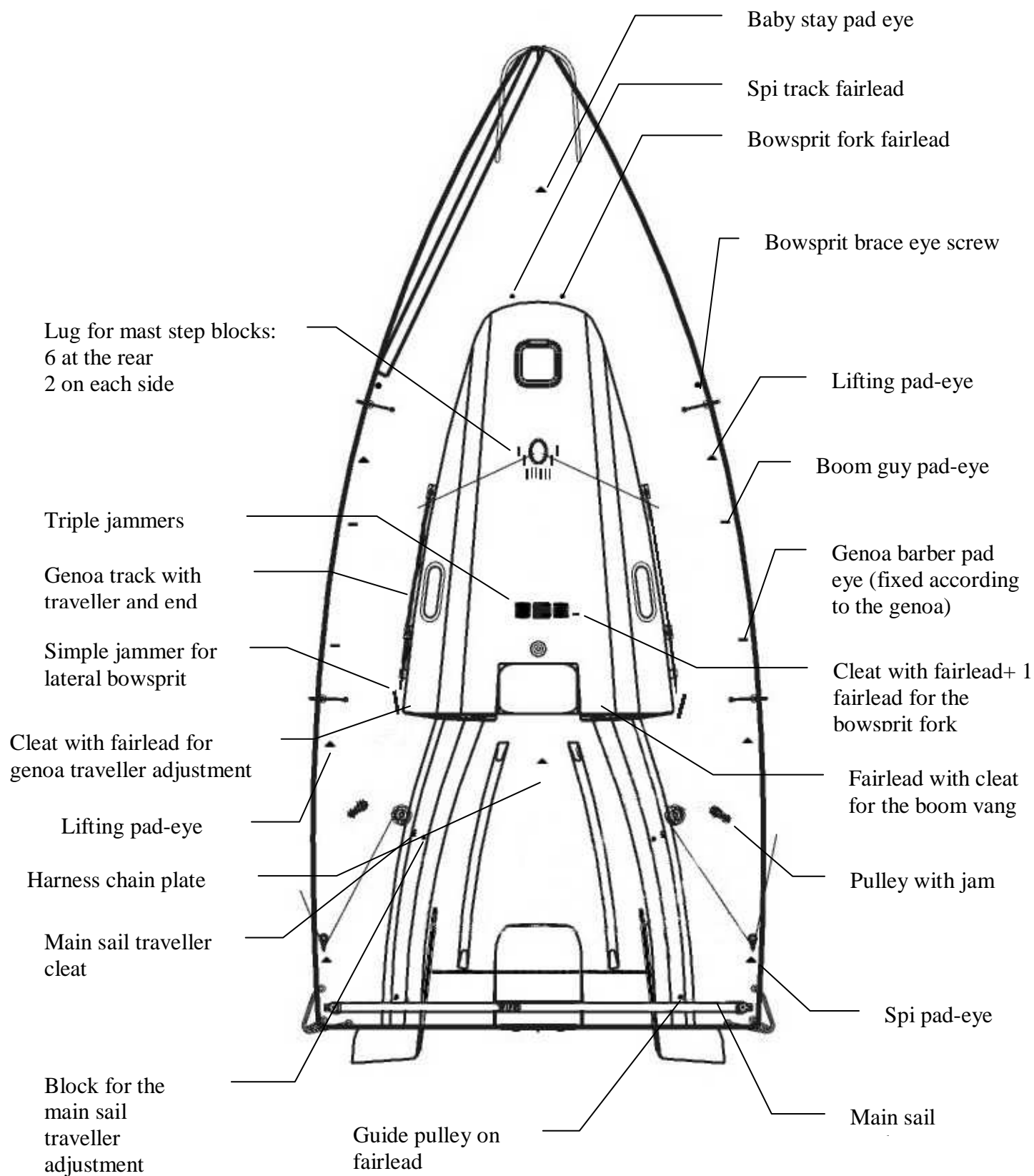
For a genaker hoist, you have to keep the leeward brace lightly tensioned as well to prevent the bowsprit collapsing to windward during the hoist. Once the genaker has been hoisted and settled, slacken the leeward brace and adjust the windward brace.

It is recommended that the bowsprit be braced 10 degrees to windward to reduce the load tension on the guy, and to prevent the bowsprit collapsing to leeward.

Because of the load tension on the brace, the braces should always be tensioned on the winches. The jammers should only be used by themselves for manoeuvres (eg. gybes).

Assembly instructions (Kit Option)

STANDARD HARDWARE INTRODUCTION



Hardware installation

Wichard folding pad eyes 6mm
ref 6504.
Screws: 6x35 TF
Installed on the back reinforcement
of the crash box wall

Spinlock fairleads BE06
At the deck anti skid level
Symmetric installed with
400mm between the 2
fairleads
Screws: 4x30 TF

Wichard stirrup 6mm ref 9203
Screws 6x20 and 6x25 TC
Installed according to the piercing
guide
2 stirrups in interior under the front
stirrups

Wichard eye nut M8
ref 6334
Under screw: 8x20 TH
Eye nut axis at 110 mm
from the stanchion step
axis

Wichard folding pad-eye
6mm with 3 screws
ref 6504.
screws : 6x30 TF

NYLSTOP nut

Wichard pad eyes
2 screws ref 6584
screws 6x25 TF

Wichard folding pad eyes
With 2 screws ref 6584
Screws 6x25 TF

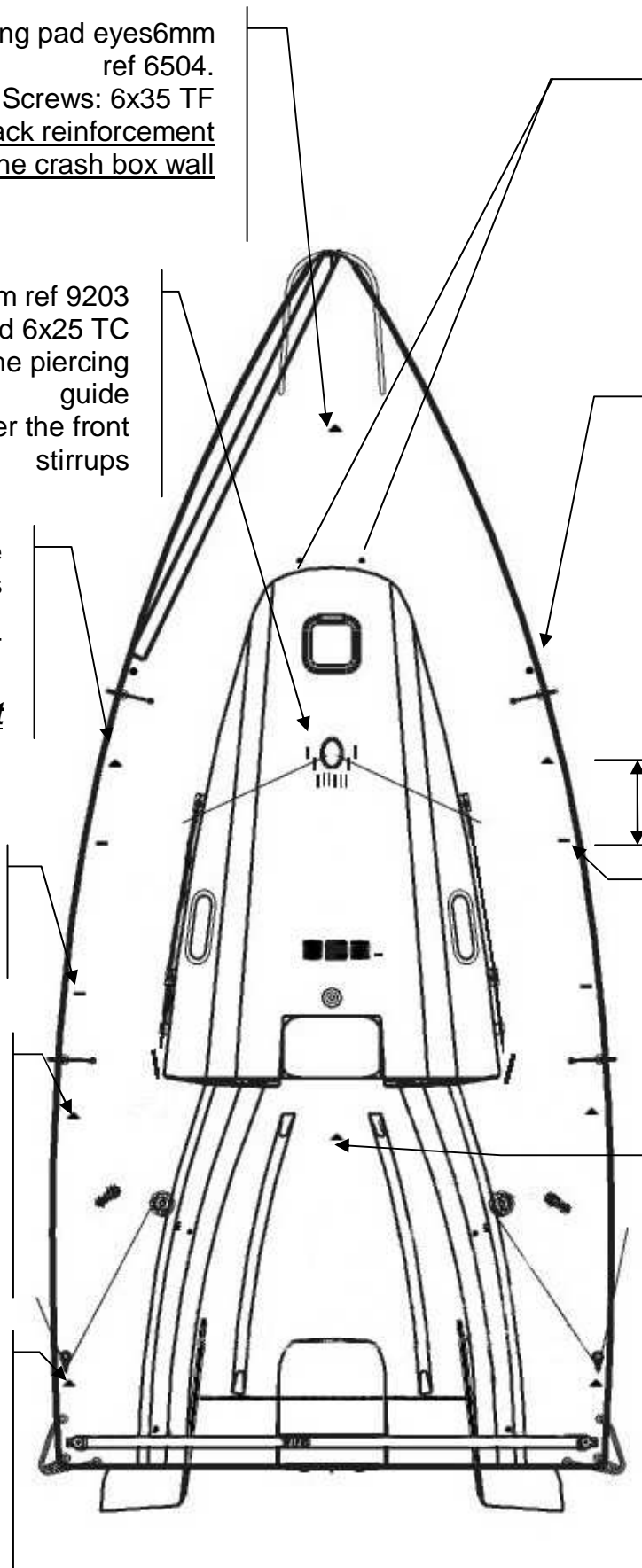
Wichard folding pad eyes
6mm with 3 screws
ref 6504.
Vis : 6x30 TF

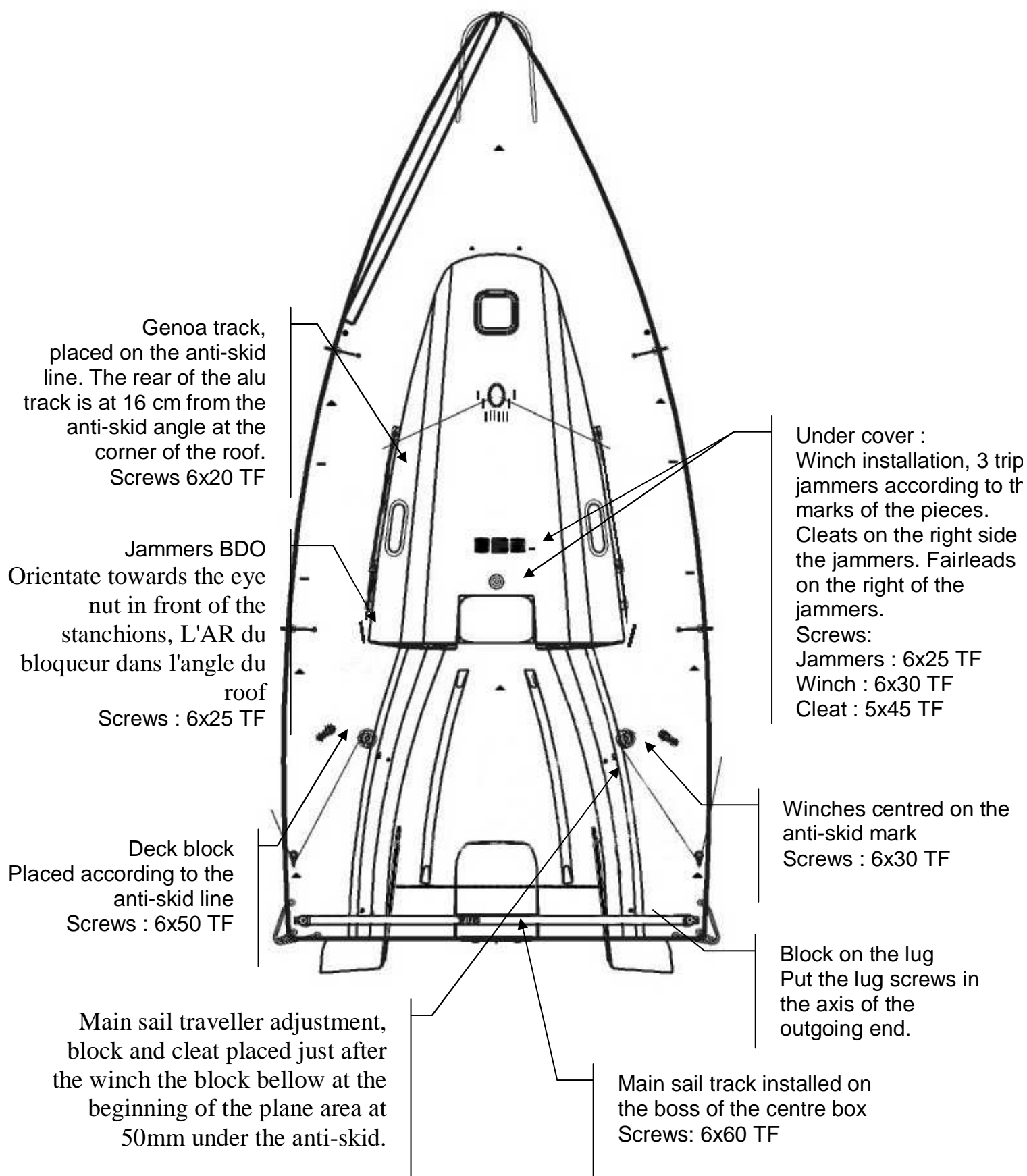
NYLSTOP nut

at 1610mm from the transom

Wichard folding pad-eye
6mm with 3 screws
ref 6504.
Vis : 6x30 TF
NYLSTOP nut

Wichard folding pad eyes
6mm with 3 screws
ref 6504.
Screws: 6x20 TF
Before the stanchion leg





Ironwork assembly

Stay pad eye

Position: centre on the boat axis

Screws: front side: 3 screws TF 6x30

Upper side: 2 screws TF 8 x30

Bow pulpit

Position: front leg driven in the stay pad eye up to the 5 mm piercing concordance

Rear legs: pierce on the marks.

Screws: between the front step and the stay pad-eye screw TR 5 x

Stanchions

Position: piercing diam 8mm according to the marks

Pulpit

Position: piercing diam 8mm according to the marks

Shrouds pad eye

Position: piercing diam 12mm according to the marks

Screws: screw TH M12 x 35 in A4-70 or A4-80

Eye screw M12 with washer strat 4mm diam 50mm.

Remark: Thread brake on the eye screw. After tightening the screw must be in the transversal direction.

Backstay pad eye

Position: piercing diam 6mm according to the marks

Screw: TF 6 x 20, screw the high interior screw with an eye nut de 6mm for the Batyline canvas anchoring.

Transom fittings

Position: piercing diam 8mm according to the marks (diagonal holes), Use the stems guides to align the axis.

Watertight: Pad eye have to be put on resin, Sika on screws.

Screws: TH 8x20

Hatches

Position: stamp according to the marks on the deck. The blade must be placed on the exterior of the line.

Screws: delivered with the lateral hatches, for the deck hatch screws TF 5 x 15

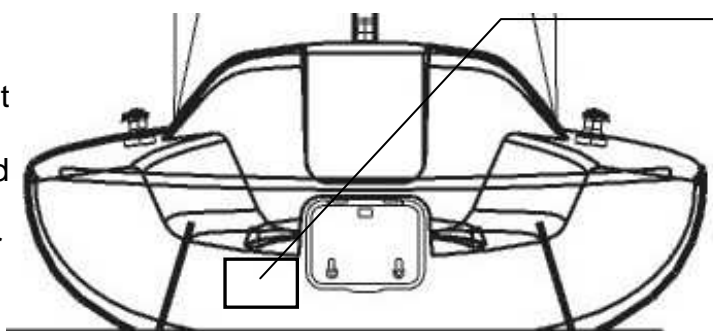
Motor bracket: *Installed on the reinforcement of the transom portside*

Screws :

4 screws 8x35 TH

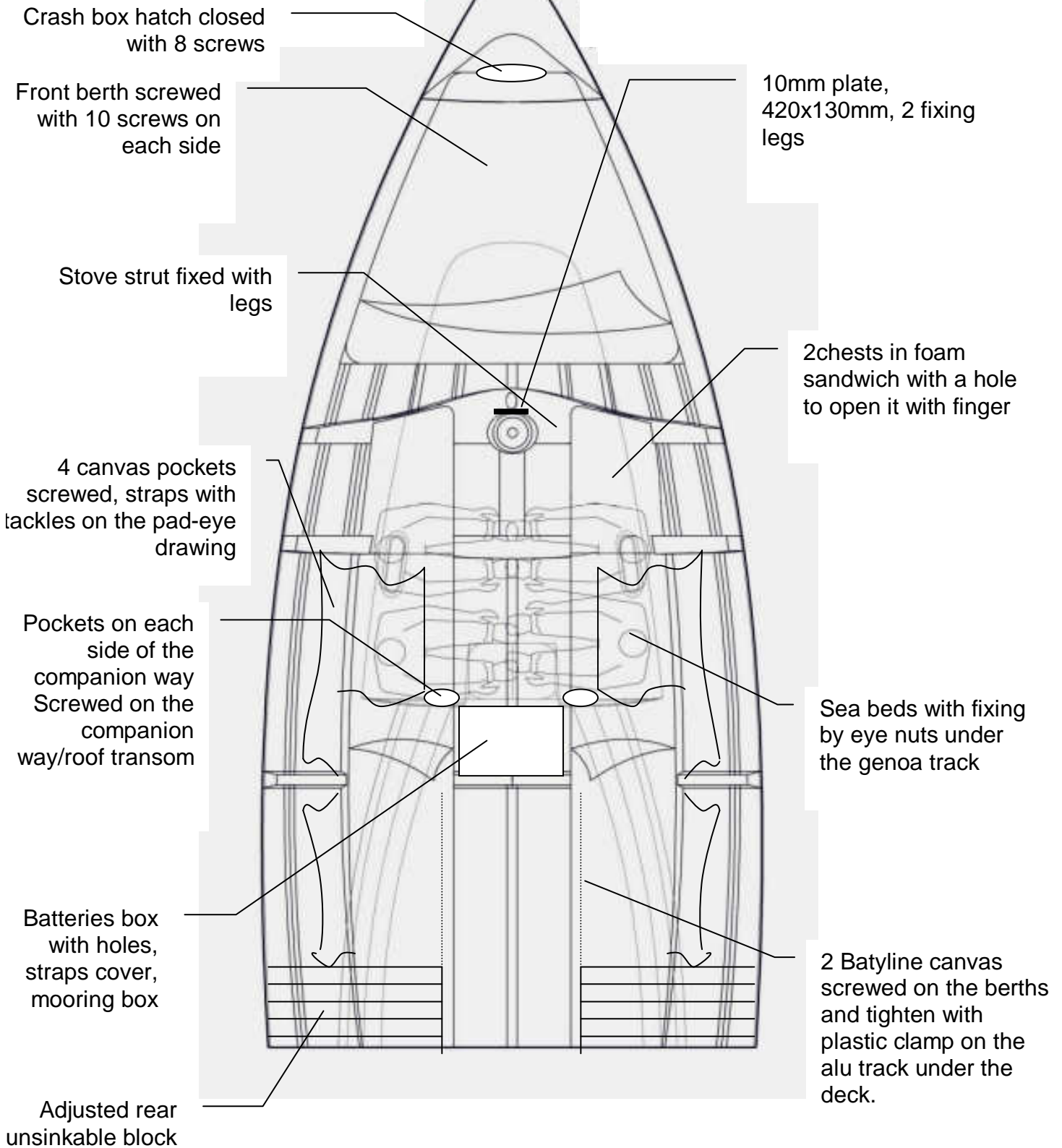
Screws have to be put by the interior with wide washer and fixed with fibres resins.

Nylstop nut in exterior



Lateral: at 15mm from the back stay pad eye.
High: at 15 mm from the bottom of the cockpit, in the upper starboard angle.

Interior arrangement

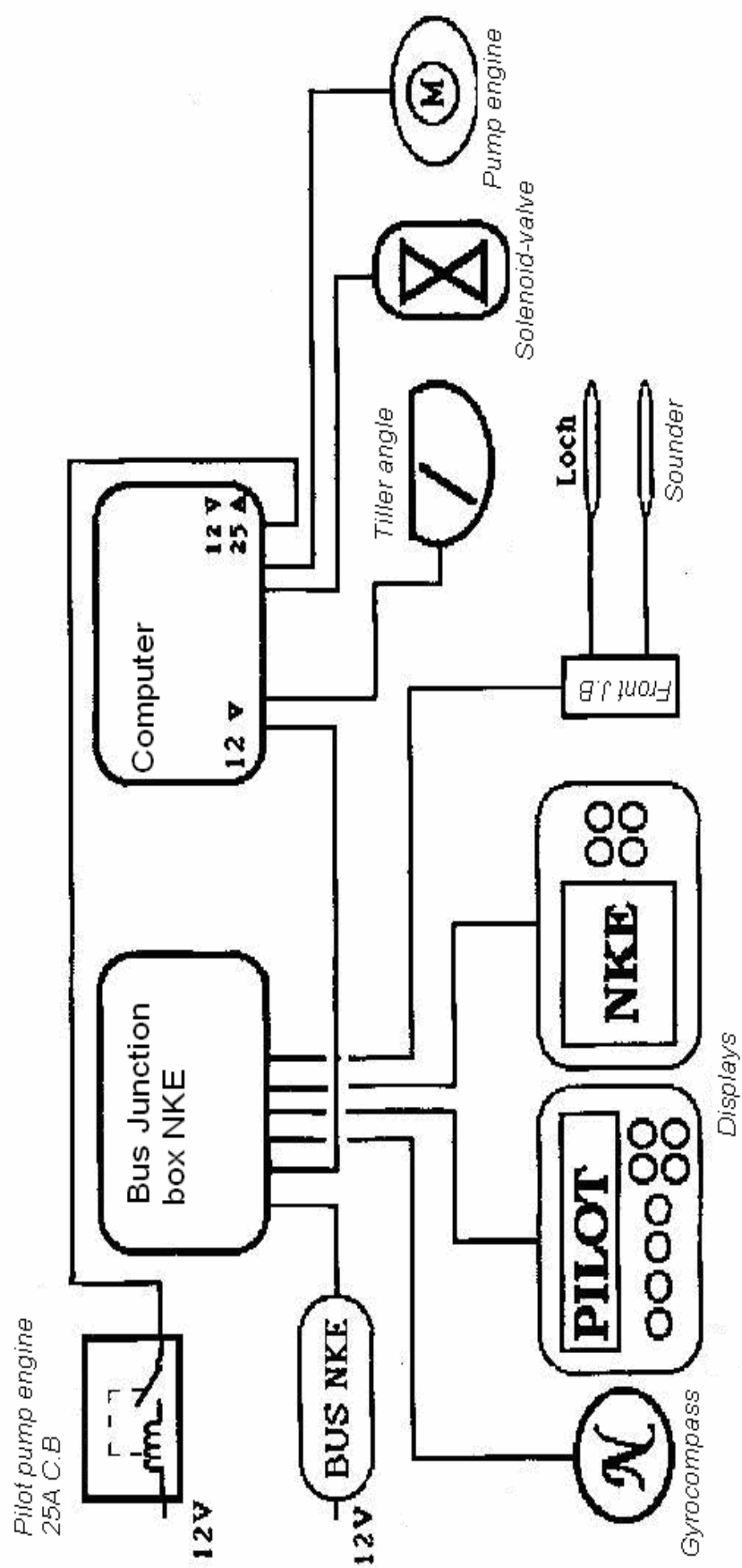


APPENDIX

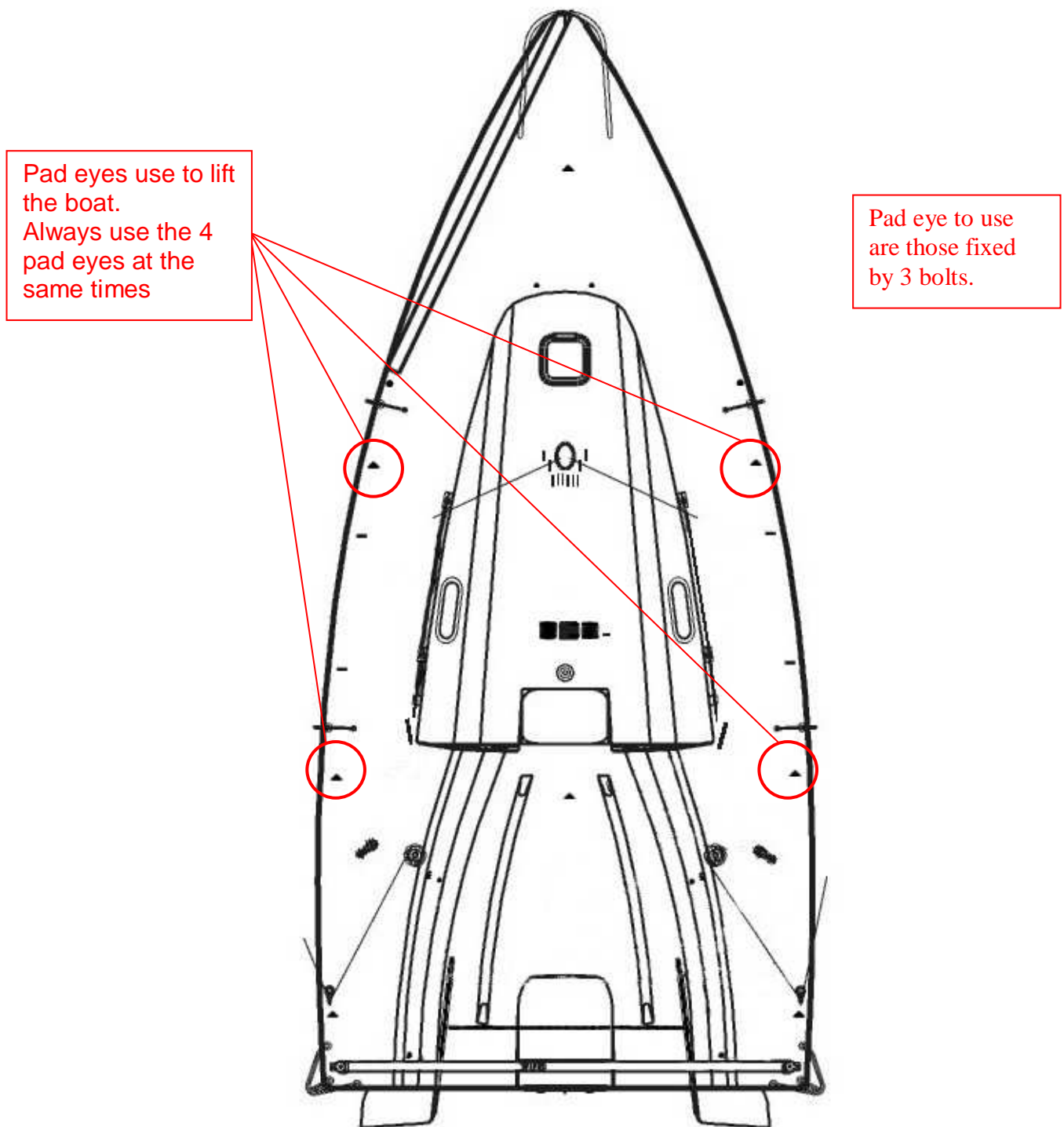
HORIZONTAL POGO RUNNING RIGGING

Designation		Reference	Qtt in m
<i>Main sail</i>			
	Sheet	Polyester 8mm	21
	Traveller adjustment	Pre-drawn polyester 6mm	12,5
		Pre-drawn polyester 6mm	12,5
<i>Genoa</i>	Sheet	Pre-drawn polyester 8mm	8
		Pre-drawn polyester 8mm	8
	Traveller adjustment	Pre-drawn polyester 6mm	5,5
		Pre-drawn polyester 6mm	5,5
<i>Boom vang</i>		Dyneema 8mm	2
		Pre-drawn polyester 6mm	10
<i>Back stay</i>		Pre-drawn polyester 8mm	8
		Pre-drawn polyester 8mm	8
<i>Spi sheets</i>	Sheet	Pre-drawn polyester 8mm	17
		Pre-drawn polyester 8mm	17
	Tack	Pre-drawn polyester 6mm	17
<i>Halyard tie rod</i>		Dyneema 4mm	1
		Dyneema 4mm	1
<i>Bowsprit</i>	Under barber	Dyneema 8mm drawn	3,8
	Guy	Vectran 8mm	10
	Guy	Vectran 8mm	10
<i>Bowsprit fork</i>		Pre-drawn polyester 6mm	14

NKE Electric scheme



Lifting system



WARNING : Always use the straps supplied with the boat or straps which have the same working load (1000kg) and the same length (3m)

Warranty terms

- The one year guaranty starts at the delivery. It applies to all parts of the boat delivered by the shipyard with the exception of the electronic and deck equipment, the motor and all other equipment which will be guaranteed by distributors or retailers and whose terms could be different and will be mentioned on their own user guide.
- The hull is guaranteed against the osmosis for five years from the delivery date.
- The guaranty does not cover: any breakdown or damage due to a incorrect operation or modifications made without the shipyard approval.

Environment impact

- In order to protect the environment it is important to exercise care when handling hydrocarbon based products (eg. oils and fuel).
- Crew waste should be stored and disposed off appropriately in specified disposal containers located at ports of call.